

SHIPYARD LOG



Pearl Harbor Naval Shipyard & IMF News Since 1946

April 2017

I GOT THE POWER

AN IN DEPTH LOOK INTO CODE 950 ELECTRICAL SHOP

WE ARE FAMILY...

WE NEED TO STAND UP FOR
EACH OTHER.

NO BYSTANDERS.

Vice Adm. Moore Visits Pearl

By Mike Andrews
Deputy Public Affairs Officer

The Commander, Naval Sea Systems Command (NAVSEA), Vice Adm. Tom Moore, visited Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) on Mar. 16.

The visit to the Shipyard was the culmination of a multi-day/multi-nation visit to the Pacific area of operations by Moore, who returned to PHNSY & IMF for first time since May, 2016. Moore met with the PHNSY & IMF work force at an All-Hands call, during which he stressed the priority he places on each member of the Shipyard team understanding the importance of their contribution towards meeting NAVSEA's number one priority - delivering ships and submarines to the fleet on time.

Moore spent a full day at the Shipyard, engaging in discussions with PHNSY & IMF's senior leadership and the leaders of the local labor unions. Moore also met with Women in Trades, a Shipyard-based affinity group operating under a charter to develop and advance women in the Shipyard to be "no ka 'oi."

During this session, Moore voiced the emphasis he places on



creating a safe work environment at every NAVSEA command and activity, fostering an environment where people are able to go to their supervisors when issues arise, and trust that their leadership will ensure the worker gets the help they need.

Moore devoted considerable time during his visit talking directly with members of the Shipyard workforce as he toured PHNSY & IMF training facilities and visited *USS Jefferson City* (SSN 759), which is currently undergoing repairs in Dry Dock #2. Members of the work force demonstrated ways that PHNSY & IMF's commitments to workforce development and continuous improvement are integrated in the Shipyard's day-to-day mission of "Keeping Them Fit to Fight!"

Rear Adm. Roegge Honors Bremerton Project Team

By Justice Vannatta, Shipyard Log Editor

The Shipyard's growing workforce and new capabilities to support the submarine of the Pacific Fleet were "front and center" on March 20 when the Commander, Submarine Force, U.S. Pacific Fleet, Rear Adm. Frederick ("Fritz") Roegge visited Pearl Harbor Naval Shipyard & Intermediate facility.

During his visit, Roegge visited several production shops throughout the Shipyard, including Code 930's Inside Machine Shop in Bldg. 67, where representatives from multiple trades demonstrated innovative training tools to the Pacific Fleet's top submariner.

"It's amazing to see how far technology has come in such a short time," said Roegge. "The Shipyard's workforce has successfully integrated new technologies and capabilities into their work processes, which will really complement to our mission."

After stops at other facilities including Dry Docks #3 and #4, Roegge presented *USS Bremerton* (SSN 698) Project Superintendent Vince Chong with the Navy Meritorious Civilian Service Award, the Navy's third highest civilian award.

The *USS Bremerton* project team set a new corporate record for exemplary work, by completing the job in just 68 days.

"I humbly accept this prestigious award on behalf of the entire *USS Bremerton* team," said a grateful Chong. "The project's success was because of the team's tireless effort and desire to turn in the project ahead of schedule. Everyone had the same goal, everyone wanted to win."

This project team's Shared Vision allowed the Dry-docking Continuous Maintenance Availability (DCMAV) to complete on Dec. 14, 2016 -- 44 days ahead of schedule, and six days earlier than the internal team goal.





The B-Team

By Sal St. Germain
Code 950 Electrical Communities
of Practice Leader

is the A-Team

Shop 51 has many missions, but one of its most critical is battery work. The two reasons for criticality are (1) the battery is an emergency source of power, and (2) only small windows of opportunity exist to conduct this type of intrusive work.

So what do they do when they have critical work to perform in a very limited time period? They create a team.

The Battery Team consists of approximately 42 people -- electricians, riggers, wood and plastic fabricators, electrical

engineers, crane operators, gas-free personnel, marine machinery mechanics and forklift drivers. While the team performs a lot of battery work here at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF), they also travel to San Diego and Guam to support the needs of the U.S. Pacific Fleet.

As far as submarine maintenance is concerned, the valve-regulated lead-acid (VRLA) rechargeable battery is relatively new. While they have already learned how to perform battery change-outs on 688 Class submarines, doing so on Virginia Class (VACL) platforms is a whole other story.

Performing VACL change-outs brings new challenges with removing the old cells and loading new ones. Clearance issues in the shipping path must be addressed and overcome. The

Code 950 Electrical Apprentice Ryan Abe joins EMN3 Chris Hook and Code 970 Plastic Fabricator Keoni Kahoano in pre-testing battery charge before installation on *USS Mississippi* (SSN - 782.)

batteries are larger and the space to work with them is smaller. The equipment used for moving VRLA cells is different and unfamiliar. And these are just some of the more significant challenges.

Over the years, PHNSY & IMF has formed partnerships with Portsmouth and Puget Sound Naval Shipyard battery personnel and the Naval Surface Warfare Center, Crane Division (NSWC Crane). Those relationships have been instrumental to our growth and learning process. The team has been able to share resources and information to achieve the on-time delivery of quality battery work consistently for a number of years, but their greatest challenge is still ahead. VACL battery replacement is the future of battery work, the future of Shop 51, and the future of the Shipyard. The team has to make sure they have this capability and are able to perform work efficiently so that they can adequately support the Fleet's assets, both at home and forward-deployed.

When considering everything battery work entails, available support systems must also be examined. A shop manager, concerned with VRLA capabilities, recently approached the Shipyard's Electrical Community of Practice with an idea to enhance the Shipyard's VRLA battery charging capability, an essential competence due to the number of battery cells the team will need to recharge in the future. The greatest benefit seen from adding this enhanced capability is that they can now charge multiple VRLA battery cells simultaneously.

Previously, the Shipyard could only charge 12 battery cells at a time, with each charging cycle averaging greater than 20 hours. (For reference, a submarine battery consists of hundreds of cells, so charging a full set of batteries requires multiple manned shifts to complete.) The new battery charging system significantly reduces the time needed to perform this function.

Code 950 Electrical Work Leader Kehaunani Foster and Electrical Mechanic William Miyasato taking voltage readings during an Advanced Submarine Battery (ASB) charge. These redundancies will help make for a smoother transition during the battery change out for *USS Mississippi* (SSN - 782.)



Code 740 Lifting and Handling Rigger Patrick Hokoana secures the harness on a battery before crane operations deliver it to *USS Mississippi* (SSN - 782.)

Another significant benefit is a reduction in shipping costs. With this new capability, the Shipyard can stage batteries for forward-deployed submarines because the team can now maintain them. This saves hundreds of thousands of dollars in emergent shipping costs.

As with every improvement, multiple Shipyard organizations were involved. Engineering (Code 270), electrical (Code 950's Shop 51), facilities and equipment (Code 980), tool room (Shop 06), temporary services (Shop 99) and Naval Facilities Engineering Command Hawaii (NAVFAC HI) were all instrumental in making this improvement happen, showing once again that they work better when they work together as a Shipyard. This capability not only assists at home, but also allows for greater support of forward-deployed Fleet assets.

The team has had some setbacks with battery work in the past, but have seen many improvements over the past five years. These improvements were made due to Shop 51's enthusiastic and committed battery team personnel, their management, Shipyard support and our overseas partners. While significant challenges lie ahead, the team is confident they have the right tools and the right team to get the job done.



Photonics Mast Team

Photonics Mast Appeal

**By Reid Kusaka
Shop 67 Imaging Systems
General Foreman**

The Virginia-class submarine reflects the latest stage of undersea warfare capabilities for the U.S. Navy. One of the most significant changes in this next generation of attack submarine is the addition of the photonics mast. This type of mast is different from a traditional submarine optical periscope in that the photonics mast does not penetrate into the submarine's hull.

But perfection in any class of warship is not something that happens overnight, and this has been the case with the Virginia Class submarine. These new masts have presented a new set of challenges.

The professionals of Shop 67MM have converted these challenges to opportunities beginning in 2014, when the Imaging Systems In-Service Engineering Agent (ISEA) gave the shop the "green light" to test, isolate and repair photonics masts down to the lowest repairable unit with onsite assistance from Navy Undersea Warfare Center (NUWC) and/or the Original Equipment Manufacturer (OEM).

The capability to perform maintenance at PHNSY & IMF resulting in substantial savings for the U.S. Pacific Fleet in money and, more importantly, time.

Shop 67MM and Engineering and Planning's Code 290 assisted NUWC with the development of I-level procedures. The result of this effort was Shop 67MM's completion of its first photonics mast unassisted repairs in February 2016. This landmark accomplishment was a major contributing factor to the facility Shop 67MM gaining depot level maintenance status.

"Although an accomplishment, we still have a long way to go," said Peter Reimers, a mechanic assigned to Shop 67MM. "At times, it can be overwhelming. This is not a responsibility we take lightly. There is still a lot to learn. We are looking forward to training new apprentices that are eager to learn."

As more Virginia-class submarines are

Shop 67 Electronics Mechanic, Kody Sanbei and Jesse Agonias perform a systems check on the Unmanned Pressure Vessel (UPV) for Photonics mast testing.



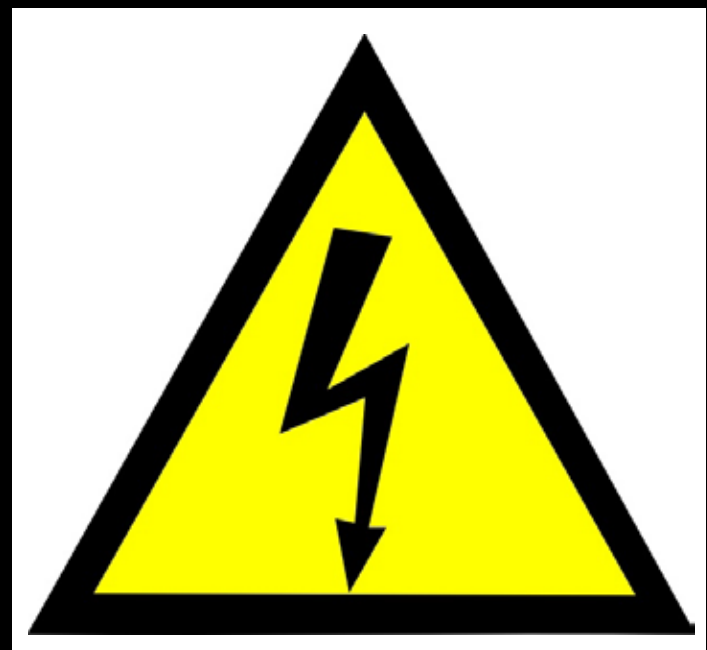
visor. “We need to learn this.”
In February 2017, the Imaging Systems ISEA arranged for representatives from NUWC to work side-by-side with Shop 67A to train and revise testing procedures for Fleet Maintenance Activities use. Testing is only part of the process. When a photonics mast is replaced, adjustments are often required, followed by retesting. This is can be a difficult and time-consuming process, but the goal is for Shop 67A to eventually perform testing unassisted.
“NUWC representatives were helpful in sharing knowledge and insight,” said Jesse Agonias, Shop 67A mechanic. “The photonics mast system is very complicated. We’re looking forward to passing on this knowledge to our new apprentices.”

Shop 67 Optical Repairmen Mechanic Peter Reimers helps the photonics test station doing calculations in support of the USS North Carolina (SSN - 777.)



added to the fleet, the demand for photonics mast maintenance will increase. Shop 67MM believes they are up to the task.
“It will be a challenge to keep up with the workload and newer versions of masts,” said Dean Yoro, Shop 67MM Imaging Systems Supervisor. “But our workers are well qualified to accomplish this.”
The demand for expanding photonics capabilities does not stop there. NUWC representatives conduct. At present, no Naval Shipyard or Fleet Maintenance Activity performs shipboard testing of photonics mast systems without NUWC oversight. Recently the ISEA assigned this responsibility, even though no formal training was available and new test gear was required. This new task also meant that existing testing procedures needed to be revised for I-level use. Adding to the challenge is the duration of the work. Testing of this nature on the Virginia-class test could take four times longer than testing Los Angeles-class submarines.
There was no backing away from this new challenge. “This is the future,” said Alike Masuda, Shop 67A Super-

CODE 950



Code 950 is made up of Shop 51, Shop 52, and Shop 67. They perform maintenance, repair, and modernization of submarine and surface ship electrical and electronic systems.

Shop 51 works on power distribution systems, rotating electrical equipment, lighting systems, indicating system, motors and controllers, and communication systems.

Shop 52 works on all mechanical and electrical calibrated items for the Shipyard as well as providing support for the fleet and other activities in the region.

Shop 67 works on sonar, fire control, masts & antennas, control systems, circuit card repair, and fiber optics. These are just some examples of the type of work conducted by Code 950 personnel.

Code 950 employs 370 people that are engaged, dedicated to their craft, and contributing to the success of the Shipyard.

In-Focus:

Shop 67 Calibrations Mechanic Keala Gandia performs Operational testing of ship equipment in support of USS North Carolina (SSN - 777.)

Code 950 Test Bench Supervisor Tommy Tran Performs continuity checks to verify closing of ground-fault delay breakers. These are similar to the breakers in your house, just on a massive scale.

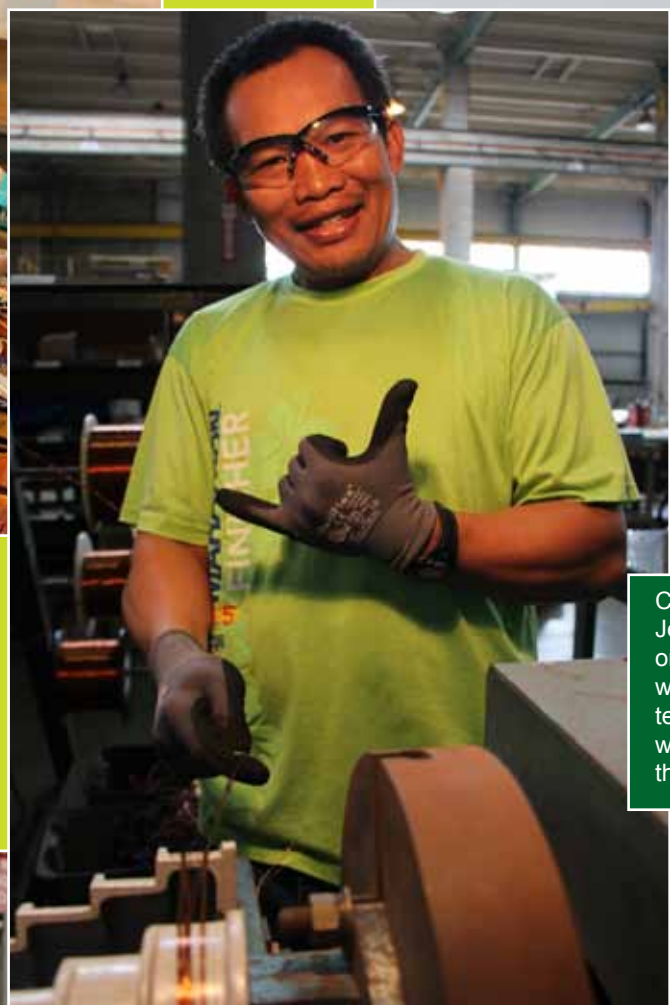




Shop 51 Breaker Supervisor, Robert "Uila" Barnett does a final inspection on a diesel generator breaker that will be installed on USS *Greenville* (SSN - 772.)



Code 950 first year Electrical Apprentices, Ryan Jacobs and Jacy Lau are in the Test Section performing resistance checks on an Insulated-Gate Bipolar Transistor (IGBT) voltage regulator.

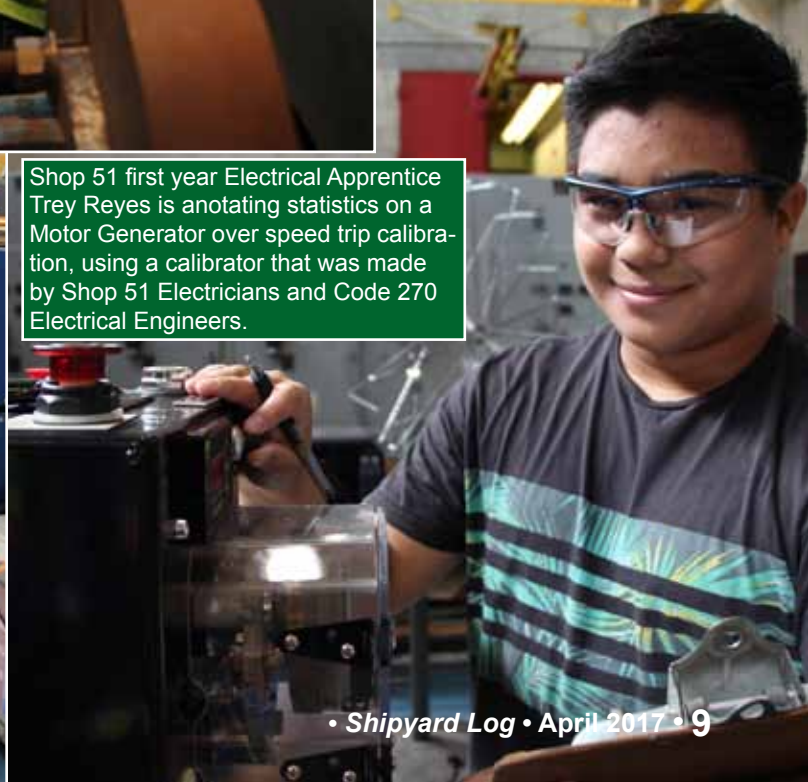


Code 950 Electrical Mechanic, Jeffrey Sanchez is forming coils on a vent fan stator. These coils will help a generator cooling system maintain the stator and rotor windings embedded in the slots of the stator core.

Shop 52 4th year Calibrations Apprentice, Rylan Morihara is tracking measurements on a Fiber optic calibration. These quality assurance checks will be directly applied to the USS *North Carolina* (SSN - 777.)



Shop 51 first year Electrical Apprentice Trey Reyes is anoting statistics on a Motor Generator over speed trip calibration, using a calibrator that was made by Shop 51 Electricians and Code 270 Electrical Engineers.





Code 950 Electronics Mechanic Dayven Higa is pictured in Shop 67 Physical-Dimensional Lab. He is measuring items with light on the Optical Comparator. This allows him to get a gauge of thickness for odd shaped parts.



Shop 51 first year Electrical Apprentice Micah Rabanal is pounding copper wiring into place, while rewinding coils on a vent fan stator.

Shop 52 Calibration Mechanics Ted Nguyen and Udom Stamegna Calibration of dynamometer. This device is used for measuring force, torque, or power. For example, the power produced by an engine, motor or other rotating prime mover can be calculated by simultaneously measuring torque and rotational speed (RPM).





Shop 67 first year Calibrations Apprentice Noelani Mikami is looking through a Kern Theodolite. It is a precision instrument used for measuring angles in the horizontal and vertical planes. These measurements will be used for electrical systems on the USS *Jefferson City* (SSN - 759.)

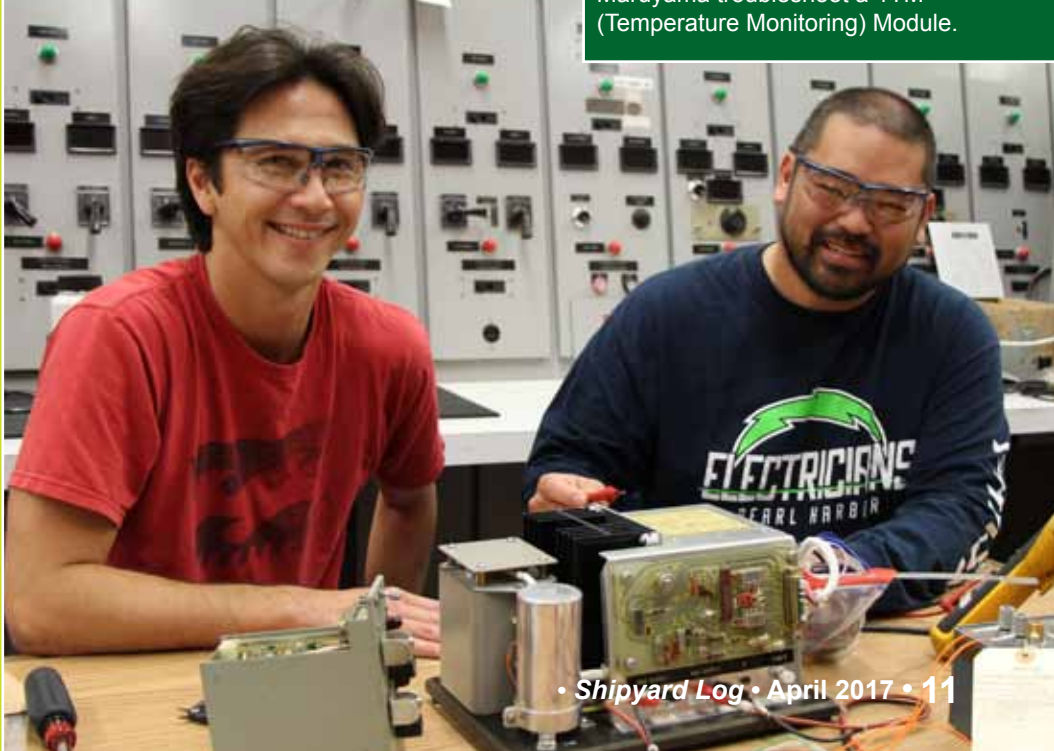
Code 950 Electrical Mechanic, Deayonne Barquis is issuing an annual calibration of the Temperature Calibration device. The component is used to accurately measure temperature readings.



Shop 52 Mechanical Lab Engineer Aaron Young oversees first year Calibrations Apprentice Lavina Barbadillo as she takes readings on the Dead Weight Tester Laboratory Pressure Standard to make sure it reads the perfect nominal 400PSI.



Shop 52 Calibrations fourth year Apprentice Rylan Morihara is molding in place a fiber optic calibration that will be used on USS *North Carolina* (SSN - 777.)



Shop 51 Electrical Mechanics Yuri Miyabara-Treschuk and Dwayne Maruyama troubleshoot a 1TM (Temperature Monitoring) Module.

February Civilian Newcomers

Destry Edwards, C2444
Sheila Escalona, C610
Diana Hiromoto, C250
John Korth, C930
Maika Kunioka, C950
Arnel Lacara, C970
Larry Larkin, C2442
Michael Latsch, C246
Jacy Lau, C950
Jason Lee, C950
Eric Levine, C920
Eric Lewis, C920
Pilar Liu, C970
Ernest Loo, C730
Noelle Lum, C990
Timothy Lutz, C1053
Jeffrey Madarang, C960
Javyie Manuel-Fernandez, C930
Wyllie Marciel, C1351
Curtis Martin, C920
Wade Matsunaga, C970
Eric Martinez, C260
Yoshihiro Matsuo, C960
Thomas Mcanallen, C730
Reid Miguel-Cortez, C930
Noelani Mikami, C950
Emmanuel Mina, C1125
Cris Mixer, C10921
Alanna Miyasaki, C960
Vern Mizushima, C139
Sheena Molale, C950
Christopher Montalban, C930
David Morgan, C990
Shane Morgan, C920
Tyler Morita, C960
Tasha Nakata-Nagao, C970
Reid Nebrija, C960
Jacob Nehl, C920
Elaine Ngo, C134
Janelle Nomura, C920
Rhonda Ohara, C300N
Jayson Okimoto, C710
Gregg Oshiro, C742
Damon Paoao, C950
Melissa Palermo, C2305
Jordan Paulino, C990
Kahiauikealoha Perbera, C950Eric
Petnumkeo, C970

February Service Awardees

10 Years
Jonathan Adkins, C23804
Ralph Bolabola, C10931
Tony Griffenberg, C990
Christopher Moe, C2103
Shari Perreira, C1342
Kevin Takahashi, C950
20 Years
Tyron Inouye, C920
25 Years
Jason Dovgan, C2204
30 Years
Valaria Cardus, C1063
Leilani Nakamura, C2105
Leah Nishino, C1361
Lynn Oshiro, C260
Daniel Yamane, C130
Todd Young, C713
35 years
Michael Arakaki, C960
Craig Ching, C710
Melvin Lum, C920
Mark Muranishi, C2441
Ronald Okawa, C710
Duane Takeba, C990
40 years
Malaki Logotaeao, C920
Nolan Tamayori, C2901
Gary Zane, C2505
45 Years
John Leong, C760
50 Years
Walter Botelho, C741

Fair winds & following
seas to

February Retirees

Alberto Adaro
Antonio Casim
Liberato Felix
Mario Habon
John Hirokane
Leighton Hiromoto
Elizabeth Rivera
Renato Romero

February Military Newcomers

CAPT Timothy Barney, C1200
LT Connor Bench, C300
MMA2 Austin Blythe, C930
EMN1 Celia Carter, C300N
ND2 Nicholas Cooper, C760
NDSN Michael Clutch, C760
MMC Dereck Egbuniwe, C103
DC3 Tiana Holloman, X-Div
MMN2 Justin Hogue, C105
STS2 Justin Hudgins, C246
AD2 Aila Hughes, X-Div
MMN2 Marquis Ingram, C990
MM2 Devon Killen, C210
EMN2 Michael Kornecki, C300
CS3 Camryn Laffoon, X-Div
GSE3 Mary Loepp, X-Div
ET2 Starlyn Manglona, X-Div
LCDR Tyler McDonald, C300
FC2 Taylor Meadows, X-Div
MMW2 Enrique Montelongo, C930
ND3 Emmanuel Montero, CX-Div
MMN2 Brian Newton, C990
MMN1 Teran Parsons, C300N
ETV3 Ramon Peter, X-Div
NDSN Mark Powell, C760
ETN1 Christopher Rohrer, C950
MMW2 Todd Schriver, C246
STS2 Kyle Schwietz, C950
MMN1 Richard Seliquini, C990
DC3 Talyn Shaw, X-Div
ETN1 Benjamin Steele, C950
ND3 Cody Stikeleather, C760
GSM3 Brendan Stinnetovertuf, X-Div
MMN2 Bryan Weeks, C105.3
FC2 Amy Wolf, X-Div



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ON THE COVER: Shop 52 Electronic Measurement Equipment Mechanic Keala Gandia.

Graphics by: Dave Amodo
Photo by: Justice Vannatta

Shop 06 Safe Shop of the month

2nd Win in a row



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