

# SHIPYARD LOG

Pearl Harbor Naval Shipyard & IMF News Since 1946

July / August 2017



# WELCOME ABOARD

***Captain Gregory D. Burton***

***47th Commander, Pearl Harbor Naval Shipyard  
and Intermediate Maintenance Facility***

# Commander's Corner

## Aloha Means Hello and Goodbye

Three years ago prior to assuming Command, I asked my family and friends to join hands and say the Serenity Prayer with me before taking the stage. It is probably familiar to many of you:

**God grant me the serenity; to accept the things I cannot change;**

**The courage to change the things I can;  
And the wisdom to know the difference.**

I said this prayer with the anxiety and uncertainty (and fear perhaps) that every Commanding Officer has prior to taking the watch.

I likely had an expectation that my prayers would be answered by some gift of increased wisdom or infallible decision making. That's not quite how it happened, instead, my prayers were answered with something better...the people of this command.

You, the men and women of Pearl Harbor Navy Yard; answered my prayer by continually having the courage to make the changes necessary to ensure the Center of Relevance for Navy Maintenance which sits in the heart of the Pacific is also the Center of Excellence for Submarine and Surface Combatant Repair. What I have come to appreciate is that I never needed the serenity to accept ANYTHING that could not be changed, because you never would allow me to have that option. I thank you for that. I will take courage and toughness over serenity any day of the week.

You defend our Nation

You are the professionals who repair, maintain, and modernize the surface ships and submarines of the Pacific Fleet.

You Keep them Fit to Fight!

Mahalo for three great years!

Aloha, Capt. Jamie Kalowsky.

To the talented men and women of the Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility, and this includes our military, civilian and contract support personnel, ALOHA! It is truly an honor and a once-in-a-lifetime opportunity for me to serve as your 47th Shipyard Commander. I have looked forward to being in Hawaii to serve with all of you as you safely execute the complex maintenance work of our Navy in this strategic shipyard.

You are constantly called upon to do the

extraordinary. From resurrecting the U.S. Pacific Fleet from the bottom of Pearl Harbor to turning the tide of the Battle of Midway, to supporting the Korean Conflict, the Vietnam War, to the transition to nuclear powered warships, yours is a legacy of accomplishing the seemingly

impossible at great personal sacrifice, but to the benefit of the Navy and the Nation. I expect this legacy to continue – it needs to continue.

As an example of the things that we will be involved in as we look forward, I provide the following. The Navy's goal is a 355 ship fleet, up from 276. If we wait to build the ships through new acquisitions, it will take decades to reach this goal. However, if the maintenance providers can extend existing surface ship hulls an additional five to ten years, NAVSEA estimates that we can reach the 355-ship goal 10 – 15 years earlier. Additional maintenance is required to extend hulls – we know how to do this. The time is now to continue this legacy of accomplishing the extraordinary and directly contributing our part to a 355-ship navy. I'm relying on your talents and abilities to get us there.

Mahalo - Capt. Greg Burton.



Former U.S. Senator Daniel Akaka is flanked by Capt. Jamie Kalowsky and Capt. Greg Burton, the 46th and 47th commanding officers of Pearl Harbor Naval Shipyard. Sen. Akaka delivered the invocation and benediction for the July 7 change of command ceremony held in front of Historic Building 1.



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

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**ON THE COVER:** 47th Commander, Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility, Captain Greg Burton.

Photo by: Justice Vannatta

# Burton Relieves Kalowsky at helm of PHNSY & IMF

By Mike Andrews  
Code 1160 Deputy Public Affairs Officer

Photos by Justice Yannatta

Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) held a change of command ceremony July 7 at Joint Base Pearl Harbor-Hickam. Capt. Greg Burton relieved Capt. Jamie Kalowsky as the 47th commander of the largest industrial employer in the state of Hawaii and the largest ship repair facility between the U.S. West Coast and the Far East.

In remarks immediately following his assumption of the Shipyard's helm, Burton reflected on the responsibilities which accompany command. "I feel the weight of that responsibility now," said Burton. "That additional load on my shoulders will provide me the traction I need to stay focused and work with this great Shipyard team."

Burton is no stranger to Pearl Harbor, having been assigned to Commander Submarine Force, U.S. Pacific Fleet (COM-SUBPAC) as Maintenance Requirements, Readiness and Improvements Officer from 2012 to 2014. He most recently served as Operations and Product Line Officer at Puget Sound Naval Shipyard and Intermediate Maintenance Facility.

Vice Adm. Thomas Moore, commander of Naval Sea Systems Command (NAVSEA) and presiding officer for the change of command ceremony, expressed confidence in Burton as the new Shipyard commanding officer.

"Pearl Harbor is getting another remarkable officer in Greg Burton," said Moore. "With a work-force driven to deliver ships and submarines on-time, I am confident he will build on (Kalowsky's) success."

Moore presented Kalowsky with a Legion of Merit medal for his exceptionally meritorious conduct during his outstanding three-year tour of duty as Shipyard commander. Kalowsky was credited with improving the material condition of the Pacific Fleet naval force and reducing lost fleet operational days due to



Vice Adm. Thomas Moore, Commander, Naval Sea Systems Command, congratulates Capt. Jamie Kalowsky on his relief of command of Pearl Harbor Naval Shipyard at ceremonies held in front of Historic Building 1, Capt. Greg Burton, looks on.

maintenance by over 80% during his tour. He was also praised for his inspired guidance and technical knowledge which resulted in Pearl Harbor Naval Shipyard's receipt of laboratory status by the Office of Naval Research.

In recognizing the Shipyard's departing commanding officer, Moore also reflected on the important role played by the Shipyard in the nation's defense, and how the PHNSY & IMF workforce has overcome obstacles to meet the mission of keeping the fleet "Fit to Fight!"

"At any given time, one-third of the U.S. Navy's ships are in maintenance," said Moore. "Today's Navy demands that ships must be delivered from repairs on-time, every time. Any delay places stress on the fleet. The Pearl Harbor work-force has risen to this challenge, reducing delays and returning our precious assets to the fleet early."

Rear Adm. Stephen Williamson, Director, Fleet Maintenance, U.S. Pacific Fleet, commended Kalowsky's leadership in a time when the importance of the Shipyard has grown.

"Of the Navy's four shipyards, none is more strategically located than Pearl Harbor," said Williamson. "Under (Kalowsky's) command, the Shipyard seen a period of growth in both work load and complexity of work, and has met every challenge."

In his remarks to the PHNSY & IMF workforce, Kalowsky reflected on the Shipyard's core mission. "Here in Pearl Harbor, you, the workers who defend our nation, have met the call to deliver ships and submarines on time," said Kalowsky. "You have decreased unscheduled maintenance days from nearly 600 days in 2014 to just over 100 in 2017."

"You defend our Nation," proclaimed Kalowsky to his work force. "You are the professionals who repair, maintain, and modernize the surface ships and submarines of the Pacific Fleet. You keep them Fit to Fight!"

Kalowsky assumed command of PHNSY & IMF in August 2014. He will stay in Hawaii for his next assignment as Maintenance Requirements, Readiness and Improvements Officer onto the staff of Command, Submarine Force, U. S. Pacific Fleet (COMSUBPAC).

Sen. Akaka delivered the invocation and benediction for the July 7 change of command ceremony held in front of Historic Building 1.





# Summertime In Hawaii

**Story and photos by  
Justice Vannatta  
Shipyard Log Editor**

The summer season always manages to evoke thoughts of blue skies, beaches, families and barbecues. This was the familiar scene at Bellows Air Force Base Beach on Saturday June 24, as the Moral, Welfare and Recreation (MWR) Committee hosted Pearl Harbor Naval Shipyard's annual summer picnic.

Hundreds of Sailors, civilian workers and their 'Ohana, gathered together to partake in the day's fun filled festivities. The day's events included a massive raffle ticket giveaway of dozens of prizes including a free outer island trip, T.V.s and iPads, to name a few, and the much anticipated announcement of the Captain's Cup winner, going to Code 2300 for a third year in a row.

"What a great opportunity for the workforce to come together and meet each other's Ohana," said an impressed Capt. Greg Burton, new Pearl Harbor Naval Shipyard Commander. "I can see how people look forward to this throughout the year."

The children, and a few parents, enjoyed the different water slides, and beach games, as they listened to the smooth island sounds of Code 2301 Electronic Technical Word Document Deputy Andy Llanos' band, Loli'i.

"This is just a perfect Hawaiian summer day," said Code 900T Program Analyst Alyssa Santos describing the eventful Saturday. "It's so great to see everyone come out and just chill and relax."

# USS Greeneville Undocks Two Weeks Early

By AD2(AW) Aila Hughes  
Public Affairs Office

Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility (PHNSY & IMF) undocked the USS Greeneville (SSN-772) June 13, 2017, completing a scheduled six month docking period of major maintenance work two-weeks early.

“Undocking early gives the Shipyard the opportunity to provide operational days back to the Fleet for Greeneville,” said Deputy Project Superintendent Kevin Alford, for the eight month Extended Dry-Docking Continuous Maintenance Availability (DCMAV) Project. Major work for the availability project was originally budgeted for 45,560 man-days, and included the change-out of many components, systems overhauls and a significant modernization to the ship’s electronic infrastructure.

The successful completion of work on the Los Angeles-class submarine depended on the cooperation of PHNSY & IMF personnel, the ship’s crew, and contractors.

“The biggest key is integration. The ship, Shipyard and contractors are all one team,” said Project Superintendent Lieut-



tenant Commander Nick Levine. “Lots of hard working folks committed every day; too many people to thank.” By coming together as a truly integrated maintenance team, successfully planning and completing all maintenance and testing required, they were able to return this submarine back to the fleet to help defend the country, he said.

The Shipyard is a field activity of Naval Sea Systems Command and a one-stop regional maintenance center for the Navy’s surface ships and submarines. It is the largest industrial employer in the state of Hawaii with a combined civilian and military workforce of over 5,000. Strategically located in the mid-Pacific, the Navy’s largest ship repair facility between the West Coast and the Far East is about a week of steam time closer to potential regional contingencies in East Asia than sites on the West Coast.

## Volunteers come out for Hui Malama 2017

Story and photos by Justice Vannatta  
Shipyard Log Editor

The Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) campus was treated to a facelift by the Pearl Harbor Apprentice Association (PHAA) on July 6.

The 6th annual Hui Malama (*a group that takes care*) event brought together volunteers from various shops and codes to participate in the Shipyard clean-up.

“It’s so awesome to see our workforce come together to clean up our Shipyard,” said a grateful Gregory Massaro, Shop 26 Welder Apprentice and PHAA Secretary. “It was a perfectly timed clean-up with the new Commander being inaugurated the next day.”

The base wide make-over coincided with the PHNSY & IMF Change of Command program happening on July 7.

Careful planning by the PHAA eboard (electronic board) and PHAA special events coordinator and Shop 51 Electrical Mechanic Tawnee Jones, helped enable the 2017 Hui Malama to be another successful endeavor.

“It’s always a little challenging to plan the event and to get everyone to come out and help, but you can always count on compassionate people giving up their time to support the cause.” said Jones. “We want to thank everyone for coming out and giving up their time to help with the massive clean-up.”

Volunteers who came out to support were treated to plate lunches that were provided by the PHAA.



Photos by Justice Vannatta



# What's UP DOCK?

**By Richard Atiburcio**  
**Code 990 Dry Dock Operations**  
**General Foreman**

Above: Shop 99C Pump Well Industrial Equipment Mechanic Apprentice Bronson Akiona is troubleshooting and repairing a main pump oil dripper that was found leaking during a routine inspection. The pump well main pumps are used to dewater the dry docks after a docking/undocking of a vessel.

**P**earl Harbor Naval Shipyard's dry docks are rich in history. Construction of the first dry dock began in early 1900, but before it could be completed, it suffered an enormous setback when it unexpectedly imploded. Science tells us the implosion was a result of hydrostatic pressure, but local Hawaiian legend explains the collapse was a result of the Shark Goddess Ka'ahupaaahu's displeasure with what was being built on her sacred land.

After the design was recalculated and homage was paid to Ka'ahupaaahu in the Native Hawaiian tradition, construction continued on the dry dock and it was completed in 1919. Completion of Dry Dock 1 was a major milestone in the early development of Pearl Harbor Naval Base; the completion of additional dry docks would prove invaluable during World War II after Pearl Harbor was attacked by the Japanese Imperial Navy on Dec. 7, 1941, and throughout the years since.

Over time, what once was the Navy Yard at Pearl Harbor evolved into Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility, with a total of four dry docks. Dry Docks 2 and 3 were 90 percent complete at the time of the Pearl Harbor attack and, post-attack, were immediately finished and put to use, helping to repair ships damaged in the attack. Construction of Dry Dock 4 was completed in 1943.

The Shipyard's Shop 99 (Temporary Services) is charged with dry dock operations and assisting in the process of docking and undocking a vessel. This process (also called an "evolution") involves intricate planning and precision using main pumps, drainage pumps and Buoyancy Assist Modules. It can be a long and drawn out procedure, but is made possible by the cohesive work of a team of people who each contribute their unique part to its success.

Each dry dock has a pump well that houses its equipment. Dry Dock 1 has four main pumps, each with a capacity to pump 66,000 gallons of water per minute, and two drainage pumps that can

Shop 99C Pump Well Industrial Equipment Mechanic Ali'i Aranio operates caisson #1 motor control center during a docking evolution at Dry Dock #1. The caisson is a wedge shaped vessel used to isolate the dry dock from the harbor.

accommodate 7,000 gallons per minute (GPM). Dry Dock 2 also has four main pumps, but with a larger pumping capacity of 130,000 gallons per minute each, and four drainage pumps (two with 6,000 GPM pumping capacity, and two with 7,000 GPM capacity). Dry Dock 3 is the smallest of the four dry docks, with no main pumps and only one drainage pump with the capacity to pump 3,000 GPM. Because of this difference, when Dry Dock 3 is utilized, the main pumps from

During a docking/undocking event, the caisson is moved out of its place to make way for the vessel coming into or leaving the dry dock. This operation is accomplished with pump well personnel and rigging department working together to successfully install/remove caisson. The caisson is a wedge shaped vessel used to isolate the dry dock from the sea. Pump well personnel operate various valves and pumps within the caisson's operating deck while the rigging dept. man lines attached to the caisson.



Dry Dock 2 are used, via underground tunnels that connect all three dry docks.

Dry Dock 4 is the largest dry dock and is isolated from the other three. It has two pump wells that each house two main pumps and one drainage pump. The pumping capacity of each main pump is 167,000 GPM and 5,000 GPM for each drainage pump. With its larger size, this dry dock can accommodate the largest of vessels, such as the cruise liner *Pride of America* and the former Navy battleship *Missouri* which have both been docked at Dry Dock 4.

Although improvements and upgrades to the dry dock facilities have been made over the years, much of the original setup and equipment that was initially installed is still there today and in perfect working condition.

Tucked away near the edge of the water, and a majority of the time underground in the pump well, are the 28 men and women of Shop 99. These individuals, with the assistance of engineers from Code 983, have the unique tasks of running evolutions that dock and undock vessels commissioned for repair, maintaining and repairing the dry dock facilities and equipment so that operations continually run smoothly, and providing around-the-clock security watch every single day of the year. These dedicated skilled workers understand the vital role they play in the Shipyard's operations and in supporting the Navy's mission. The Shop's core values of "Pride, Vigilance and Honor" are evident through the quality of their work and their consistent integrity. They take their responsibilities seriously, putting the safety of the vessel in dock and of the personnel who work on the vessel above all else.

With workers like this on hand, you can be assured that the rich history and successful operations the dry docks have enjoyed for more than 100 years will continue indefinitely into the future.

Shop 99C Pump Well Dry Dock Electrician Apprentice Bryce Onaga is performing preventive maintenance on the pump wells drainage pump controller. Dry dock drainage pumps are used daily to maintain drainage in the dry docks to prevent normal seepage from inadvertently flooding the dry dock floor.



Shop 99C Pump Well Industrial Equipment Mechanic Apprentice Jacquie Ho is waiting for her command to operate valves during routine monthly preventive maintenance. Preventive maintenance is performed regularly to ensure all pump well equipment is operating efficiently and effectively.





# In Focus: Code 990 Temporary Services

Code 990 is made up of Shops 99 and 55. Shop 99 employs Electricians, Pipefitters, Sheet Metal, Industrial Equipment Mechanics, Gas Free Technicians, and Waste Management works to ensure services such as low pressure air, salt/fresh/potable water, positive and negative ventilation, air conditioning, and 120/480VAC power is delivered to our customers in a timely manner with a Gold Standard of reliability and quality for submarines and surface ships.

Shop 99 also ensures a safe working environment in confined spaces for all shipyard workers with our Gas Free program. Shop 99 also conducts drydock operations when docking and undocking boats.


Shop 55 offers their expertise on all shipyard facility construction, modernization, and remodeling projects. They construct walls, buildings, Fords, install electrical lines and lighting, paint, flooring, and hanging ceiling tiles. This shop consists of Electricians, Carpenters, Welders, Painters, and a

Bicycle Maintenance Technician.

Code 990's nuclear section consists of 7 different specialized areas which are comprised of pipefitters, electricians, and sheet metal workers. The Pure Water team provides our submarines with purified water used for reactor coolant; Radiological Ventilation section installs and maintains ventilation systems used for nuclear work; the Coolant Discharge team provides services to receive and transfer contaminated liquid used for testing and flushing components of the reactor plant system; the Controlled Industrial Facility (CIF) processes solid and liquid radiological waste; the Radiological Vacuum team provides vacuums used for radiological work; Radiological Material Controllers transfer radiologi-

cal waste generated by the shipyards nuclear work; and the Radiological Shipment section prepares and ships all radiological waste from the shipyard to its final disposal site.

These are some examples of the type of work that Code 990 and its 240 dedicated employees conduct every day to successfully enable all other trades in the shipyard to perform their duties and support the on-going mission of the Shipyard to keep the fleet "Fit to Fight".



Code 990 Pipefitter's Rob Guzon, Kyla Aquino & Electrician Chris Butin are working as a team hoisting 110V electrical cable to level 01 on the Port Royal. Teamwork is a big part of X99 working to get the jobs done correctly, safely and in a timely manner.



Shop 99 Nuclear Ventilation Mechanic Grant Yamaoka performs a maintenance check on a blower motor used to refresh air quality in confined areas.



Code 990 Navy Competant Person (aka NCP or Gas Free) Debra Patterson shows how to do a gas reading inside a tank. The NCP are the ones you need to call to make sure it's safe to enter any confined space or tank - don't forget to read the entry tag.



Pure Water LPO Travis Callison tightens a joint on one of the Pure Water tanks used to supply our ships with filtered purified water used for cooling and testing.



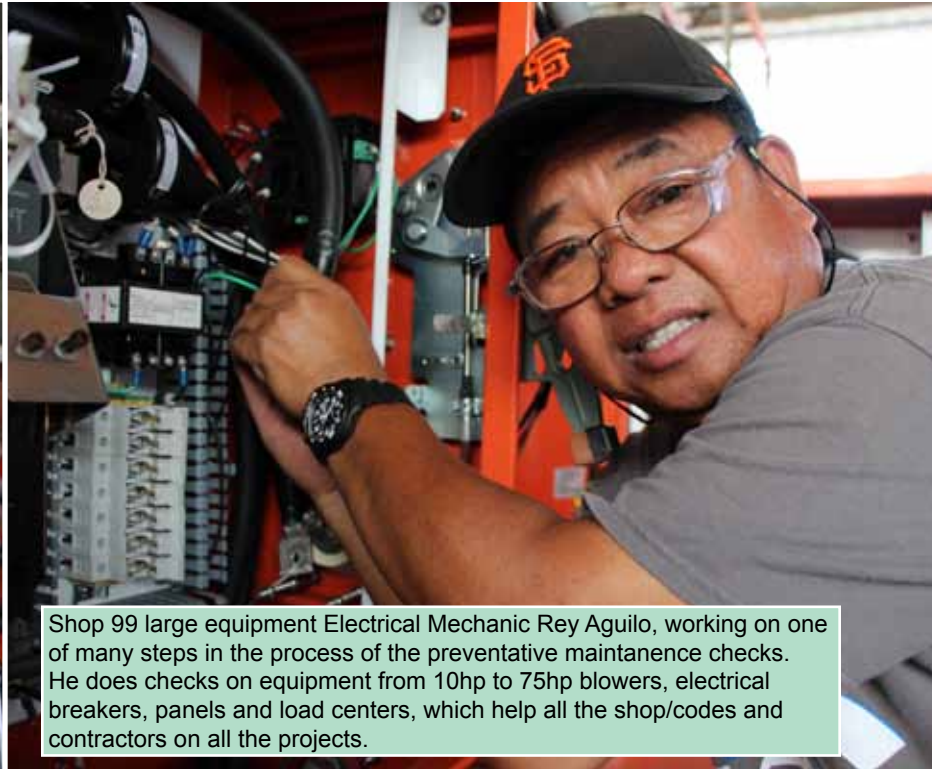
Code 990 first year Sheet Metal Apprentice Zachary Kaneshiro is finishing up the assembly of the ventilation tubing. The ventilation tubing can be as small as 4" to as big as 12" is used to supply positive air like the DH or AC and negative air such as hepa, dust collector or general ventilation, is used to help air out all confined spaces, tanks and containments for all shops and codes.

Shop 99 Electrician Mechanic Duane Takeba inspects & tests a coil of stringer lights. The lights is one of Shop 99 many temp services which is used to light up the inside compartments, tanks and spaces of the boat as well as the outside/topside and drydock stairs and floors.





X99 Pipefitter Anthony Brown who works at FMB demonstrates how to tighten a valve using a pair of wrenches. The valve is part of the Bridle Blow system which is a vital system to maintaining the air in the ballast tanks while the ship is being repaired.



Shop 99 large equipment Electrical Mechanic Rey Aguilo, working on one of many steps in the process of the preventative maintenance checks. He does checks on equipment from 10hp to 75hp blowers, electrical breakers, panels and load centers, which help all the shop/codes and contractors on all the projects.

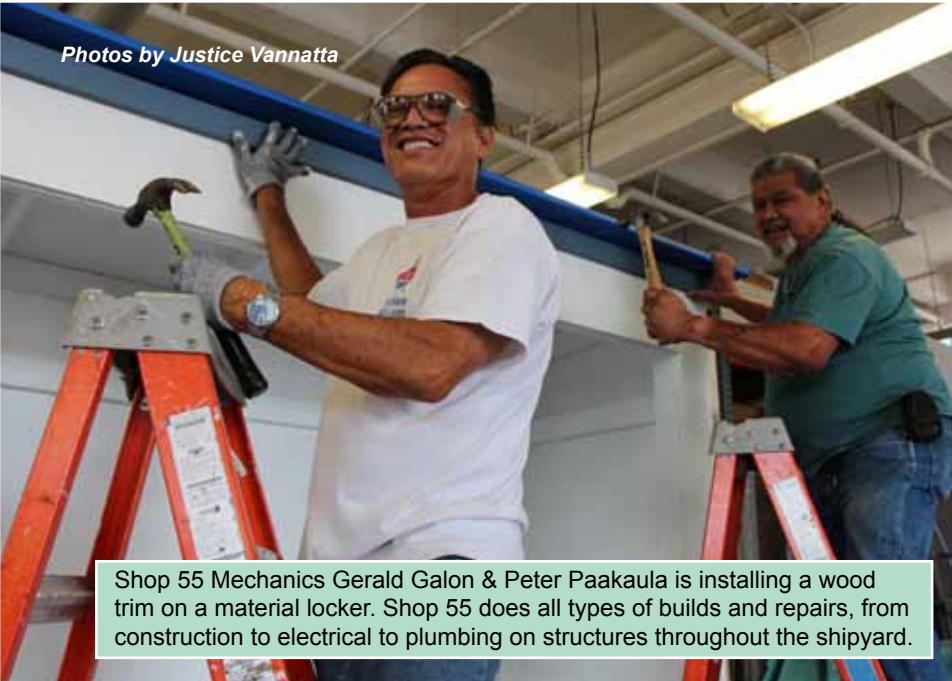


Shop 99 Electrical Mechanic Abe Lagrimas for inside shop small cable is doing a meggar check to make sure the electrical cable is safe to send and use out on the projects. These cables are used to power up all shops/codes and contractors tools & equipment. The cables range from 110V to 440V 30A to 50A, think of your extension cord at home only larger.

Shop 99 Nuclear Continuous Training and Development Subject Matter Expert John Tamashiro and Nuclear CTD Supervisor Aaron Yabes familiarize nuclear pipefitting Mechanic Shordon Lopes, 3rd year pipefitter apprentice Jesse Bright, and 4th year pipefitter mechanic Jordan Morales on new equipment that will be implemented on one of the upcoming evolutions for the USS North Carolina.

Shop 99 Electrician mechanic Gerald Sueyoshi, who is the Large Cable SME, is performing preventative maintenance on the shore power equipment. The T-500 cable(s) is what powers up the boats when they down their power, as well as supply all shops & codes temporary power throughout the boat and pier side.

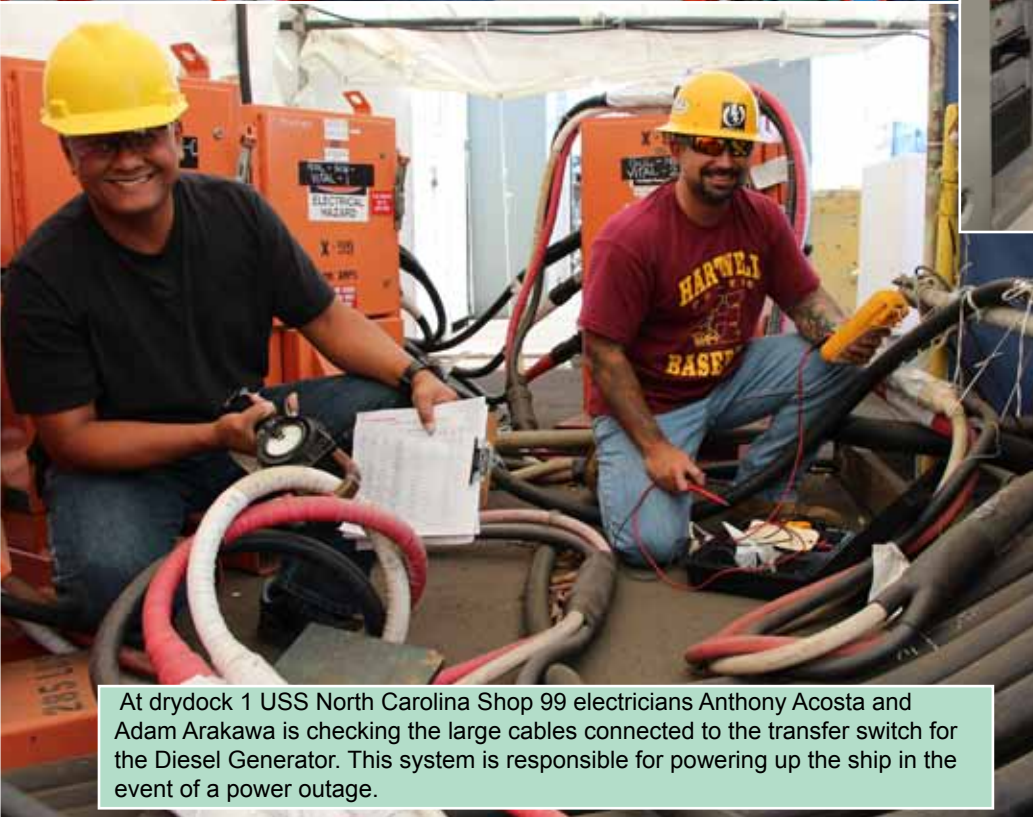




Shop 55 Mechanics Gerald Galon & Peter Paakaula is installing a wood trim on a material locker. Shop 55 does all types of builds and repairs, from construction to electrical to plumbing on structures throughout the shipyard.



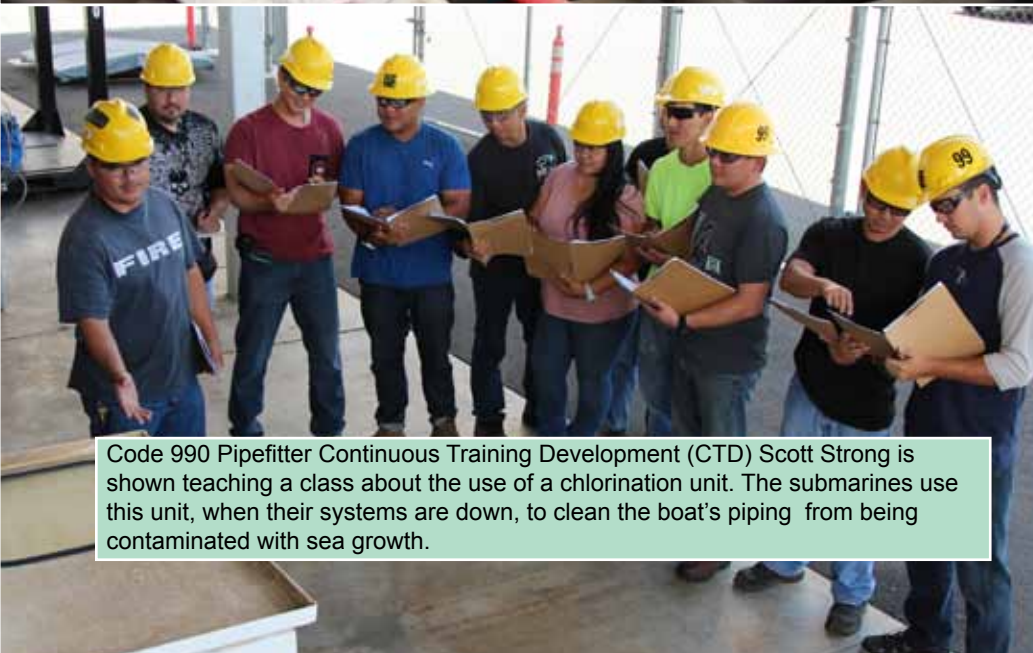
At the CIF (Controlled Industrial Facility), Shop 99 4th year Electrical Apprentice Kirk Powles demonstrates how to inspect an electrical panel using lockout/tag plus (LOTP). He is part of a team that helps with the maintenance of the electrical equipment and the facility.



At drydock 1 USS North Carolina Shop 99 electricians Anthony Acosta and Adam Arakawa is checking the large cables connected to the transfer switch for the Diesel Generator. This system is responsible for powering up the ship in the event of a power outage.



Code 990 Pipefitter Apprentice Aaron Rigor hooking up canvas hoses for testing. The hydro room tests all the salt, fresh and potable water hoses from canvas to rubber, 3/4" to 4" size hoses to use on important systems such as the ASW to firefighting.



Code 990 Pipefitter Continuous Training Development (CTD) Scott Strong is shown teaching a class about the use of a chlorination unit. The submarines use this unit, when their systems are down, to clean the boat's piping from being contaminated with sea growth.

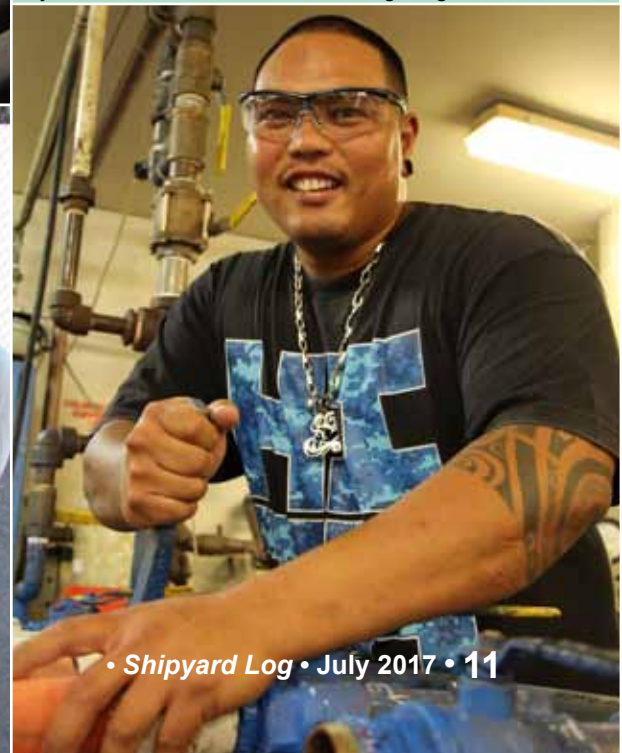


Photo by Justice Vannatta



# To The Victor Go The Spoils

Story by LCDR Philip J. Carey  
Code 300 Asst Repair Officer

On 28 June, Fleet Maintenance Submarine (FMB) and USS COLUMBIA (SSN 771) threw a burger and hotdog fest for the crew and workforce on Y-2 Pier to recognize the efforts in the successful on-time completion of the ship's Continuous Maintenance Availability and current Pre-Overseas Movement (POM1) Availability which consisted of nearly 6,000 man-days of production work.

Major work items accomplished included industrial cleaning of #1 and #2 Ship Service Motor Generators, replacement of over 120 TR-317s in the sonar dome, repairs to two countermeasure launcher valves, repairs to #2 and #3 torpedo tube power cylinders, replacement of an auxiliary sea water valve, repairs to five RSS valves, repair of #1 Ship Service Turbine Generator voltage regulator, replacement of #1 main seawater pump bearing, repair to the rudder tiller dog bone, repair of the trim pump motor, replacement of the trim flowmeter and pressure gage, repairs to two trim and drain valves, and the replacement of the starboard Outboard Transducer Acoustic Assembly (OTAA) electrical hull fitting.

To support this work, over 750 Task Group Instructions (TGIs) were written, packaged, reviewed for closure and certified by engineering and work packaging; hundreds of job material lists were generated and processed; and over 210 Work Authorization Forms (WAF) / WAF revisions and more than 300 tagouts/tagout revisions were written and processed to support this work.

Photo by Christian Hodge



# 5th win in a row!!

## Shop 06 Safe Shop of the month

Connect with the Shipyard on Facebook & Twitter / PearlHarborNavalShipyard

### June Civilian Newcomers

- David Adachi, C1351
- Kristoffer Aguirre, C1093
- Autumn Aguon, C1061
- Matthew Anahu, C1351
- Jacob Arakawa, C246
- Tanner Asuncion, C920
- Jeremy Awaya, C930
- James Azevedo, C920
- Brian Barron, C1052
- Nicholas Cervantes, C930
- Katelyn Chagami, C290
- Justin Choy, C2380
- Jason Chung, C740
- Adam Clark, C2340
- Lester Dahilig, C960
- John Decorte, C730
- Andrew Doi, C730
- Dakota Edralin, C930
- Jeffrey Endo, C1351
- Fujioka Chiemi, C930
- Tami Gascon, C2105
- Kelen Gesteuyala, C960
- Ezra Ginder, C2320
- Keane Hamamura, C270
- Matthew Hays, C260
- Fan He, C2330
- Brenden Higa, C250
- Nathaniel Hiraoka, C920
- Neil Ishii, C950
- Kory Kawaguchi, C930
- Wayne Keller, C1032
- Jacob Kim, C920
- Preston Kiuchi, C920
- Cori Komiyama, C950
- Michael Leone, C930
- Kristen Lui, C1053
- Kelan Lum, C920
- Kevin Machida, C930
- Matthew Magallanes, C2340
- Andrew Manabe, C960
- Brice McConnell, C2340
- Andrew Montalbo, C970
- Laine Murakami, C246
- Maile Nitta, C2504
- Jea-Dek O, C1351
- Brisen Oshiro-Chin, C740
- Dane Paaao, C920
- Glenn Pablo, C920

### June Military Newcomers

- MMN1 Jason Barney
- LS2 Shache Cox
- MMN1 Hewitt Curtis
- MMN1 Travis Easter
- NDSA Jacob Flowers
- ND2 Devin Gray
- MMN2 Joseph Krzan
- ETR1 Andrew Lee
- EM3 Charles Takamnoule
- ET2 Elizabeth Thomas
- GSM2 Skyala Thomas
- MMN2 Terry Tripp

### June Service Awards

#### 10 Years

- Toni Allen, C1100
- Jared Braun, C930
- Leihuanani Griffith, C970
- Michael Higa, C950
- Phillip Lewis, C950
- Noel Moniz, C950
- Kamryn Parrow, C260
- Kariann Peters, C2203
- Aaron Ransom, C970
- Nichole Sanchez, C246

#### 20 Years

- Marina Forsythe, C1125
- Dorothy Ikeda, C900T

#### 25 Years

- James Armstrong II, C950
- Stephen Chen, C990
- Albert Kissinger, C300
- Robert Preisser Jr, C300
- Arthur Ubias, C920

#### 30 Years

- Rickie Chang, C990
- Christine Essex, C2305
- Scott Fujita, C2463
- Jeffery Kim, C950
- Sharon Mchale, C2380
- Cathy Mukai, C2464
- Leonard Samson, C960

#### 35 Years

- George Bowyer Jr, C1053
- Dayn Fujiwara, C930
- Samuel Gandauli, C300N
- Mark Tobara, C900T2
- Russell Tsutsui, C260S

#### 40 Years

- Jerry Alesna, C970
- Janice Ayano, C930
- Christopher House, C930
- Talalelei Toomata, C1143

Fair winds & following seas to

### June Retirees

- Ronald Calhoun
- Roy Leong
- Anston Ma
- Alan Miyashiro
- Avis Nakama
- Edmond Puou
- Anthony Samalino