

SHIPYARD LOG

Pearl Harbor Naval Shipyard & IMF News Since 1946

June 2016

DEFEATING GRAVITY

The Code 700 Lifting and Handling Story

[Commander's Corner]

Code 700, lifting us to a higher level

Aloha, and thank you for reading the June edition of the Shipyard Log. This month is all about GRAVITY. Gravity is a force that affects each of our jobs every day. Like any force, gravity (for all of our engineers, gravitational force = mass x 32.174 ft/s²) can be leveraged to our advantage and must be respected in order to remain safe. Therefore, it is fitting that C700, our Lifting and Handling Department, takes center stage! No other code has refined the art of “defeating gravity” as consistently and safely, with a forward leaning sense of innovation, quite like C700. After reading about the people who are the life blood of Lifting and Handling, I encourage you to say, “Thank You” to a rigger this month for keeping us safe in our complex and dynamic industrial environment.



Code 700 Lifting and Handling Department Head Kevin Correa helps Captain Kalowsky lift his aloha spirit.

Within C700, there is a unique team that has to master not only the forces of gravity, but also the buoyant forces of our beautiful harbor: our Divers. At Pearl Harbor, we have integrated civil-

ian and military teams that consistently log the most bottom time in ship repair.

They are “No Ka Oi” in an elite community, and we are proud of them. Not only are they photogenic (check out the panoramic shot on pages 4 and 5), they are also extremely intelligent and able to adapt to meet any challenge. In this month’s pages, you will read how they exemplify the power of Productioneering, using the force of innovation to increase productive capacity and their margin of safety. Hoo Yaah, Navy Divers!

All of us work against the tearing down forces in the Shipyard, which go beyond the force of gravity. We use mentorship to lift up the level of knowledge of our workforce. We use clerical and technical administration to add order to chaos. We combine management and trade excellence to stay ahead of fleet material breakdown. We align in teams to magnify our efforts. And, in our off-duty time, we volunteer to help uphold the fabric of our community. This is the hard work we do every day and it is unforgiving.

This year the Federal Executive Board recognized the best of the best within the shipyard, those who lead the fight against atrophy and the forces that bring us down. Eric, Alia, Matthew, Ryne, Binx, Merlin and the Special Projects Team: You have earned a special layout in the Log this month, and the entire Shipyard congratulates you for your accomplishments over the past year.

Gravitational force is also a force that pulls us together. This month we also recognize a recent visit to our Shipyard by VADM “Willy” Hilarides, who has been the center of gravity for all of Naval Sea (NAVSEA) Systems Command for the past three years. Thanks to everyone who came out to hear his inspiring words in front of Building 1. It was a great visit. In addition to giving VADM Hilarides a warm and heartfelt “Thank You” for his service to the Shipyard, you provided a true and meaningful perspective of the power of Pearl Harbor Naval Shipyard to his relief, RADM Thomas Moore. Through your voices, both of these leaders heard the core values of Honor, Courage, Commitment, and ALOHA...loud and clear.

Gravity is constant and unforgiving. I am fortunate to serve with a team that is just as constant and never quits. You are tougher than the tearing down forces that face us, and you are Defeating Gravity! You defend the Nation. You are the professionals who fix, repair and modernize the Pacific Fleet. See you on the deck plates!



SHIPYARD LOG

June 2016

Vol. 69, Number 6

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: Code 740 Rigger Mechanic Waika Venenciano. He is responsible for overall safety of crane lifts. Also known as the RIC (Rigger In Charge.)

Photo by: Justice Vannatta

Aloha means hello and goodbye

VADM Hilarides visits PHNSY&IMF for the last time

Story by Sarah Fry
Public Affairs Specialist

Vice Admiral William H. “Willy” Hilarides, Commander, Naval Sea Systems Command (NAVSEA) since June 7, 2013, paid a farewell visit to Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY&IMF) on Wednesday, May 25. Accompanying him was Rear Admiral Thomas J. Moore, the prospective NAVSEA commander.

The admirals toured the Fleet Maintenance Submarine (FMB) area, the Inside Machine Shop (Shop 31), Dry Dock #1, where they took a forward area tour of USS Hawaii (SSN 776), and the newly-named “Multi-Trade Learning Center” at Bldg. 1671, where the Advanced SEAL Delivery System (ASDS) mini-sub learning center is used by different Shipyard codes for realistic training.

Hilarides held an All Hands held in front of historic Building 1. He told the assembled military and civilian workforce how much he enjoyed being back at Pearl Harbor, where he commanded, USS Key West (SSN 722) from May 1998 to November 2000. During that period, the Key West deployed to the Western Pacific and conducted a major shipyard maintenance period at PHNSY&IMF. The admiral praised the Shipyard’s work on Key West and its continued legacy of support for the U.S. Pacific Fleet. “This Shipyard has always maintained a special place in my heart,” he said.

The admiral told the workers that each of them needs to be “tough” in the face of national security threats the United States faces today in the Western Pacific – listing regional stability concerns with North Korea, Russia and China. He said these countries, especially China, are building more submarines every year than are built in the U.S. He pointed out that PHNSY&IMF is the primary support for the submarines of the U.S. Pacific Fleet, which are so needed by our nation to counter the growing threats in the Western Pacific.

“NAVSEA has supported this Shipyard,” he said, “because the nation needs it.”

He cited authorizing the hiring of more employees, construction of new buildings and renovation of aging facilities. “We need you to be ‘tough’ to meet the challenges we face,” he said. “I know that in your hearts is the toughness to do this job, to maintain and repair the Pacific Fleet subs and surface combatants our nation so badly needs.”

After the All Hands Call, Hilarides and Moore lunched with superintendents and Engineering Duty Officers, then met with leaders and members of the Metal Trades Council and senior Shipyard leaders.

Afternoon tour stops included Dry Dock #3 for a pier side discussion of the USS Asheville (SSN 758) project and the future of Virginia Class maintenance. Next was a stop at Bldg. 1670 to view innovation projects. They visited Dry Dock #4 to discuss surface ship maintenance, the Shipyard’s Public/Private Partnership with its primary partner, BAE Systems Hawaii, and progress being made on the USS Halsey (DDG 97) project.

The admirals’ last tour stop was at the Pearl Harbor repair basin, at the end of Bravo Pier #11, observing a panoramic spot that might be best described as “the heart of the Pacific Fleet,” a fitting location to thank Hilarides’ for his “Fit to Fight” support in his three-year tour as NAVSEA Commander.





45-lb. High Efficiency Door Inlet (HEI) switch



IN THE HEART OF THE SEA

**Story by Eric Hauptman
Diving Zone Manager**

The planned dive task was relatively easy and had been completed many times before: clean, inspect and perform routine maintenance on the High Efficiency Door Inlet (HEI) switch. Shipyard divers accessed the HEI flooded sea chest and began the work. After they cleaned the switch, it remained stuck and would not move freely. Several attempts to free the switch were unsuccessful and divers exited the sea chest and submitted a deficiency log (DL).

“The only way to repair the switch is to disconnect from shipboard cable and unmount it from the foundation,” explained Ryan Shiroma, Shop 67 supervisor. “Then we can rebuild it at the shop (Shop 67), utilizing an ultrasonic cleaner. The only problem is, the switch is in a free-flood area and divers have to disconnect from the cable underwater.”

Normally, Navy divers use what they call an “aquarium” to complete underwater repairs. This device is a clear Plexiglas box that is tied down at four points, with the open end facing down. The box is then filled with air, creating an air pocket for the electrical disconnect.

Malcolm Lopez, Code 760 General Foreman, explained. “The aquarium is very difficult to use. Think of performing a critical electrical connection while holding a 45-lb. switch with one hand and the cable with the other, getting those lined up, then starting the connection. At that point, the second diver has to reach in, though the arms of the first diver, and tighten the connection with a wrench. The whole ordeal is performed underwater in dive gear, with flashlights.”

During the initial trouble shooting dive, the divers came up with a solution to dewater the entire HEI sea chest by plugging the vent lines and filling the cavity with air. This would eliminate the need for the aquarium and would allow the divers to perform the critical electrical portions of work in a dry environment.

The divers presented their idea to the Ship’s Force and Fleet Maintenance (Submarine) (FMB) project leaders. After the initial proposal, divers worked with Code 250 Naval Architects Gary Zane, Code 290 Todd Oshiro and Code 300 FMB Safety of Ship Office (SSO) personnel, Ronald Smith and Derek Uesato. Gary Zane developed draft change calculations. Using engineering and administrative controls, the Code 300 Diving Zone Manager assisted in the development of technical guidance to mitigate risks. After the DL release and final approval, the evolution was scheduled.

Diving Supervisor Navy Diver 2nd Class Ryan Stevenson remarked, “The dive was uneventful, which is the best kind of dive. The level of coordination and planning before the dive made the work easy. Everyone involved did a great job.” The divers performing the work, Navy Divers Third Class Charles Tichner and Code 760 Civilian Diver Mechanic John Leong, both agreed.

“Much easier than using the aquarium, a 100% improvement,” said Leong, the lead diver, who has more than 40 years of diving experience.

“I wish I could have seen it,” said Code 290’s Oshiro. “Our engineers are such a big part of the Shipyard. The men and women who develop our procedures don’t often get an opportunity to see the work completed around the waterfront.”

Erik Hauptmann, Diving Zone Manager, agreed. “This is a great example of our Shipyard working together as a team, productioneering at its best. Even though Todd couldn’t be in the water to watch the divers, the success was a direct result of his work.”

Although the job was only to support one switch, many other components in the HEI cavity require maintenance. Other electrical switches, linkages and components could be serviced dry instead of wet. This could reduce not only the risk to the ship or submarine and to ship’s force personnel, but also eases the repair complexity for the divers. Further, the dewatering process can be utilized on other similar at PHNSY&IMF around the fleet.



PEARL HARBOR NAVAL SHIPYARD FEDERAL EXECUTIVE BOARD 2016 AWARDEES

MENTOR



ERIC TADAKI

- Mr. Tadaki, a Community of Practice Leader for Paint and Preservation and former Preservation Engineer, is an exceptionally selfless leader.
- Superior communication skills in his written instructions and presentations.
- Mentored/trained countless workers who emulate his leadership.
- Continues to learn new things, sharing that knowledge by mentoring workers and supervisors on the deck plate.
- Contributes greatly with his technical and hands-on knowledge of the blasting and painting processes.
- Strives to improve processes with great passion for the betterment of the Shipyard.

CLERICAL / ASSIST



ALIA RIDDLE

- Ms. Riddle has been an excellent Administrative Assistant since joining our Nuclear Inspection Division.
- Successfully prepared the department's records for Shipyard's Document Management Control review.
- Maintains an extensive Nondestructive Testing data base, performs manual reviews and updates, reorganized and inventoried training materials.
- Significantly contributes to training branch by assisting instructors, scheduling training and consistently sharing ideas and recommendations to improve processes.
- Able to adapt to frequent changes and continues to expand her skills and knowledge.

PROF / ADMIN / TECH



MATTHEW KUNITA

- Mr. Kunita, an Electronics Engineer was assigned Lead Technical Authority Combat Systems waterfront support representative on USS Olympia (SSN 717.)
- Excelled in numerous duties using a "proactive investigator" approach.
- Instrumental in forming guidelines for Contractor Oversight and paving the way for the entire Engineering and Planning Department.
- Trained and mentored engineers from various divisions and continues to develop and formalize this process.
- His questioning attitude and ability to adapt have greatly contributed to his success and the accomplishments on USS Olympia (SSN 717.)

MANAGER



RYNE SONODA

- Mr. Sonoda is an Assistant Project Superintendent on Special Projects Team, as a manager for emergent valve replacement work on the USS Asheville (SSN 758) and USS Columbus (SSN 762.)
- His leadership led the team to accomplish same type of work with 35% reduction in cycle time and a decrease in man-days, resulting in a cost avoidance of 43%.
- He continually drives toward first time quality.
- Ryne has led the team by incorporating new innovative technology, paving the way to transform the work and training standard for the corporation.

COMMUNITY SERVICE



BIANCA FREITAS

- Ms. Freitas is highly motivated, dedicated to and passionate about helping others.
- Serves in key roles supporting command-wide diversity: President, Women in Trades; Vice-President, Multi-Cultural Committee; Command Assessment Team Member.
- Actively partners with organizations to accomplish Adopt-A-Highway clean-ups and Shipyard Morale, Welfare and Recreation events.
- Truly service-oriented, she dedicates her time and talents each year serving Hawaii Special Olympics as the Aquatics Event Manager.
- Continuously acts with care and ALOHA.

TRADES / CRAFTS



MERLIN NAKI

- Mr. Naki, a Painter with over thirty years of professional trade experience, takes it upon himself to serve as the caretaker and guardian of the Shipyard's Corrosion Control facility at which ship components undergo varying preservation processes.
- He safeguards this facility like his home, intent on keeping all inhabitants safe while being hospitable to visitors.
- He reliably reports daily to work ready, willing and able to contribute to Shipyard's mission and is a team player who has mastered his trade and shares his skills and knowledge with his colleagues.

TEAM EXCELLENCE: SPECIAL PROJECTS

- Team Leaders from various departments: Paul Shibuya, Richard Hiraki, Christopher Major, Randal Imaoka, Phillip Lee, Eddie Nassr, Ryne Sonoda, Tracy Tandal, Kendrick Ching, Captain Hashimoto
- (NOTE: The whole Special Projects Team includes numerous personnel from various shop and codes)
- The team's innovative methodologies and belief in Learning Organization principles led to extraordinary performance in two successful special maintenance and repair projects on nuclear submarines.
 - Team's effort resulted in Zero safety incidents and first time quality.
 - Significant improvements from first to second time execution: Reduced radiation exposure (2,564 to 1,799 hours), improved schedule (46 to 30 Days) and decreased cost (15,112 to 8,568 man-days), resulting in a savings of over \$4 million with reduced exposure.



In focus: C700 Lifting and Handling

The Lifting and Handling Department provides all essential lifting and handling and support services to the Shipyard and Navy customers to keep U.S. Pacific Fleet ships “Fit to Fight”. These lifting and handling equipment and service capabilities vary widely. In addition to the large blue portal cranes, fork lifts, transportation trucks and rigging gear we’re all familiar with, Code 700 performs a wide range of services and responsibilities.

Code 710, Technical Engineering, is responsible for the technical expertise and program quality.

Code 720, provides Inspection, Testing, Quality Assurance, and Training oversight for processes to ensure accuracy, safety, and knowledge sharing.

Code 730, Crane Maintenance, Planning and Material Ordering acts together as a consolidated project team to coordinate and execute preventive maintenance and emergent repairs. They maintain all of PHNSY&IMF cranes.

Code 730 and Code 740 Continuous Training Development (CTD) Learning Centers have gained national recognition as centers of excellence from Naval Sea Systems (NAVSEA) and Navy Crane Center (NCC).

Code 740, Rigging and Equipment Operations, supports the entire Shipyard in movement of all large equipment.

Whether inside the ship or in the dock, they can move it.

Our Accident Prevention Program (APP) team, is a unique feature of any shop in the shipyard, that investigates all accidents and near misses to provide direction and guidance internally and externally to improve safety. Together with Code 723 they run one of the most comprehensive surveillance programs to continuously improve Code 700 operations.

Code 760, Regional Diving, acts as the underwater extension of all Code 700 and Code 900 shops. Be it rigging, electrical, piping, outside machinist, hull cleanliness or inspection, divers perform these complex skills underwater for the entire Shipyard and for Navy Region Hawaii.

Code 700 is led by Superintendent Kevin Correa, who recently returned from FMB. He brings with him a shared vision developed through his 41 years of experience, leading Code 700.

In a sense, the Lifting & Handling Department acts as a self-sufficient microcosm in the Shipyard, owning nearly all aspects of lifting and handling operations, maintenance, upgrade, oversight and engineering cradle to grave. Code 700 lifts its members, and the Shipyard to a higher standard, keeping project momentum continuously moving forward.

Code 740 Rigger Supervisor Kalani Chang (far right) observes Rigger Apprentices Kawika Vincent and Treves Keohokapu as they hoist a prop tail cone into Dry Dock #1.



Code 730 Electrician Apprentice Tanya Labajo performs electrical maintenance on portal cranes which provides efficient lifting capabilities for heavier items.

Code 730 Heavy Mobile Equipment Mechanic (HMEM) work leader Paul Allen and HMEM mechanic James Taketa-Daniel perform a roto alignment on the gear box and main hoist electrical motor.



Code 730 Crane Maintenance Mechanic Todd Buhl performing boom maintenance, inspecting structural connections utilizing the 120' area work platform on a Samsung portal crane P-80.

Code 740 Rigger Mechanic Willy Kalakaua and Code 740 Rigger Apprentice demonstrate the testing of the Safety Personnel Basket, in case of emergency. Emergency personnel and riggers utilize the safety personnel basket to extract personnel from the dry dock.



Code 740 Rigger Apprentice Joshua Costa is "crane walking." Costa's area of responsibility ensures safe travel of the crane, as well as pedestrian safety as the crane makes its performance adjustments.



Code 742 Crane Operator extraordinaire Dan Lorenzo navigates portal crane P-78 while performing production lifts in the dry dock basin. Crane operators are highly skilled in ensuring that they maintain overall safety of the lift and constant communication is maintained throughout the evolution.





Code 711 Craig Ching and Code 730 Crane Maintenance Mechanic Dave Campbell inspect portal crane brake pads for deficiencies.



Code 721 Inspector Kevin Achong performs hoist drive train inspections on the main hoist of portal crane P-80.



Code 740 Rigger Mechanic Paul Carlson installs a component on the C930 Main Sea Water mock up in Bldg. 215.

Code 730 Electrician work leader Landon Nakayama routes new wiring through the Travel Systems Alteration in the Operator's cab.



Photo by Kamu Unga





Before



After

Code 730 Electrician Brian Powell, C730 Electrician Shaun Murakami, C711 Engineer Nicole Banish, C711 Engineer Scott Wallace, and Electrician Work Leader Landon Nakayama: drive alteration project team that upgraded a drive system to increase crane availability by decreasing reliance on obsolete, expensive, and unreliable replacement parts.

Code 730 Electrician work leader Shaun Murakami and Electrician Mechanic Tom Talkington put the final touches on the total overhaul of the Travel Drive Systems on Portal Crane P-81.



Code 730 Crane Maintenance Heavy Mobile Equipment Mechanic Kelley Ono is carefully torquing gudgeon covers.

Code 730 Electrician Brian Powell updates new wiring for the Travel System Alteration in the operator's cab. The Travel System Alteration helps the portal cranes to navigate more efficiently.

The Accident Prevention Program (APP) validates baseline measures of Lifting and Handling performance in C740 and Shipyard wide. Our responsibilities include re-enforcing established standards and perform deck-plate surveillances to assess and validate trending strengths and weaknesses. We identify and correct lifting and handling deficiencies at the lowest level before they escalate into more significant problems such as crane/rigging accidents. We also work closely with contractors ensuring they are in compliance with rules and regulations with an emphasis on Safety. Lucky Muyot Accident Prevention Manager, Carolyn Setomook Rigger Mechanic, Tyrel Butler Rigger Mechanic.



Chairmen of the board. Code 700 Lifting and Handling Supervisors.

Fall protection awareness brought to PHNSY

Story by Jerrod Tamashiro
Code 106 Department Head

Pearl Harbor Naval Shipyard and IMF joined forces with Occupational Safety and Health administration (OSHA) and the National Institute for Occupational Safety and Health (NIOSH) in support of National Safety Stand-Down to Prevent Falls Week, sponsoring a stand-down on 13 May 2016 to raise awareness of fall hazards and prevent fall-related mishaps.

The event was led by Mr. Claude Calabrese, who chairs the Shipyard's Fall Protection Safety High Hazard Team. Participants from Codes 970, 960, 740, and 106 created informational booths on Personnel Box Safety, Ladder Safety, Temporary Access Cover Safety, and Fall Protection Equipment.

The highlight of the event was a demonstration of a fall using a 250-lb mannequin wearing a fall protection harness, emphasizing the importance of properly wearing and using fall protection equipment.



May Service Awardees

- 10 Years
Valerie Barnes, 2441
Peter Beutler, 2301
- 20 Years
Allan Butac, 920
Gary Rapoza, 990
Shawnaverill Roldan, 900T2
Darrin Wataoka, 970
- 30 Years
Claudio Bernaldez, 970
Daniel Calpo, 900T1
William Conley, 1362
Melvin Cortez, 1052
Danilo Domingo, 2340
Danilo Laguna, 990

May Service Awardees cont'd

- Alfred Mendiha, 970
Lori Tonai, 2340
- 35 Years
Joy Hirai, 2421
Mark Kirst, 2340
- 40 Years
Mariano Chargualaf, 920
Arnold Ching, 2103
William Iida, 970
Thomas Rementer, 410
- 45 Years
Richard Urata, 2444

May Civilian Newcomers

- Russ Cuajunco, C430
Rory Kakuda, C290
Andrea Kaplan, C410
John Kessler, C930
Bryce Kimura, C270
Cody Machida, C1342
Cole Millare, C250
Toni Ownes, C300
Same Saesing, C132
Mark Saewong, C1063
Henry Ta, C620
Quang Vo, C270
Michael Watts, C2340
Chad Yawata, C920
Lowen Yoshimura, C246

Fair winds & following seas to May Retirees

- Creighton Chang
Tim Kawahakui
Rodney Morisato
Alan Pearson
Brian Shiroma
Brian Yim
Stephen Zane

May Military Newcomers

- MASN Cortney Achuff, X-DIV
EMN2 Joshua Boliek, 130
STS2 Kevin Braughton, 950
LSC Jeremy Edwards, 210
FC2 James Haskin, X-DIV
AWO2 Shannen Hayes, X-DIV
FC1 Randy Hendrickson, 210
GSM3 Erika Howard, X-DIV
FC3 Ha Kim, X-DIV
HT1 Casey Loepke, 103
GSM1 Vladimir Mikhaailova, X-DIV
ETC Robert Neubeck, 210
NDCS Dalbert Rivera, 760
HT3 Andrea Rivero, 920