# SHIPYARD LOG

Pearl Harbor Naval Shipyard & IMF News Since 1946 March 2016


# ENGINEERING

## *The Blueprint to Our Success*

# [Commander's Corner]

## Engineering greatness with Team Pearl

Aloha, and THANK YOU for reading the March 2016 edition of the *Shipyard Log*. This month focuses on our workers who do the technical blocking and tackling for us: our Engineers! Shipyards are technically anchored organizations, so the strength of the engineering element in our work teams is critical to our safety and success.

When I began my career in maintenance, I had a mental model that engineers sat behind desks far from the waterfront, in quiet cubicles with clean hands. It did not take long to learn how wrong I was.

As an Assistant Project Superintendent, it was the structural engineers who crawled through ballast tanks side by side with me inspecting tanks. As a Project Superintendent, it was a certain Weapons Chief Test Engineer (CTE) who worked tirelessly to overcome material failures in torpedo tubes … and also happens to be on the back cover of this Shipyard Log. As an Operations Officer, it was engineers who identified a clear path to restore the Navy's Pressurized Rescue Module back to service. And now as a Shipyard Commander, the productioneers have successfully operationalized Learning Organization disciplines in the execution of complex nuclear repairs (see the great article on this by Jantzen Nishikawa, page 4).

Technical authority exercised by the Nation's experts in ship repair is a beautiful thing. Our technical authority allows us to set appropriate and applicable technical standards, make technically sound and timely engineering decisions that yield long-term customer satisfaction without excessive review or oversight, which reduces cost and maximizes fleet operational time. In 2011, the Chief Engineer of the Navy signed out the Engineering and Technical Authority Manual. In its preface, he offered the following foreword, which I would like to share with you, because it aligns so well with our priorities and focus at Pearl Harbor Naval Shipyard in 2016:

"Our success or failure is not driven solely by any policy, procedure, tool, or manual. Rather it is driven by your character, competence, credibility, confidence, and courage as you address your daily roles and responsibilities.

*Character* is what you stand for; it is comprised of your honesty, integrity, and sincerity. It is the foundation upon which you build your competence, credibility, confidence, and courage.

*Competence* is being well qualified, capable, and recognized as the expert in the entire spectrum of your job, including technical, programmatic, management, and leadership.

*Credibility* pertains to trustworthiness and truth, and is bestowed upon you by others.

*Confidence* implies self-reliance and self-assurance and promotes credibility when tempered by humility.

*Courage* enables you to face uncertainty or risk with resolution and bravery."

The "5 C's" highlighted above apply to all of us, not only engineers.

As a Learning Organization, we are focused on meeting the tearing down forces of *Competency* head on. Changes in Shipyard demographics and the transition from Los Angeles to Virginia-Class submarines have reset the overall level of qualifications and capabilities in the Shipyard.

We have to work effectively and tirelessly to gain the level of expertise in our unique lines of work to maintain *Credibility* with our fleet partners and those who take our warships to sea.

*Competence* will also increase our *Confidence* and *Courage* so we can be bold and decisive when called upon.

This is why I am excited about the advances you are making in our Learning Centers, in productioneering, in technology, and in innovation. Learning is not easy, but you continue to demonstrate through the sacrifice and efforts made by teams like Code 361 (Special Projects) that you have the toughness needed for our journey.

Finally, a great job by our Hawaii Regional Maintenance Center in finishing the USS O'Kane (DDG 77) Drydocking Selected Restricted Availability, our biggest ever! Our Engineers are also hard at work exercising technical judiciousness on USS Halsey (DDG 97) to ensure on-time delivery in July.

Engineers, you "Keep Them Fit to Fight!" See you on the deckplates.




# SHIPYARD LOG

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ON THE COVER: C250 Structural Engineers Traci Rivera and Nick Pang perform Unrestricted Operation Maintenance Requirement Cards (URO-MRC) inspections for SSN 759 USS Jefferson City.

**Photo by: Justice Vannatta**

# JobQuest job fair attracts thousands

**Story by Maurice Honeywood**
**Code 1140 Administrative Support Division Head**

On, Jan. 27, more than 120 Pearl Harbor Naval Shipyard personnel, representing more than 20 Shipyard codes and shops, participated in the Job Quest Job Fair conducted at the Neal S. Blaisdell Center in Honolulu.

Joined by several representatives from the U.S. Pacific Fleet Human Resource Office (HRO), our personnel manned multiple booths and equipment displays to showcase career opportunities at PHNSY&IMF and provide personalized responses to job attendees.

In addition to representatives from the Shipyard's Apprentice Program and the Hawaii Federal Employees Metal Trades Council, participating departments included Information Technology and Cybersecurity (Code 109), Quality Assurance (Code 130), Engineering and Planning (Code 200), Lifting and Handling (Code 700), Production and Resources Department (Code 900), and Nuclear Engineering and Planning (Code 2300).

PHNSY&IMF is Hawaii's largest industrial employer and the nation's largest fully integrated military-civilian workforce involved in full-service shipyard work. Speakers also highlighted the importance of the Shipyard's mission, as Hawaii's regional maintenance center, to keep the surface ships and submarines of the U.S. Pacific Fleet "fit to fight" - while at the same time infusing about $1 billion dollars into Hawaii's economy each year.

The HRO representatives provided useful information regarding how to apply for work at the Shipyard and how to manage actions in USAJOBS.

At 18 years and counting, the Job Quest Job Fair is the oldest career fair conducted on the island of Oahu and consistently attracts the highest attendance. This year more than 5,300 job seekers took advantage of the opportunity to participate to meet directly with representatives of more than 300 employers/vendors from several business sectors.

This was the second consecutive year the Shipyard has participated in the Job Quest Job Fair, rather than holding its own separate event. "This year's Job Quest Job Fair was again a resounding success," said C109 Network Branch Manager Janelle Ching, "and a great chance to educate a large and highly diverse group of potential job seekers about the wide variety of career opportunities at Pearl Harbor Naval Shipyard."

# Team Pearl rescues green sea turtle in Dry Dock 2

**Story by Gail Shon Code106.32**
**Environmental Protection Specialist**

After the undocking of USS Olympia (SSN 717) workers noticed a large green sea turtle (in Hawaiian, a "honu") trapped in Dry Dock 2 Aft during the dewatering operation.

The green sea turtle is an endangered species protected by the Endangered Species Act, so action was taken immediately to notify the Shipyard's docking officer and Code 106 environmental staff, who then closely monitored the dewatering operation to ensure the turtle would not be injured.

A Shipyard crane and rigging team from Code 740 lowered an empty rigging gear storage box into the dry dock to safely remove the turtle. Code 760 divers from Dive Team 3 surrounded the large turtle, gently lifted it into the box and quickly filled the box with seawater. The box was then craned over the dry dock caisson and lowered to Shipyard divers waiting in Pearl Harbor on a dive boat. The divers gently lifted the honu (nicknamed "Oly") out of the box and released him safely into the harbor waters.

"This is the 993rd turtle rescued since the Marine Turtle Research Program began in 1990," said Shandell Brunson of the National Oceanic and Atmospheric Administration (NOAA).

Cory Campora, Naval Facilities Engineering Command Hawaii's (NAVFAC HI) Natural Resources Manager added, "The divers doing this rescue were educated on how to handle sea turtles by a NOAA staff member the last time this happened, so they were confident they could safely move the turtle without injury."

"Some people don't realize we have green sea turtles in the harbor, and are excited and surprised when one shows up," stated Rebecca Smith, NAVFAC Hawaii's Natural Resources Management Specialist.

The Navy coordinates closely with NOAA on all marine life rescues in and around the harbor. To notify NOAA of any endangered or threatened marine animals that appear to be injured, stranded, entangled, dead, swimming, sleeping, harassed and/or attacked in or around our piers, dry docks and shoreline, please call (808) 722-7285.

Photo by Justice Vannatta

Personified

# Productioneering

*The journey started in December 2014 when Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY&IMF) was assigned as the "Corporate Lead Shipyard," responsible for executing Shipalt SSN 4231 K. This heavy responsibility required the Shipyard to rapidly mature in its "Productioneering" efforts towards planning, training and execution of critical, complex and high- risk nuclear work through Learning Organization principles. Below, Jantzen Nishikawa, Code 361 Project Superintendent, shares how the transformation of the work team took place.*

**Story by Jantzen Nishikawa**
**Code 361 Special Project Superintendent**

Strategic planning and transformation of the work team occurred over a four-week period, from initiation in late December 2014 to maturity in early February 2015. The mission included qualifying new and improved methodologies, such as compact Freon freeze seal, critical complex nuclear mock up training, and multi-sub team execution. All three methodologies required critical assessments and refinement of Research and Development (R&D), nuclear training, mechanical skills proficiency training, design of special tools, and personnel qualification.

Carrying out the responsibility of the mission required steadfast dedication, humility, sacrifice and extraordinary stamina as the team endured shift work (round the clock), six days a week, for 10 months.

Success was not fully evident until the team demonstrated a total commitment towards its own vision, which it achieved through a first-of-its-kind Rapid Improvement Event (RIE), entitled "Genesis of P(X)-1." Similar to Integrated Project Team Development (IPTD) events that involve Project Management, the "Genesis of P(X)-1" was performed as an RIE that engaged our deck plate experts (i.e., mechanics, engineers, technicians,

training instructors and first line supervisors) to increase ownership, improve self-accountability, develop improvement items/processes, and define team values, with the goal of the work team owning its results.

Additionally, the RIE taught critical thinking skills and self-reflection, each of which delivers individual and team improvement. In essence, the RIE shaped a culture change that drove a new team battle cry, success is achieved through "T.E.A.M." = Tactically Executing Anticipated Movement.

We also took a lot of pride in utilizing the Learning Organization (LO) Disciplines. We demonstrated Personal Mastery as the work team members taught each other the "How's and Why's" in becoming a master nuclear mechanic.

Our team developed new and innovative training plans to teach critical thinking concepts and principles that enabled our people to analyze, assess, and improve critical thinking and performance. Training is always tailored towards our customer's needs; it is never just generic.

We demonstrated the pursuit of completed staff work constantly through our day-to-day interactions. We developed processes and techniques to improve work team skills and project performance in cost, schedule, safety and quality. We never accept substandard performances and we never live with deficiencies.

We also challenged Mental Models by challenging the work team's character and perseverance by proving first time processes that were in conceptual stages, like Compact Freon Freeze Seals, use of second year apprentices newly qualified to execute critical nuclear work, and a multi-sub team execution -- we challenged the work team's character and perseverance. All three processes incurred heavy reviews, assessments and challenges prior to final implementation. These three processes have now been successfully executed aboard two availabilities and past innovative processes like mechanized welding and virtual templating /computerized coordinate (FARO) have been improved upon.

Our Shared Vision was documented in the Genesis of P(X)-1 RIE to empower our workforce and deploy their expertise. The RIE delivered an execution schedule (agreed upon by all personnel), teamwork (Team Building exercises were performed during the event) and a 'swarming' effect when the team encountered problems/delays. In the latter case, the team responded with precise problem identification and rapid resolutions by utilizing critical thinking skills, exercising teamwork and demonstrating completed staff work. Their efforts resulted in minimal work stoppages, an average time from problem identification to resolution of only two hours, and schedule adherence through continuous communication of job status to all personnel.

> ***"By utilizing Team Learning, we were able to use our best work practices and lessons learned to identify and share radiological and mechanical skills with various shops and codes."***

The team's transparency, communication and cohesiveness demonstrated a pronounced unity between multiple trades/shops and engineering codes. Stovepiped shop and code mentality was eliminated, which resulted in "Total Team Buy-In."

We understood the Systems Thinking aspect of the process. Influential leadership using open-ended questions provided our personnel with an awareness of how one thing affects another (such as planning, training, and execution of critical path work), and provided the clarity to see the whole 'Big Navy' picture. This was accomplished by providing the work team with an innovative and simple communication tool -- a calendar type schedule, showing start dates/times of tasks, completion dates/times of tasks, start and completion dates for overall job scope, and shift-to-shift tasking -- that tracks its daily job progress.

With emphasis towards improving their Productioneering efforts, Learning Organization (LO) disciplines, and teamwork, work team members demonstrated substantial success in our Shipyard's ability to support the U.S. Pacific Fleet and, ultimately, our mission to keep its ships and submarines 'fit to fight'. Team successes included: Safety (zero safety incidents;) Quality (first time quality); Radiological Exposure (30% improvement from first time execution (2,564 High Rad Hours) to second execution (1,799 High Rad Hours); Schedule (35% improvement from first time execution (46 days) to second execution (30 days); and Cost (43% improvement from first time execution (15,112 man days) to second execution (8, 568 man days).

To recognize additional efforts that supported the work team's achievements, we (Code 361) would like to thank the Asheville Project Team, Columbus Project Team, and the Shipyard (all shops and codes). The work team's success could not have been possible without the hard work, dedication and sacrifice of our Shipyard 'ohana, working together as one team.

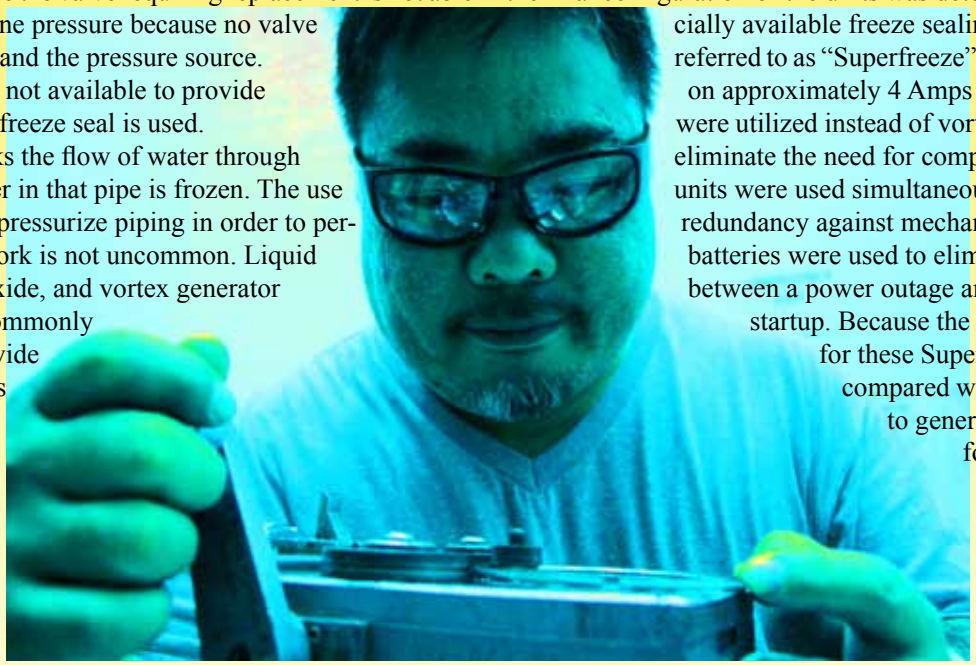
Shop 56 Pipefitter Supervisor Justin Nishikawa announces the day's tasks to his team during his morning brief.

# SUPERFREEZE, SUPERCOOL

**Story by Randall Imaoka Code 2320**
**Free Seal and Special Project Engineer**

Valve replacement, whether on a nuclear submarine or a toilet valve in your home, requires the water within that line be depressurized prior to performing the work. This is most commonly accomplished by shutting one or multiple valves upstream of the valve being replaced. Situations sometimes arise where the valve requiring replacement is not able to be isolated from line pressure because no valve exists between itself and the pressure source. When a shut valve is not available to provide worksite isolation, a freeze seal is used.

A freeze seal blocks the flow of water through a pipe when the water in that pipe is frozen. The use of a freeze seal to depressurize piping in order to perform maintenance work is not uncommon. Liquid nitrogen, carbon dioxide, and vortex generator tubes are the most commonly used methods to provide the cold temperatures needed to establish a freeze seal. Needless to say, the most important attribute of any freeze seal method is the ability to reliably provide the cooling needed to keep the water within the section of pipe frozen.



When evaluating which freeze seal method to be used for specific valve replacements, important considerations include the potential consequences of a freeze seal failure and the expected duration of the work. To ensure a reliable result in all circumstances, Pearl Harbor Naval Shipyard leaders decided to pursue a method that would not rely on material or services provided by an outside vendor. Liquid nitrogen and carbon dioxide are both consumed in the freeze seal process, requiring routine vendor deliveries throughout the course of the work. Vortex generator tube freeze seals require a constant supply of compressed air. While compressed air can be produced by the Shipyard, low pressure air compressors and backup electric generators are required to reliably provide this service.

For a recent critical freeze seal job, the Shipyard pursued a Freon-based freeze sealing method similar to that of a refrigerator. Extensive reliability and capacity testing was performed before the final configuration of the units was determined. Commercially available freeze sealing units (commonly referred to as "Superfreeze" units), which operate on approximately 4 Amps of 120VAC power, were utilized instead of vortex generator tubes to eliminate the need for compressed air. Multiple units were used simultaneously to provide redundancy against mechanical failure. Backup batteries were used to eliminate any downtime between a power outage and electric generator startup. Because the power requirements for these Superfreeze units is small, compared with the power needed to generate compressed air for vortex generator freeze seals, it is not difficult to provide reliable backup power via electric generators and batteries.

Pearl Harbor Naval Shipyard project teams recently successfully used the Freon-based freeze sealing method on USS Asheville (SSN 758) and USS Columbus (SSN 762,) the first time this method had been used within Naval Sea Systems Command (NAVSEA) for jobs of this magnitude. Our Shipyard has now used this method on numerous other freeze seal jobs and intends to continue to expand its applicability.

# Partnering together on repair technologies

Story by Eric Petran Code 220 Naval New Technology Program Manager

*In this edition of the Shipyard Log, you have seen several of the many facets of engineereing. One of the seldom discussed roles of engineering is to assist with establishing technical partnerships.*

The Navy has a wealth of researchers who are often focused on designing new classes of submarines and surface craft, in addition to adding new capabilities to existing vessels. The visit to Pearl Harbor Naval Shipyard by Navy Warfare Center representatives in July demonstrated a bright future exists for collaboration between the four naval shipyards and the Navy's research activities. The happy result is that our Shipyard has developed a great new partnership with the Naval Research Laboratory's (NRL) Center for Corrosion Science and Engineering in Key West, Florida.

The Shipyard is partnered with NRL and the Defense Logistics Agency (DLA) to investigate an environmentally-friendly metal sealer technology. DLA Hazardous Minimization and Green Products Branch (DLA Aviation) has graciously funded the partnership to investigate whether metal sealers will reduce our generation of waste when we repair surfaces that have a corrosion-resistant layer applied over a substrate.

Although most people think of them as solids, metals can actually have microscopic pores or "tunnels" running through them. Such openings can allow saltwater or salt-laden air to find its way through the corrosion-resistant material to start attacking the substrate.

This corrosion would then show itself at the surface and appear like corrosion in the protective material.

Together with NRL, PHNSY&IMF will test a sealer that wicks into the microscopic pores in metal. By eliminating these internal paths, we may be able to prevent the initiation of sites for corrosion. In addition to testing the effectiveness of the sealer on undamaged metal, we will also test it on metal that has been repaired with brush plating and laser cladding to see if the service life of the repair is improved.

The Shipyard's Structural Group (Code 920) and Mechanical Group (Code 930) are currently fabricating samples that are representative of the Vertical Launch Missile (VLS) tubes. Since the tube surfaces are subjected to a hot, humid and salt-laden atmosphere, they were identified as good candidates to test the sealer. We will purposefully damage some of these samples, then repair them by either brush plating or laser cladding. When their preparation is complete, we will ship the samples to NRL where they will be subjected to a battery of corrosion testing.

The samples will endure a veritable torture test of heat, humidity and salt spray. After the samples have spent several months in these harsh conditions, we will be able to determine whether the sealer protects the metal itself, and our repairs, from a hostile environment.

The results of collaboration with NRL and DLA, coupled with the hard work of Code 900 and Code 200. may not only reduce our generation of waste, but may also increase the longevity of our repairs.

By creating our own samples to be tested, using materials with which we work all the time, PHNSY&IMF will have even greater assurance of the applicability of the results for work we do here at Pearl.

Although our present collaboration with NRL is focused on the corrosion study, we are actively discussing future potential collaborative projects, centered on new repair techniques and environmental impact reduction. While some may assume Code 200 is all about Task Group Instructions (TGIs) and other paperwork, we are actively reaching out to the Navy's research community to seek out new types of collaborative relationships to help bring in outside expertise to help improve our processes.

Shop 26 Welder Work Leader Kyle Toyota performs clad welding using their AMET automated GTAW welding machine.

# In focus: C200 Engineering

Pearl Harbor Naval Shipyard's Engineering and Planning Department (Code 200, or EPD) efforts include production-eering, deckplate support, technical solutions and project management, but these activities do not begin to adequately describe what an integral part this department plays in Shipyard operations.

EPD engineers and engineering technicians drive process improvement for Shipyard safety, training and increased/improved capabilities. They accomplish some of these improvements by creating Task Work Documents to identify hazardous material waste, participating in and reviewing production shop training lessons, and supporting readiness reviews and hot washes that incorporate work breakdown structure.

Code 200's collaboration with outside entities – such as Naval Sea Systems Command (NAVSEA) and its naval warfare centers, Submarine Force, U.S. Pacific Fleet (SUBPAC), Space and Naval Warfare Systems Command (SPAWAR), General Dynamics Electric Boat, and various outside laboratories – is vital to eliminating or mitigating cumbersome work practices, overseeing technology insertion and innovation, analyzing logistical issues, and providing oversight for key technical certifications.

NAVSEA's authorized permanent technical authority is also held within Code 200. The Shipyard's continued execution of non-nuclear production work depends on the EPD upholding this waterfront technical authority.

Of the EPD's 772 personnel, approximately 300 are from technical Codes 242, 250, 260, 270 and 290, which generate task group instructions (TGIs) and resolve deficiency logs (DLs). The engineers and engineering technicians in these codes provide submarine support for depot (D)-level and intermediate (I) level maintenance, I-level maintenance for surface ships, and emergent repair support for both submarines and surface ships. Code 200 staffing currently makes up approximately 15.8 percent of the entire Shipyard workforce; about 22 percent of its staff began work at the Shipyard less than 24 months ago.

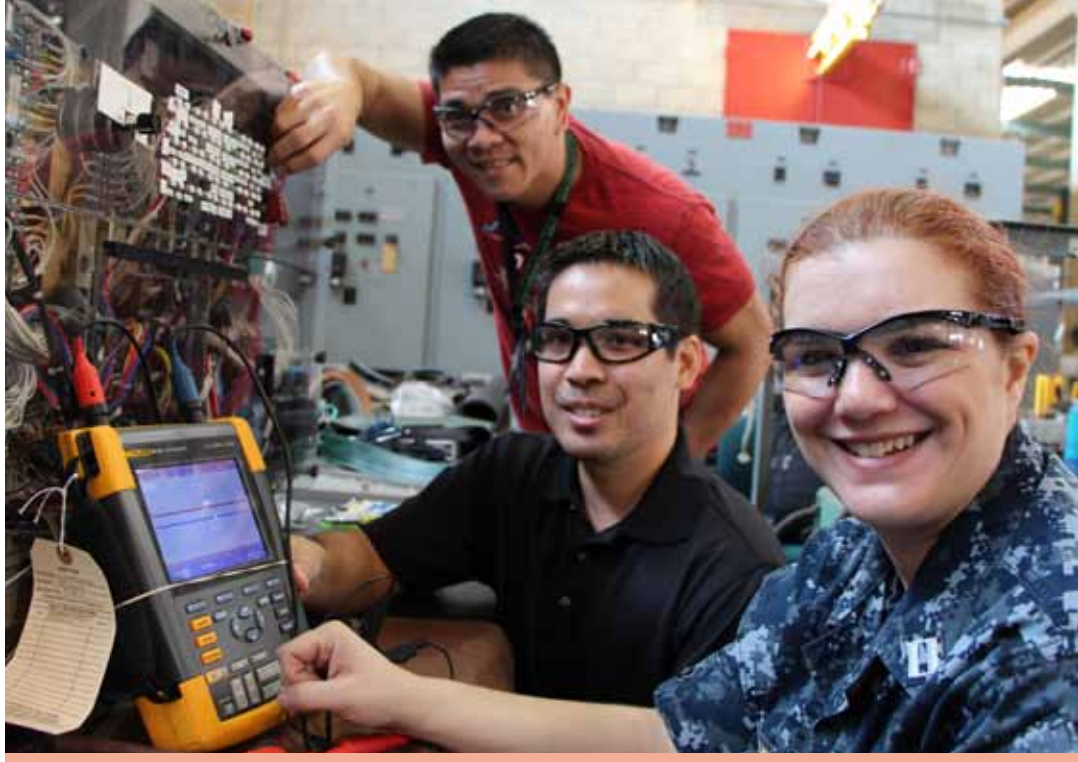
With a large number of engineers coming into its ranks each year, Code 200 is determined to ensure these new workers are adequately trained to perform the duties they will be assigned. The department has doubled the number of training courses offered each year, improved and implemented a new structure for how its new engineers train, and created additional hands-on classes to enhance skills training.

Code 200 is dedicated to making training its first priority in order to maintain the highest possible quality in technical products produced and ensure continued improvement, collaboration, and innovation for the success of Pearl Harbor Naval Shipyard and the ships and submarines of the U.S. Pacific Fleet.

***Photos by Justice Vannatta***


**Code 290.1 combat systems lead test engineer weapons (LTW) Russel Ramiro with ships force and Code 740 riggers, is shown here supporting the installation of the weapons handling system prior to loading Tomahawk Test Missiles (TOTEMs) missiles on USS Olympia (SSN 717.)**

In support of the USS Asheville (SSN 758) project, Code 246 Work Control Engineers Lauren Yoshida and Zachary Horiuchi discuss the lineups for the Ship's system on a mapping board to support maintenance work. The Test Engineering and Work Control Division (TEWC) is looking at technologies to update these manual boards into digital mapping boards so that status of systems can be shown on the network.



Code 270 Electrical Engineer Ryan Nakatsuka assists Shop 51 Electrical Mechanic Tommy Tran and Lt. Erica Pereira with the setup of the 688CL Ships Service Turbine Generator (SSTG) simulator in Shop 51. With the SSTG simulator PHNSY now has the capability to troubleshoot issues within the SSTG voltage regulator without ships steam to test the program.

Code 290 Combat Systems Engineer Darwin Javier alongside Shop 38 Machinist Mechanic Ashley Augustino and Shop 38 Machinist Supervisor Reid Nakasone oversee improvements made to the Vertical Launch System (VLS) laser cladder design and process on USS Jefferson (SSN 759.) The VLS team was able to execute and improve on costs from the previous two jobs.

Code 290 Combat Systems Engineer Nick Fisher troubleshoots a photonics mast in the Shipyard's Photonics Laboratory in support of USS Mississippi (SSN 782) emergent work with Shop 67 Electrical Work Leader Mike Won.

Electric Boat mechanic James Willis lays out the Fly-By Wire Ships Control System cable upgrade with Code 270 electrical engineer Radd Yatogo on USS Hawaii (SSN 776.)

Code 260 mechanical engineers Shanice Sarmiento and Brent Lawrence are troubleshooting Ultrasonic Silver Braze seating requirements with Code 135 Nondestructive testing Supervisor John Ricks and Code 135 Nondestructive Inspector Petty Officer Elizabeth Myers.

The PHNSY & IMF Submarine Safety (SUBSAFE) Program provides maximum reasonable assurance of hull integrity to preclude flooding, and ensures the ability to recover from a flooding casualty. Code 260S Mechanical Engineer Mark Uyema and Code 200S SUBSAFE Deputy Program Director Rick Wakabayashi generate the Re-Entry Control (REC) records for all SUBSAFE work while Code 200S provides oversight of the program, including final certification at the completion of the availability.

Code 270 electrical engineer Dewei Liu helps Shop 51 electrical mechanic Mike Higa assemble the Direct Current (DC) motor sparking tool. The DC motor sparking tool has the capability to identify and correct sparking issues automatically on DC motors, resulting in decreased Ships Service Motor Generator (SSMG) maintenance for the Shipyard.

Shop 38 Steering and Diving Mechanics Ryan Bustamente-Tolbe, David Arashiro and Akila Lucrisia teaches Code 260 Mechanical Engineers Serena Lee and Vance Hashimoto how the fairwater planes mock-ups are constructed using the Stratasyst Fortus 360 MC 3d printer.

Code 250 Structural Engineer Reef Ozaki-Train assists Shop 11 Shipfitter Mechanics Jason Nagata and Eric Washiashi with the Faro Arm and Polyworks software for the optical alignment of the Light Wide Aperture Array (LWAA) pedestals, providing precision measurement for the reinstallation of the LWAA.

Code 260 Mechanical Engineer Amanda Yamamoto and Shop 38 Machinist Mechanic David Jong examine the latest printed elbow prototype fabricated from the Stratasyst Fortus 360 MC 3d printer. The elbow, made from plastic composites, is used for sea water systems.

Code 270 Electrical Engineer Leonard Lau and Electric Boat Mechanic Sherri Biro discuss the installation of a Remote Interface Control (RIC) panel on USS Hawaii (SSN 776.) Lau was the first person in the corporation to receive accreditation as a NAVSEA Fly-By-Wire Certification Auditor for new construction and maintenance availabilities.

Code 250 Structural Engineer Gavin Okabe and Shop 38 Machinist Mechanic Scott Yee inspect the Salvage Air (SA) cover hull insert mockup. The mockup improves shop 38 performance of drilling holes for the SA hull insert.

Code 220 Business Branch Personnel Regina Mae and Glenda Ceria provide coordination efforts for the development of the department's strategic and business plans and analyze the Workload and Resource Report (WARR) to mitigate any workforce shortage issues.

Code 260 Mechanical Engineers Andrew Garcia and Aaron Dyagi inspects sound and vibration noise analysis and resolutions in the refrigeration systems, onboard USS Olympia (SSN 717.)

# Yoshida selected as first female Chief Engineer

**Story by Lori Sakai Code 220**
**Productioneering Program Manager**

Since Honolulu native Dawn Yoshida became the first woman to serve as Chief Engineer (CHENG) for Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY&IMF) and the Hawaii Regional Maintenance Center (HRMC) in 2014, it's been difficult to catch up with her to record her achievements. She "hit the deck running" in her new position and did not stop for a moment to dwell on the uniqueness of her promotion or on the added fact that she was now the first female Chief Engineer in any of the nation's four naval Shipyards.

After earning a Bachelor of Science degree in geology from the University of Utah in 1982, Yoshida continued her studies, completing a Master of Science degree in electrical engineering in 1989. That same year, she went to work for Westinghouse Idaho Nuclear Company at Idaho National Engineering Laboratories. In 1992, she was detailed to Washington, D.C., to work at the headquarters of the U.S. Department of Energy.

Yoshida returned to Oahu in 2001 when she accepted a position at the Shipyard in combat systems engineering. In 2006, she became Assistant Chief Test Engineer Weapons. Yoshida was promoted in 2008 to Non-Propulsion Electronics Systems Branch Head. In 2010 she became Combat Systems Division Head.

As CHENG, Yoshida is responsible and accountable to lead and focus Naval Sea Systems Command (NAVSEA) technical efforts from the waterfront for the Shipyard, HRMC, the Navy's two submarine tenders USS Emory S. Land (AS 39) and USS Frank Cable (AS 40,) and the Navy's Submarine Safety (SUBSAFE), Deep Submergence Systems Scope of Certification (DSS-SOC) and Fly-By-Wire Ship Control System (FBW-SCS) work at Ship Repair Facility (SRF) Yokosuka (submarine only). The breadth of her responsibilities also includes facilities in other more distant ports within the U.S. Pacific Fleet's area of responsibility, such as Naval Support Activity at Manama, Bahrain.

Last August, after passing a series of oral boards, Yoshida was formally designated as a permanent Technical Warrant Holder (TWH), a key position within NAVSEA's engineering and technical authority community.

**February Civilian Newcomers**

Omar Abing, C900T1
Joe Aguirre, C246
Shari Allen, C1141
Edward Altemose, C105
Kanoa Aniya, C960
Randen Aquino, C990
Nicole Bareng, C135
Ralph Bolabola, C109
Richard Braley, C990
Robin Brandimore, C1141
Travis Brown, C950
Alnor Cabonce, C970
Micah Canite, C970
Clyde Chibana, C930
Shane Coelho, C970
Edward Concepcion, C109
Henry Cummings, C960
Cole Decorte, C960
Shalese Diggs, C1351
Sean Domingo, C960
Michael Donatiello, C742
Duron Ricky, C960
Debra Flores, C1200N
Robert Giovannoli, C920
Shaun Gokan, C2330
Robert Graper, C960
Daylen Hale, C960
Kaylen Halemano, C970
Lisa Hamada, C970
Melissa Hunter, C2350
Albert Iokepa, C920
Dustin Iuli, C970
James Izuka, C990
Shane Kaahu, C135
Kristopher Kahanu, C990
Kathleen Kawazoe, C970
Bronson Kimata, C920
Demont Kinchen, C1170
Blake Kondo, C920
Tiras Koon, C135
Darrin Krampert, C920

**February Civilian Newcomers cont'd**

Michael Kupukaa, C970
Dennis Labra, C920
Matthew Lee, C960
Brian Li, C920
Daren Lin-Deshetler, C920
Analoida Lingat, C106
Abraham Lobetos, C960
Timmy Long, C2340
Adam Luke, C250
Devin Lum, C920
Dustin Maekawa, C990
Reid Maruishi, C970
Max Mayeda, C950
Anthony McNally, C260
Edward Medeiros, C960
Aaron Nakasone, C960
Dennis Nishiyama, C990
Dane Noneza, C960
Shane Okubo, C920
Bryce Onaga, C990
Taylor Paulo Jordan, C970
Christopher Peterson, C920
Alexander Ponciano, C960
Richard Powell, C2443
Darren Precht, C970
Uriah Rawlings, C920
Jansen Rios, C970
Jordan Rivera, C970
Immanual Robbins, C920
Rodel Rodriguez, C920
Romy Ruaburo, C920
Erik Rutka, C920
Ryan Salazar, C990
Kevin Sasamura, C960
Garrett Seto, C920
Randy Silva, C970
John Snook, C970
Andrew Snyder, C920
Jeffrey Steen, C970
Lance Tabije, C920
Bryson Taeoalii, C920

**February Civilian Newcomers cont'd**

Diane Tafua, C970
Brent Takamoto, C960
Johann Jacques Tan, C960
Noah Tang, C970
James Templo, C990
Tom Hoopale, C920
Christine Tyler, C106
Karl Tomaquin Valdez, C920
Paul Vidad, C970
Rizal Villaruz, C930
Daryl Westbrook, C920
Eric White, C1141
Dennis Whitworth, C950
Joshua Keoki Wong, C920
Ryan Yamamoto, C990
Anthony Yang, C2380
Jason Yee Hoy, C970
Jonathan Yi, C920

**February Military Newcomers**

MM2 Ivy Ancheta, C103
CTNC Erik Anderson, X-Div
GSCS Greg Aquino, C103
FC2 Dylan Bagdasarian, X-Div
CTTC Bryant Bellamy, C210
ETN1 Jake Cabbage, C300N.4
MMA2 Cahnce Carner, C930
EMN1 Kyle Charpie, C246
ND2 Daniel Clarke, C760
AZAN Tiara Coffey, X-Div
YN2 Janea Cook, C1170
MMN2 Riley Devin, C930
GSM2 Michael Evans, C930
MMN1 Jonathan Ghassan, C990
ETN1 Matthew Godwin, C990
GSM1 Antwan Griffin, C930
ETC Kyle Hanson, C950
CS2 Judy Holcomb, X-Div
FC1 Abdul John, C210
BMSN Rachel Johnson, X-Div

**February Military Newcomers cont'd**

MMNC Steven Johnson, C300N
FC3 Lavenreena Label, X-Div
ITC Billy Lewis, X-Div
LSSN Onelise Locker, X-Div
ND2 Nicklas Lyon, C760
EMN2 Eston Mansfield, C246
EM2 Taneshia McFadden, C950
MMN1 Dennis Medeiros, C105
OSSN Brenden Mendes, X-Div
ND2 Evan Negley, C760
FC1 Jesse Page, C210
CS2 Robert Retic, X-Div
ND2 Kyle Roberts, C760
MM1 Francisco Rosado, C930
ETSN Lindsay Ross, X-Div
ND2 Isaac Rubin, C760
AME1 Cliff Schanbeck, X-Div
GSCS Manuel Serrana, C103
MMN2 Andrew Sorce, C300
EN2 Brandon Shelton, C930
HT2 Thomas Sparling, X-Div
ETN1 William Surratt, C300N
EMN1 Terry Warren, C300

**February Service Awardees**

*10 Years*
*Andrew Garcia, C2602*
*Brent Hashimoto, C2704*
*Marvin Lam, C246*
*Jennifer Luke, C1223*
*Francis Ryan Pangan, C1351*
*Danny Robinson, C132*
*Derek Taguchi, C23802*
*Melissa Takahashi, C1091*
*Jesmond Toilolo, C2604B*

*20 Years*
*William Clark, C960*
*David Gonzales, C300*
*David Lum, C410*

*25 Years*
*Marston Guese, C410*
*Daniel Milikaa, C990*

*30 Years*
*Clyde Chibana, C930*

*35 years*
*Rodney Imai, C930*
*Vanessa Rapoza, C10542*
*Becky Rosen, C1361*
*Rodney Shimabukuro, C410*

*40 years*
*Dennis Arakaki, C960*
*Milton Okayama, C920*

*45 Years*
*Steven Baclaan, C950*
Sheila Simpliciano, C900
Alan Tahata, C2703
Dwight Tanoue, C105.41
Siegfred Yamashita Jr, C300

***Fair winds & following seas to* February *Retirees***

Michael Carvalho
Nolan Chang
Regan Chang
Eugene Chun
Bill Cruz
William Dahlin
Roland Desilva
Tim Dittrick
Jason Egdamin
Mario Garza
Ernest Gaspar
Walter Gora
Edward Ignacio
Clayton Ishii
Aldon Kaopuiki
John Kasaoka
Peter Lam
Brian Maeshiro
Allen Mahoe
Errol Matsuo
Bradley Mayural
Allan Migita
Walter Miske
Warren Naruto
Ronald New
Clayton Nihei
Delton Okata
Lawrence Oyabu
Ernest Pereira
Generoso Quilloy
Earl Sakaguchi
William Sullivan
Gwyn Taliaferro
Lowell Tong
Vernon Uchida
Aileen Veniegas-Alama
Michael Wong
George Yoshida