

SHIPYARD LOG

Pearl Harbor Naval Shipyard & IMF News Since 1946

September 2016



HAWAII REGIONAL MAINTENANCE CENTER

[Commander's Corner]

HRMC, Warrior Fleet Tough

Aloha, and thank you for reading this month's edition of the Shipyard Log. In July, we celebrated the Impossible Mission Force of FMB, and, as promised, this month we highlight the Surface Combatant mission of our Shipyard: the HAWAII REGIONAL MAINTENANCE CENTER.

The mission of surface combatants in the Pacific Fleet cannot be overstated. Our home ported ships are highly capable of executing the anti-surface, anti-air, anti-submarine warfare, and ballistic missile defense tasking which maintains stability in our hemisphere.



Pearl Harbor Naval Shipyard Commander, Capt. J. Kalowsky strikes a pose with Code 103 Fleet Maintenance Surfacecraft (FMR) Superintendent Lance Coverdill and the Gas Turbine Team.

Whether an element of a Carrier Strike Group, a Surface Action Group or acting independently in contested waters, our cruisers and destroyers are the heart of our Warrior Fleet. While on deployment, the surface combatants and submarines of the United States Navy operate flawlessly together. They are fully integrated, aligned and depend on the strength of each other in order to dominate an adversary.

Similarly the strength of Pearl Harbor Naval Shipyard is our unique designation as an intermediate and depot level repair facility for both warfare enterprises. In the past, there was a mental model that the "No Ka Oi" Shipyard was a facility focused only on submarine repair. Today, this could not be farther from the truth. Just as the value of the United States Navy is in its mastery of multiple and diverse warfighting disciplines, the value of our Shipyard is in our ability to provide mission readiness across multiple platforms. They FIGHT, and we keep

them FIT!

This month's edition starts on page 3 with a snapshot of your recent accomplishments. It is necessary to recognize the significance of USS PORT ROYAL (CG 73) navigating our channel on her way to deployment. As you recall, PORT ROYAL grounded in 2009 and was considered by many not to be worthy of continued service in the fleet. You sent a clear message to the world that Hawaii home-ported ships will not be held back! You re-set the material condition of the ship to be on par with the best in the fleet, and she is currently forward deployed.

Speaking of sending a message to the world, you were recently "center stage" for the Rim of the Pacific (RIMPAC) 2016 maritime exercise, and the spotlight was on our HRMC shipmates for multiple high visibility/high priority availabilities. The "Bravo Zulu" (BZ) from Naval Surface Forces Commander Vice Adm. Tom Rowden on page 5 deserves reflection. When I first took Command, Vice Adm. Rowden shared his concern with me that our Shipyard did not value our surface combatant mission. With my words, I committed governance, trans-

parency and advocacy. Those were mere words. Your actions however spoke more clearly to the vice admiral, and you should take great pride in his praise for your work. Keep it up!!

Following RIMPAC, we were asked to provide emergent damage repair on the Royal Australian Navy frigate HMAS WARRAMUNGA. Once again, you stepped up and delivered. Similar to the "can do" attitude displayed when asked to perform emergent damage assessment on USAV CW3 HAROLD CLINGER (YES, the Army has ships, and, YES, we keep them fit to fight, too!), HRMC is leading the way in developing emergent repair capabilities. Not only is emergent assessment and repair a pillar of our "Capabilities" strategic focus area in our Business Execution Plan, it is a skill that the Pacific Fleet Commander Adm. Scott Swift expects us to hone and sharpen.

Thank you for all that you do, and see you on the deckplates!



SHIPYARD LOG

September 2016

Vol. 69, Number 9

<https://www.flickr.com/photos/phnsy/>

Commander
Capt. Jamie Kalowsky

Public Affairs Officer
Christian Hodge

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 inter-office 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
JBPBH, HI 96860-5033

CONTACT INFO

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

ON THE COVER: USS Port Royal (CG 73) prior to deployment.

Photo by: Justice Vannatta

Locked, Stocked and Loaded

Story by PHNSY&IMF Public Affairs

The Fleet Maintenance Surface (FMR) division of Pearl Harbor Naval Shipyard worked tirelessly during the biennial Rim of the Pacific (RIMPAC) exercise (June 30-August 4) to perform emergent work on participating U.S. and foreign nation surface craft. Their continued commitment to excellence was also abundantly evident in the pre-deployment Continuous Maintenance Availability (CMAV), Drydocking Selected Restricted Availability (DSRA) and non-Navy repair support they provided to the ships listed below.

USS HOPPER (DDG 70)

During the pre-deployment Continuous Maintenance Availability (CMAV) and Emergent CMAV for USS *Hopper* (DDG 70), a total of 63 Fleet Maintenance Surface (FMR) repairs were completed. Project and FMR workers repaired three of six Bliss caps, with the collaborative assistance of an outside contractor. FMR fabricated the new foundations and conducted all related lifting and staging evolutions. Within two weeks of the end of the ship's availability, one gas turbine generator (GTG) was replaced after the completion of an engine inspection. The accommodation (ACCOM) ladder was repaired and weight tested for deployment. Hull technicians completed structural repairs. The ship's close in weapons system (CIWS) was completely refurbished by Shop 67 (Gun) GM teams. Emergent work included replacing a power turbine break, a job that would normally take 10 days but was completed in six days, with the final bolt in place 45 minutes before the ship deployed on Aug. 25. Credit there goes to the Shipyard's Gas Turbine shop, which is comprised of 90% military personnel.

USS PORT ROYAL (CG 73)

A total of 48 jobs were completed during the pre-deployment CMAV and Emergent CMAV for USS *Port Royal*, prior to her Aug. 25 deployment to the 7th and 5th Fleet areas of operation. Water Tight Door Maintenance Assist Team (WTDMAT) personnel repaired 14 Water Tight Doors and four FWD Blast Doors to ensure the ship is water tight and DC ready for deployment. Workers repaired the accommodation (ACCOM) ladder and weight tested it for deployment, replaced Variable Stator Vein (VSV) Arms for three Gas Turbine plants (GTMs), replaced gas turbine GTG fasteners and changed out GTG combustion cans. Emergent work included repair of an uptake drain required for the operation of one of the ship's GTGs.

USS HALSEY (DDG 97)

USS *Halsey*'s Drydocking Selected Restricted Availability (DSRA) grew to include 264 additional jobs not originally included in the work package. Water Tight Door (WTD)/ Valve Maintenance Assist Team (MAT) worked continuously with ship's force to conduct assessment and repair of WTDs, hatches, scuttles and valves through their Defense Contract Management Agency (DCMA), Mock-Light Off Assessment (LOA) and LOA. Other repairs included the replacement and repair of a 300-ft. antenna cable, clutch replacement and repair, GTM inspection and repair, and refurbishment and installation of chaff and decoy launchers.



Code 103 Maintenance Assist team LeadMM1(SW) Abi Olowo, repairs Blast Doors onboard USS *Port Royal* (CG 73) prior to deployment.



Ready, Willing and Able



Story by Larry Doong
Code 101B Executive Director
Hawaii Regional Maintenance Center

Teamwork is the “how” of ship maintenance and repair work, as clearly evidenced between June 27 and Aug. 5 this year, when the Hawaii Regional Maintenance Center (HRMC), teaming with multiple Shipyard departments and several external entities, serviced naval vessels participating in the 2016 Rim of the Pacific (RIMPAC) maritime exercise.

RIMPAC 2016 included 43 ships from 27 countries. HRMC repaired 17 U.S. and 11 foreign nation vessels during the course of the exercise. HRMC screened 252 jobs for accomplishment, completing 196 of these jobs. This completion rate of 78% was an amazing feat considering that each job involved work to be scoped, planned and executed in very short periods of time to meet first pass quality assurance, within budget and in time for the ship to meet its mission. Work that was cancelled due to insufficient time for completion or lack of available parts would be accomplished at each ship’s home country port. Total cost for work completed amounted to just over \$715,000.

As with any other work accomplished by HRMC, successful completion of these jobs was a team effort. Ship building specialists, project managers, port engineers, quality assurance, engineering support and contract specialists teamed with contractor project managers and repair specialists to get the jobs done.

Most notable among these jobs was work performed on USS *Coronado* (LCS 4). This newly constructed ship received structural and combat systems repairs and troubleshooting which enabled the ship to become the first Littoral Combat Ship (LCS) class ship to fire a Harpoon missile. The shot proved successful, confirming this new capability for LCS class ships. The historic significance of this missile firing was captured by *Coronado*’s commanding officer, Cmdr. Scott Larson, who said,



“We have added a game-changing capability to the LCS-2 Variant. This achievement will have lasting impact on the future of our program, our ship, and our Navy.” Although *Coronado*’s repairs were completed here in Hawaii, the lead repair activity was Southwest Regional Maintenance Center (SRMC) in San Diego, with an assist from HRMC, Space and Naval Systems Warfare Command (SPAWAR), and General Dynamics’ National Steel and Shipbuilding Company (NASSCO) in San Diego.

BAE Systems Hawaii, HRMC’s current primary contractor, completed depot-level repairs for USS *Mobile Bay* (CG 53), USS *Shoup* (DDG 86) and USS *Howard* (DDG 83). These repairs ranged from cleaning air conditioning condensers and aligning fuel oil service pumps to fixing sea water service and chill water pumps.

The Shipyard’s Fleet Technical Support Division (Code 210) delivered multiple technical assists on electronic and combat systems equipment.

HRMC’s Surface Ship Operations (Code 103/FMR) was responsible for numerous ship assists in rigging, gas turbine module (GTM) troubleshooting, Rigid Hull Inflatable Boat (RHIB) repair, systems calibration, diver support and temporary services.

During RIMPAC 2016, HRMC also coordinated repair requests from several other activities, including the Systems and Equipment Material Assessment Team (SEMATEM) and Naval Air Systems Command (NAVAIR).

Repairs and maintenance rendered to ships from Australia, Canada, Chile, France, India, New Zealand, Singapore and South Korea included fixing galley equipment, gas turbine generators, scissors lifts and staging, and waste water offloads.

Code 920 Welder Apprentice Joshua Chapa fabricates a steel I beam for emergent work aboard the Australian war ship HMAS Warramunga (FFH 152.)



Code 920 Welder Helper Kaena Nicely - Goeas installs the steel I beam aboard the HMAS Warramunga (FFH 152.)

MIDPAC/PHNSY/HRMC team: *“Want to thank each of you, as well as your maintenance teams, for your superb efforts getting Coronado, Hopper and Port Royal out the door on time. I know it was a heavy lift, and I’m grateful to all those who put in long hours to ensure an on-time sail away. Coming on the heels of a successful RIMPAC, the MIDPAC/PHNSY/HRMC team has had a banner summer, and I have been impressed with both the level of effort and quality of work. Please pass along my thanks to your team for their hard work in ensuring our ships are materially fit to fight.”*


The execution of surface ship maintenance under HRMC and Code 103 is a vital part of the work executed at PHNSY&IMF. Each of the four naval shipyards can request assistance from the other yards when necessary during heavy loading periods, so we can all progress toward our common goal of keeping the Navy’s ships “fit to fight.”

Even in the midst of RIMPAC, HRMC work in support of U.S. Navy ships home ported at Pearl Harbor continued, including a Dry-docking Selected Restricted Availability for *USS Halsey* (DDG 97), a Selected Restricted Availability (SRA) for *USS Preble* (DDG 88), and Continuous Maintenance Availabilities (CMAVs) for *USS O’Kane* (DDG 77), *USS Hopper* (DDG 70) and *USS Port Royal* (CG 73), and the undocking of *USS Halsey* (DDG 97) from Dry Dock 4.

The efforts of HRMC were clearly recognized at the highest levels. Vice Adm. Thomas S. Rowden, Commander, Naval Surface Forces, forwarded the following “Bravo Zulu” to the

Australian war ship HMAS Warramunga (FFH 152) is an Anzac-class frigate of the Royal Australian Navy at port in Pearl Harbor Naval Shipyard to do repair work after the RIMPAC maritime exercise.





Code 930 GSM1 Chato and Shop 38 GSMC (RET) Lumang remove the radial drive shaft on a gas turbine engine in support of the USS Preble (DDG-88.)

In Focus: Hawaii Regional Maintenance Center



In November 2015, USS *John Paul Jones* (DDG 53) shot down a simulated anti-ship cruise missile during a “layered defense” test of this ballistic missile defense (BMD) ship. This is significant for Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY&IMF) and Hawaii Regional Maintenance Center (HRMC) as *John Paul Jones*, the primary test platform for BMD testing, is one of four BMD ships (and six non-BMD ships) homeported at Pearl Harbor that each rely on the PHNSY&IMF and HRMC to “keep them fit to fight.”

As the Navy’s mission has evolved, so have the responsibilities of the HRMC. Over the past 21 years, Intermediate (I-level) maintenance for surface combatants and submarines in Pearl Harbor has transformed significantly.

In 1995, in order to consolidate resources, the Navy combined the Shore Intermediate Maintenance Activity (SIMA) Pearl Harbor with the Repair Department, Submarine Base Pearl Harbor. The resulting new command, Naval Intermediate Maintenance Facility (NAVIMA), with more than 1,200 Sailors, supported and conducted all I-level maintenance for both surface ships and submarines.

In 1999, NAVIMA merged with PHNSY under the “Pearl Pilot” project to create PHNSY&IMF. Roughly 800 Sailors were attached to PHNSY&IMF. Organizational changes were made to reduce costs and establish a single command for surface ship and submarine Depot and I-level maintenance.

Surface ship I-level maintenance was moved under the HRMC umbrella in 2011, consolidating all surface maintenance under a single line of authority within the Shipyard. The Shipyard Commander (Code 100) also commands the HRMC, with the assistance of a Deputy HRMC Commander (Code 101).

The HRMC consists of three segments. Fleet Maintenance Surface



Code 930 Marine Machinist Work Leader Kanani Hawkins and Code 930 Marine Machinist Mechanic Nelson 'Alika' Barboza install a Power Turbine Brake on USS Hopper (DDG -70.)

Code 103 Shipbuilding Specialist Freddie Ancheta measures a Counter Measure Waste Down piping, to verify completed contractor work on USS Halsey (DDG-97.)



(FMR), better known as Code 103, has responsibility for I-level maintenance. Contractor Management Oversight (CMO), or Code 410 (Contracts Division), is responsible for delivering high quality acquisition products and services to the Shipyard's customers and U.S. Pacific Fleet. Fleet Technical Assistance (FTA), also referred to as Code 210 (Fleet Technical Support Division), ensures sufficient capability to effectively respond to all requests for technical assistance. Each ship's core maintenance team includes an HRMC Project Manager, FMR Ship superintendent, Type Commander (TYCOM) port engineer and HRMC Shipbuilding specialist.

In 2014, a Shipyard and Commander, Naval Surface Group Middle Pacific assessment showed improvements in I-level maintenance capabilities and capacity were needed to meet operational commander requirements. Previously, Sailors assigned to PHNSY&IMF had worked primarily in the Gas Turbine and Engine shops. The assessment revealed the Shipyard was falling short 18,000 man-days in maintenance and repair execution, primarily through under-utilization of its Sailors. In other words, the Shipyard was not taking full advantage of this extraordinarily valuable resource. As importantly, the Shipyard was failing these Sailors by not training them to go back to the Fleet with enhanced knowledge, skills and experience.

The 2014 assessment led to a new focus for Sailor utilization, centered around two goals: (1) bringing benefit to PHNSY&IMF by more fully engaging the operational knowledge and skill sets Sailors brought to the Shipyard from the Fleet; and (2) training Shipyard Sailors in Depot and I-level ship maintenance. The intent of the newly-proposed training was to send Shipyard Sailors back to the Fleet after their shore duty with a deeper knowledge of ship systems and enhanced skill sets so they could improve their ship's ability to self-assess and sustain organic maintenance capability during forward-deployed ship operations.

By January 2015, these efforts had elevated the organization to new heights of achievement, creating a sub-Unit Identification Code (UIC) under PHNSY&IMF to provide the Surface Warfare Enterprise (SWE) more visibility and better resources to conduct Depot and I-level maintenance and repairs.

Starting in Fiscal Year 2016, FMR's desire to improve Sailor utilization hit full stride with the introduction of Maintenance Assist Team (MAT) visits and Navy Afloat



Code 920 Welder HT2 MacComber welds wedges and a new gasket channel to keep the doors water tight on USS Halsey (DDG-97.)

Code 990 Pipefitter Apprentice Dustin Maekawa tightens a riser to an air manifold. The air is distributed throughout the ship for pneumatic tools.





Code 950 Electrician GM1 Jensen assists Code 950 Electrical Work Leader Jeff Fortner weather proof cables on USS Halsey (DDG-97.)

Code 990 Gas Free Monitor Franklin Reis performs a gas free test on a confined space ensuring proper air quality to allow workers to enter and do work.



Maintenance Training Strategy (NAMTS) qualifications. Establishing a firm foothold in Bldg. 1744, FMR reshaped the building to house a Pump, Valve, Air Conditioning and Refrigeration (AC&R) and Water Tight Door facility to intensify Sailor training and provide a central hub from which to run Sailor production.

NAMTS promotes quality and productivity in Regional Maintenance Centers (RMCs) and Intermediate Maintenance Activities (IMAs) by providing on-site, on-the-job, hands-on vocational training and technical support. Sailors are trained as technicians capable of becoming skilled



Code 930 GSM2 Neri repairs the VSV Arm Rigging. The VSV Arm is attached to the gas turbine engine to prevent the gas generator from stalling.

maintenance journeyman, able to restore shipboard equipment to safe and technically acceptable standards. Eligible Sailors earn NAMTS Navy Enlisted Classifications (NECs) by completing approved, technically rigorous Job Qualification Requirements (JQRs), passing a JQR-specific written test and oral board, and receiving their commanding officer's award recommendation.

Co-locating NAMTS Hawaii Program Supervisor Ed Yamashiro and NAMTS Job Qualification Requirement (JQR) Coordinator Chief Machinery Repairman (MRC) James Macasero with the MAT core personnel in the same building resulted in a significant increase in participation and enrollment among FMR Sailors. WTD MAT is the MAT's "best seller" with Pearl Harbor home ported ships. Since October 2015, FMR has completed or is in the process of conducting 12 MAT visits to seven ships, identified 1,163 and corrected 922 discrepancies, and trained 71 Ship's force personnel in the proper maintenance of shipboard trouble systems.

FMR's Gas Turbine Shop (Shop 31T) has been at full throttle for most of FY16. Recently, while conducting an inspection of a Pearl Harbor destroyer's gas turbine generators (GTGs) during a pre-deployment CMAV, Shop 31T Sailors discovered one GTG required replacement -- two weeks before the end of the availability and ship's



Code 920 Shipfitter HT2 SK Mcswain fits up and grinds down a replacement casket channel to ensure a water tight door, in support of USS Halsey (DDG-97.)



Code 970 Shipwright Apprentice Charles Chang - Humphreys tightens brackets on staging for USS Halsey (DDG-97.)



Code 103 Maintenance Assist team members EN2 Edgar Moreno and GSE2 Sarah Mellott conduct repairs to Blast Doors onboard USS Port Royal (CG 73) prior to deployment.

underway period. With the skills of expert craftsmen, the shop's personnel changed out and tested the engine before the end of the avail. Then, during the ship's underway testing phase, a fire broke out in the gas turbine module (GTM) power turbine brake, requiring its replacement only seven days before the ship's deployment date. Implementing emergent work, FMR tasked the Gas Turbine Shop to conduct repairs in a procedure that would normally take 10 days, with no incidents. Shop 31T personnel worked around the clock, completing the repairs 45 minutes before the ship's scheduled deployment.

Current FY16 FMR production work execution is on track to complete 35,871 man-days, an increase of 10 percent over FY15. Of those man-days, 4,577 have been executed by military personnel, which is currently a 15 percent increase over military man-days last year. During FY16, FMR has conducted two Drydock Selective Restrictive Availabilities (DSRAs), two Selective Restrictive Availabilities (SRAs), 31 Continuous Maintenance Availabilities (CMAVs), 19 Emergent Repair Availabilities (ERAVs), and three Windows of Opportunity (WOOs), allowing for no ships to fail to sail and four ships to deploy on time to the 5th and 7th Fleet areas of responsibility (AORs) for national tasking.

FMR continues to strive to give the best product to the Fleet's surface combatants, improve Sailor utilization and training, incorporate more skill sets to both civilian and military Shipyard personnel, and ensure our Shipyard continues to maintain our Pacific Fleet Surface Combatant mission.



Responding to a request for support from the 8th Theater Sustainment Command (U.S. Army Logistics), the Hawaii Regional Maintenance Center (HRMC) conducted a damage assessment onboard USAV CW3 Harold C. Clinger (LSV-2). The ship, an Army transport vessel home ported at Joint Base Pearl Harbor Hickam, suffered an engine room fire which caused significant damage to the exhaust uptakes and adjacent store-

rooms. A Shipyard team of electrical, mechanical and structural engineers, with support from Shipyard production shops, assessed the extent of the damage and developed repair plans. Treating the evolution like a battle damage assessment scenario, the HRMC team capitalized on the training opportunity to fine tune a skill set that will support the U.S. Pacific Fleet's Operational Logistics strategy.

Shipyard SPOTLIGHT



Larry Doong, Deputy for Surface Ship Operations (Code 103), Executive Director of the Hawaii Regional Maintenance Center (HRMC) and a veteran with 24 years in the Navy, continues, in his “spare” time, to extend his history of service with the Battleship *Missouri* (BB-63) at Ford Island.

As a Navy commander, Doong served as chief engineer on USS *Missouri* (nicknamed the “Mighty Mo”) from 1990 to 1992, running the re-commissioned ship's 450-Sailor engineering department. As a major department head, he took the ship through her pre-deployment training cycle at Long Beach Naval Station in California before she deployed in support of Operation Desert Storm and became the first battleship to fire Tomahawk cruise missiles at Iraqi targets as the operation commenced. After returning to Long Beach with *Missouri* in March

1991, Doong supervised preparations for the ship's decommissioning.

That December the *Missouri* made her last cruise, this time to Pearl Harbor to host President George W. Bush at the 50th anniversary observance of the Dec. 7, 1941 attacks. The *Missouri*'s history as the ship on which World War II ended in Tokyo Bay on Sept 2, 1945 made the observance at Pearl Harbor -- where America entered World War II -- a very memorable one.

Following a remarkable career that spanned five decades and three wars, the *Missouri* was decommissioned at Long Beach Naval Station on March 31, 1992. She was struck from the U.S. Naval Register in January 1995, transferred by the Navy as a donation to the USS Missouri Memorial Association, Inc. (UMMA), a 501(c)(3) non-profit organization in May 1998, and towed the following month to Pearl Harbor to become, in January 1999, the centerpiece of the Battleship Missouri Memorial at Ford Island.

When Doong came back to Hawaii in 2010 to take a civilian job at Pearl Harbor Naval Shipyard, the *Missouri* had recently returned to its berthing station on Battleship Row after a three-month, \$18 million dry docking here that included installing a new anti-corrosion system, repainting the hull, and upgrading the internal mechanisms. After the ship's Jan. 30 grand re-opening, Doong volunteered in his off-duty time to work with the UMMA curator to restore the wardroom and forward “Officer's Country” to the way they looked at decommissioning.

For the past six years, Doong has volunteered to use his thorough understanding of the ship's circa-1944 engineering plant to train Battleship *Missouri* tour guides, so they can guide visitors properly through Damage Control Central, the #4 Fire Room, the #4 Engine Room, and the main passageway through the engineering section, affectionately known as “Broadway.” This May, Doong appeared in a Battleship *Missouri* television spot in which he described how he enjoys helping visitors learn more about his favorite ship.

You can learn more about the *Missouri*, the world's last active battleship, by visiting <https://ussmissouri.org/>.

[Nuts 'n Bolts]

Code 740 again wins Safe Shop of the Month award



To all of the Code 740 Crane and Rigging Operations Personnel, I am extremely proud of being your Department Head and appreciative to all you in winning your 5th straight Safe Shop of the Month Award. This is truly an unprecedented success and sets the bar high for all to beat. The most important aspect of all, is that it shows that we are family who cares about each other's safety as well as safety of other shops and codes that interact with our work areas with the ultimate goal that everyone can go home safely to their families at the end of the work day.

Aloha and Mahalo -
Kevin Correa
Code 700 Superintendent

USS O'Kane team plants 'yelling tree'



On August 29th, the project leadership team for the USS O'Kane joined the Shipyard Commander in a tree planting ceremony. The SY Commanding Officer presented the tree to the project team with the following story: "In the Solomon Islands, in the south Pacific, some villagers practice a unique form of logging. If a tree is too large to be felled with an ax, the natives cut it down by yelling at it. Woodsmen creep up on a tree just at dawn and suddenly scream at it at the top of their lungs. They continue this for thirty days and the tree finally dies and falls over. The legend states that all the yelling kills the spirit of the tree." The point of the legend is that yelling at living things kills their spirit. If the team, or leadership, resorts to yelling about these frustrating problems, the team spirit will eventually die and the opportunity for success will fade with it.

July Service Awardees

10 Years

Kenneth Agena, C10913
Eric Bonstein, C1032
Noeau Camarillo, C2320
Chakshing Chan, C2340
Henry Kanahale, C246
Alan Laflamme, C930
Stephen Magnusson, C2103
Matthew Miyahira, C920
Elena Smith, C300
Eugene Tijging, C1062

20 Years

Fillomer Edra, C970

25 Years

Cary Tom, C950

30 Years

Jonathan Aniya, C260S
Daniel Hetrick, C300
Scott Kobayashi, C23012
Mark Nakazato, C139
Kevin Ogata, C2320
Danny Tang, C220

35 Years

Raenette Auyong, C1061
Layton Chee, C24421
David Coronas, C250
George Goya, C260S
Corwin Lee, C732
James Leong, C920
David Lui, C10541
Gary Mendez, C300
Arden Nagai, C1063
William Namba, C200Q
Cary Nishijima, C10551
Ross Okuda, C950
Romeo Rebujo, C1053
Edlyn Takahashi, C620
Roy Thomas, C1123
Gregory Uyechi, C2350
John Wong, C2205
Michael Zembik, C300

40 Years

Reginald Abrigo, C920
Richard Akana, C970
Mario Mercado, C960
Harry Vincent, C960

45 Years

Dennis Ho, C970

50 Years

Miles Hiruko, C10913

July Military Newcomers

SN, Noemie Felarca, C1170
AO3, Dustin Kraxner, X-DIV
BM2, Pamela Pritchard, C760
DCFN, Bryan Mitchell, X-DIV
CS2, Danielle Alexander, X-DIV
ND1, Carlos Marin, C760
ET2, Tyler Romine, C950
EMNC, Alan Abad, C300N
EN2, James Brewer, C103
AWO2, Isaac Davila, X-DIV
STS3, Daniel Gruber, C246
MMN1, Tomas Kren, C930
AWO2, Christopher Martinez, X-DIV
ETR3, David Martinez, CL950
MMA1, Adam White, C930

July Civilian Newcomers

Ademola Akinlalu, C2309
Christopher Balbas, C920
Gary Braunstein, C 410
Paul Bunker, C2602A
Clark Cagle, C710
Christine Campbell, C2309
Antonio Castro, C1032
Lamar Dansby, C430
Karina Estrada, C2309
Trent Hashimoto-Noguchi, C2309
June Hermosura, C24421
Joseph Johnson, C1053
Alexander Lee, C270
Laura Lindsay, C400
Jesse Mendiola, C24421
Jesus Montes, C2103
Kainalii Nee, C960
Michael Pascual, C246
Kyle Tani, C246
Frank Torresin, C1056
Raycen Wong 260

Fair winds & following seas to

July Retirees

Mark Aldueso
Mark Connor
Garret Doi
Michael Katekawa
Carlito Manalo