

SHIPYARD LOG

‘OHANA DAY 2017

*Plus: The 75th Commemoration
of the Battle of Midway*

June 2017

Pearl Harbor Naval Shipyard & IMF
News Since 1946



*******SAVE THE DATE*******



Event: PHNSY & IMF Change of Command

Date: July 7th, 1000 - 1130

Location: In front of historical Bldg. 1



June 2017

Vol. 70, Number 6

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

Commander's Corner

Lessons Learned In Maintenance

Aloha and thank you for taking time to read the June 2017 edition of the Shipyard Log! This month we highlight the 75th anniversary of the Battle of Midway and Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility's contribution to this historical event. The amazing story of Lewis Walters and the three-day repair turnaround of USS Yorktown (CV-5.)

Continuing from last month, here are #s 6-10 of my favorite lessons learned from my career in maintenance:

6) Count to ten. In our business, good news is generally never as good as first reported, and bad news is never as bad as first reported -- there are exceptions, like when the Casualty Control (CASCON) alarms. The truth is in the details, which are often lacking in the initial report.

7) Pick your place on the battlefield wisely. As you gain more responsibility in the Shipyard, you will start to have schedule conflicts which will require you to decide what you will and will not attend. One of our prior bosses used to say, "If you have a headache, you know you are in the right meeting." The point here is that where you need to be is often not where you want to be. Leaders work on hard things that most people avoid. Are you comfortable? If so, you are in the wrong place.

8) Learn to say "I don't know." We are in a business where knowledge is the currency for credibility. There is sometimes pressure to feign knowledge, especially when in a group of peers, but our greatest advances in learning start with the phrase "I don't know." Just make sure the next sentence is "...but I will find out and report back."

9) Nature abhors a vacuum...don't create one. There is no one else who is smarter or more experienced in ship maintenance than you and your teammates are, so the best problems are the ones you identify and the best solutions are the ones you create. As long as you are driving the Shipyard, no one less qualified will feel the need to take the wheel from you.

10) Start fast and finish strong. You need to have the mental and physical fortitude to come out of the blocks quickly and cross the finish line without quitting. As a leader, set the example and add energy to your team. Your team has likely been told that every availability they have ever worked on is the most important availability in the history of the Shipyard...after a while, that pearl loses its luster...how can you make them the most important team ever? Train/be ready/sacrifice your time and energy for your team. This means you need to take care of yourself so that you have the stamina to carry your team. Live healthy, take your leave.

Pearl Harbor Naval Shipyard Commander, Capt. Jamie Kalowsky, is flanked by Code 950 Electronics Supervisor Vince Fe Benito's daughter, Madison Fe Benito and Code 2340 Darrell Leroux's children Lynx and Dax and the Galactic Imperial Empire during Ohana day 2017.



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Fraud, Waste & Abuse
Hotlines

Shipyard Hotline
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Navy Hotline
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DoD Hotline
(800) 424-9098

Safety Hotline
471-8349

Report-to-Work Status Hotline
473-9000

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Cody and Cassandra Chang, children of Code 920 Shipfitter General Foremen Calvin Chang

Photo by: Justice Vannatta

Shipyard Receives OSHA VPP Star Status

By Mike Andrews

Code 1160 Deputy Public Affairs Officer

Proving that workforce safety continues to be a top priority at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF), the Shipyard recently earned re-certification of its Voluntary Protection Program's (VPP) Star status from the Occupational Safety and Health Administration (OSHA). The Shipyard first attained VPP Star status in 2007, and, as of Dec. 31, 2016, was one of four sites -- and the only federal jurisdiction site in Hawaii -- with VPP Star status.

The VPP Star Program is designed for exemplary worksites that promote and maintain successful and comprehensive safety and health management systems. Organizations in the VPP Star Program have achieved injury and illness rates at or below the national average within their respective industries.

"This is truly something earned, and not given," said Capt. Jamie Kalowsky, PHNSY & IMF commander, in his workforce notification of the OSHA re-certification. "Star status," he told Shipyard civilian and Navy personnel, "is a reflection of your commitment to protect each other each every day. It is measured in WALK, and not in TALK."

All VPP Star participants are reevaluated every three to five years. During the week of Nov. 14-18, 2016, OSHA conducted an onsite review at PHNSY & IMF to evaluate the Shipyard's continued eligibility for site-based participation in VPP. The evaluation process focused on the involvement of Shipyard management, leadership and employees, and analyzed safety



Code 950 Electrical Operations General Foreman Joe Padilla points out safety training elements in the shipyard's VPP Passport to Shop 51 Electrician Mechanic Dorothy Chong and Code 900Q Program Analyst Kimberly Kalama.

procedures in place at various worksites. Evaluators closely examined hazard prevention and control measures, and appraised ongoing safety and health training in the shipyard.

In their report of findings, the OSHA VPP team affirmed that all elements of the PHNSY & IMF safety and health management system meet the high quality expected of VPP participants. Numerous areas of excellence were singled out, including scaffolding and fall protection systems in the waterfront areas, and the Command Injury Log Switchboard, which allows for real time information on injuries and illnesses, broken down into location, classification and department code. The VPP team commended the Shipyard's commitment to share OSH Grams (an internal communication on various safety and occupational health topics) with the workforce, and PHNSY & IMF's "VPP Passport" booklet, which provides the shipyard's workforce with an incentivized series of tasks or functions to heighten awareness of occupational safety and health programs.

Organizational Climate Survey

By Robert Nuebeck

Code 210 Senior Chief Electronics Technician

An important element in the Shipyard's preparation for the July 7, 2017 Change of Command is completion of the Defense Equal Opportunity Management Institute (DEOMI) Organizational Climate Survey (DEOCS). This Department of Defense survey is authorized by Shipyard leadership to give all civilian and military personnel the opportunity to bring up work issues that concern them the most. The survey is a forum through which shipyard personnel can give the incoming shipyard commander feedback on many of the factors that affect their workplace.

The goal of this voluntary survey is to assess the "shared perceptions" of respondents about formal or informal policies and practices.

The DEOCS assesses 23 climate factors by posing questions survey takers respond to by using a four-point scale. The survey focuses on four primary areas: Military Equal Opportunity (EO), Civilian Equal Employment Opportunity (EEO), Organizational Effectiveness (OE), Percep-

tions of Discrimination/Sexual Harassment and Sexual Assault Prevention and Response (SAPR).

The DEOCS is conducted online, takes about 25 minutes to complete, and uses a computer-generated, untraceable password to protect respondents' anonymity. In addition, no Personally Identifiable Information (PPI) is collected.

An announcement of when and how employees can take the DEOCS will be forthcoming shortly from individual supervisors. Members of the work force who wish to be involved in this process are encouraged to complete the survey upon initial entry, and to use this management tool to help provide an account of where the Shipyard is with respect to these important issues, if the Shipyard is moving in the right direction, and what resources are needed to continue to accomplish the mission, on schedule and on time. This survey will help to better understand what is important to each worker, a self-assessment of the worker, including any individual concerns and feelings about co-workers and work environment, so he can take informed actions to improve the overall command climate.



By Eric Kimura
Code 2350 Nuclear Quality
Division Head

The Battle of Midway has rightly been called the turning point of the War in the Pacific. Before the defeat at Midway in June of 1942, the Japanese Navy's aircraft carrier force, called the Kido Butai, was the most powerful in the world. After the Battle of Midway, the Japanese were never again able to field such a concentration and capability in naval air power. Midway was the high water mark of the Japanese advance in the Pacific.

Seventy five years after the event, the Battle of Midway's significance and outcome is sometimes taken for granted as an inevitable result of American code breaking of Japanese plans and Japanese overconfidence or "victory disease." Careful study of the battle shows that the American victory was not a foregone conclusion. There were many key points where but for luck, valor of the men who fought, and the willingness of Americans to stake all on a "good hunch" tipped the scales of victory. Pearl Harbor Naval Shipyard was at the center of two of those key points. First was in the code breaking that occurred in the basement of Building 1, a place called Station Hypo. Second was the 72-hour turn around repair of USS Yorktown (CV-5) that occurred in Dry Dock #1.

In the case of code breaking, the cryptographers of Station Hypo, could only intercept 60 percent of the Japanese messages and of that 60 percent, only 40 percent were broken. This works out to 24 percent. Of that 24 percent, the cryptographers had to translate, piece together and guess at the meaning of code terms not translated or broken. Yet, based on just knowing parts of 24

75th COMMEMORATION BATTLE OF MIDWAY

percent of the enemy's communications, Adm. Chester Nimitz, Commander-in-Chief of the U.S. Pacific Fleet, staked all of the American striking power remaining in the Pacific to face down 145 Japanese ships, a force that included eleven battleships and eight aircraft carriers. Taking that gamble took moral courage and willingness to dare.

In the case of Yorktown's repair, the odds facing the Americans off of Midway could have easily have been five Japanese Carriers to two American Carriers. In the month of May, during the Battle of Coral Sea, the Japanese lost the light carrier Shoho and received heavy damage to the Carrier Shokaku. The second Japanese carrier, Zuikaku, suffered heavy losses to her air group. The Americans lost the carrier USS Lexington (CV-2) and suffered heavy damage to Yorktown. Yorktown came into Pearl Harbor suffering one bomb hit and "trailing a ten-mile-long oil slick". Repairs were estimated to take 3 months. However, because of the efforts of the 1,400 shipyarders, working with an extreme sense of urgency around the clock, not knowing the exact reason why, but knowing that it was important, Yorktown was able to return to the fight. Yorktown's depleted air group was filled in with replacements from USS Saratoga (CV-3). Had the Japanese made the same effort, Shokaku or Zuikaku could have been returned to the Midway attack. Yorktown was able to join USS Enterprise (CV-6) and USS Hornet (CV-8) and give the Americans three flight decks to face down the Imperial Navy carriers Akagi, Kaga, Soryu, and Hiryu, without either Shokaku or Zuikaku. This is a great example of both working with and not working with a sense of urgency.

Tremendous acts of courage and sacrifice by the American Sailors, Marines and Airmen eventually tipped the balance and won the Battle of Midway. Most well-known were the courageous attacks by the



MEMORATION



OF MIDWAY

U.S. Navy Torpedo Bombers, that in the instance of Torpedo 8, only one man survived. Another example was decision by Enterprise's Dive Bomber leader, Lt. Cmdr. Wade McClusky to just proceed "a little further" even though he was close to the limit of his squadron's fuel endurance. That decision enabled McClusky's bombers to find and sink Akagi and Kaga.

There were many lessons to be learned from the examples of the people who fought the battle and from those who set up and supported the battle. Further study of the history of this pivotal battle, including reflection on the crucial decisions made by the leaders involved provide many lessons which may still be applied today.

Photos courtesy of U.S. Naval History and Heritage Command



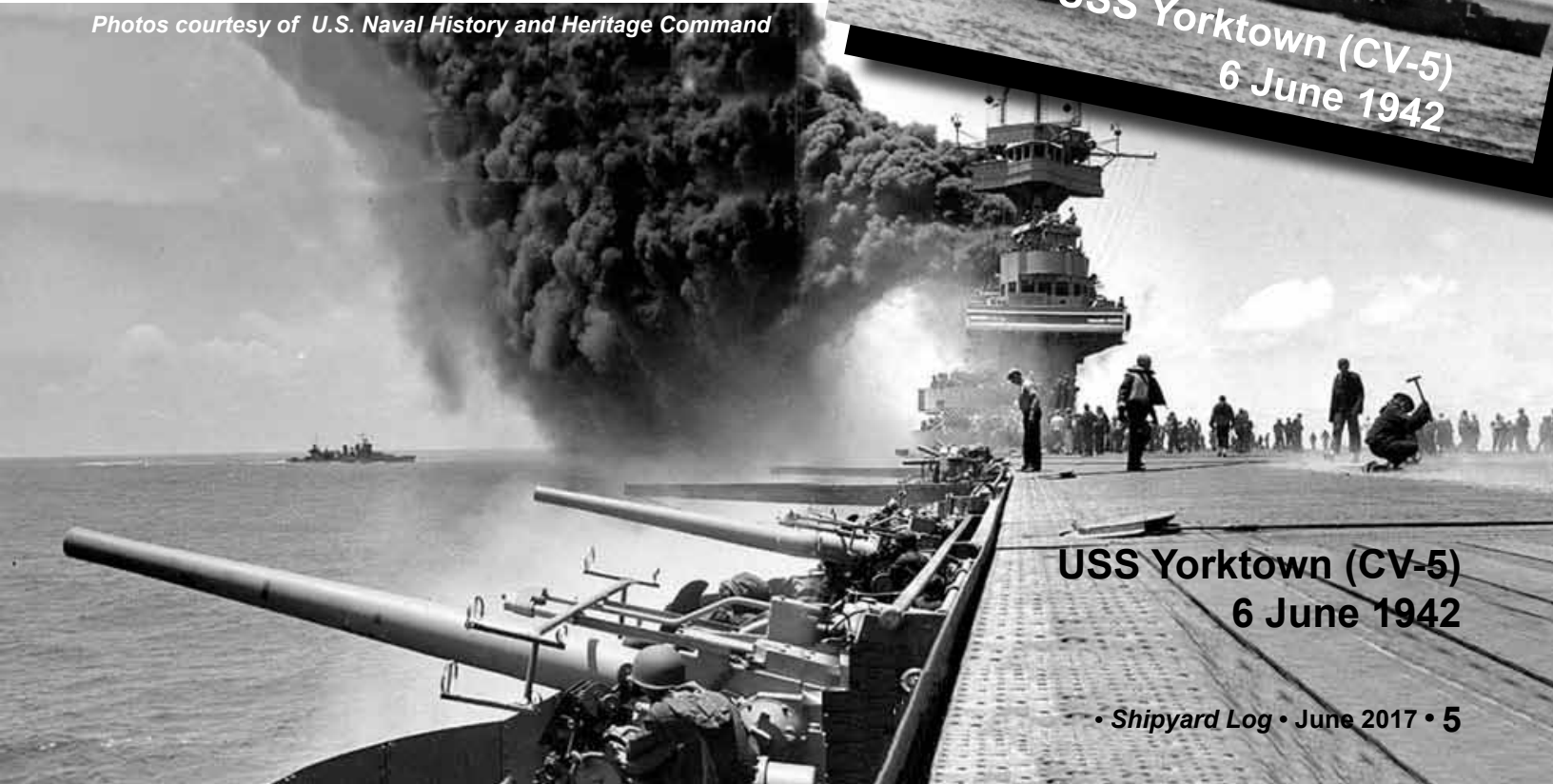
Midway Atoll, 5 June 1942



Grumman F4F Wildcat fighters
6 June 1942



USS Yorktown (CV-5)
6 June 1942



USS Yorktown (CV-5)
6 June 1942

LEGACY OF A LINEAGE



By Justice Vannatta
Shipyard Log Editor

Where were you on the morning of the December 1941 attack on the Navy Yard at Pearl Harbor? We were at my family's house in Honolulu, when I heard that Pearl was being attacked. We all went outside to look towards the base and we seen the Japanese planes flying over us. They were flying so low you could see the red circle flag on their tails.

Can you please take us through the series of events that happened after that fateful morning? We were driving into work early in the morning towards Nimitz gate the day after the attacks. There was fire and smoke everywhere. Bodies everywhere. When we got to Dry Dock #1, the base commander told us to start helping gather all of the bodies. A group of us was helping to take the bodies out of the water and later they were transported, tagged and stored in Shop 31.

Your father is George Walters, the famous crane operator that helped protect our ships from being attacked in the dry dock. Did you talk to your father that morning, before the attacks?

As we recognize the 75th commemoration of the Battle of Midway, we are reminded of the civilian and military men and women that worked for the Navy Yard at Pearl Harbor throughout the demanding days of World War II. Seventy-five years after the June 4-7, 1942 Battle of Midway, we honor that earlier workforce by acknowledging the importance of their contribution to our Nation's maritime mission and security.

After the Pearl Harbor attacks, in the midst of anticipating further attacks, the United States Navy forged a plan of redemption to swiftly repair as many of its wounded ships as possible. Eighteen of 21 ships damaged on December 7 were eventually returned to the fight.

One of the most famous ship repairs took place in late May, 1942, when the Navy Yard's workforce was ordered to repair USS Yorktown (CV-5), which had been badly damaged at the Battle of the

Coral Sea. It was essential that Yorktown join USS Enterprise (CV-6) and USS Hornet (CV-8) to spring a trap on the Imperial Japanese Navy's huge armada near the Midway Atoll. Working around the clock to complete three months of repairs in only three days, the Pearl Harbor shipyarders enabled the American victory at Midway that would change World War II in the Pacific, and ultimately history itself.

The *Shipyard Log* had the privilege of interviewing one of the workers who was there during the December 7 attacks and to help repair Yorktown before its fateful date with destiny. With great honor and gratitude, we introduce Mr. Lewis Walters, Code 950 Electrician Mechanic, now 92 years old. Walters proudly worked as an electrician in Bldg. 214 for 39 years, from June 1941 to May 1982. Drafted into the Army, he also served on active duty 1944-1945. This is his story.

USS Yorktown (CV-5) in Dry dock #1 at Pearl Harbor Navy Yard, 29 May 1942, receiving urgent repairs for damage received in the Battle of Coral Sea. The carrier left Pearl Harbor the next day to participate in the Battle of Midway.





View of damage on the third and fourth decks, amidships, aboard the USS Yorktown. This view looks forward and to starboard from the ship's centerline at frame 110. The photographer is in compartment C-301-L, shooting down through the third deck into compartment C-402-A. The large hole in the deck was made by the bomb's explosion. Many men were killed or badly injured in C-301-L, a crew's messing space that was the assembly area for the ship's engineering repair party.

No, I didn't. He was working on the day of the attacks and I didn't see him until the next day. I didn't hear of his heroic acts until much later. Our family was very proud of our father after we heard what he'd done.

Rear Adm. Aubrey Fitch, Task Force II commander, who was aboard USS Yorktown as it limped back to Pearl Harbor after being badly damaged in the Battle of the Coral Sea, estimated that repairs of the ship would take 90 days. What was your immediate reaction when the Navy Yard received orders from Adm. Chester W. Nimitz, Commander-in-Chief, U.S. Pacific Fleet to get Yorktown repaired in only three days? Overwhelmed, but totally motivated to complete the job. We knew that Adm. Nimitz wanted Yorktown battle ready, so everyone was working 16-hour shifts, around the clock, and didn't leave Pearl for those days until the job was done. We found places to sleep around the Shipyard. Everyone was sharing food that the civilian families had brought.

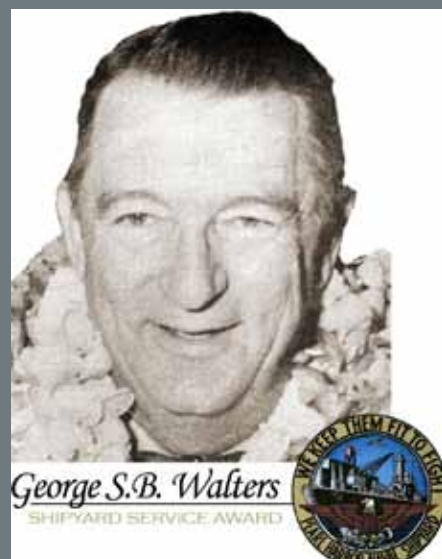
How important was Pearl Harbor's workforce in repairing USS Yorktown? Very important. It's because of the hard workers that we were able to get York-

town war ready and sent off to the Battle of Midway, which was the battle that changed WWII. We were still working on the ship as it left Oahu. We stayed on the Yorktown until Kauai, as we were throwing staging off the side of the ship. We later jumped onto tugboats that were following Yorktown to get us back home.

What was the reaction of the Navy Yard's workforce upon receiving news that USS Yorktown was instrumental in the win at the Battle of Midway? We didn't find out about the battle being won until a week later. It was bittersweet, because we won the battle, but we were working side-by-side with the ship's workforce to get Yorktown repaired and running. When we found out the Japanese had sunk the ship, we realized we lost everyone on board and we were all extremely sad.

How important is Pearl Harbor Naval Shipyard's workforce to our overall mission today? They're invaluable every day, especially at a time of war; there is no sacrifice too big. It's because of the Pearl Harbor workers that the ships and subs are able to help defend our country. I would say that's pretty important.

Photos courtesy of U.S. Naval History and Heritage Command



George S.B. Walters

The George S.B. Walters Shipyard Service Award was established in 2006 in conjunction with the Honolulu Council, Navy League of the United States. The award honors one outstanding Pearl Harbor Naval Shipyard civilian for their special achievement as part of the annual Navy League Sea Service Awards.

The Namesake

Mr. George S.B. Walters was a Navy Yard Pearl Harbor crane operator and engine man on December 7th, 1941. As Japanese planes attacked United States ships in dock that fateful morning, Walters purposefully drove the crane he was operating and swung his boom to defend the ships and sailors in adjacent docks from incoming strafing and bombing. Through personal and eyewitness accounts, he is believed to have damaged two Japanese planes and saved countless American lives for his unselfish acts of heroism.

Eligibility

All Pearl Harbor Naval Shipyard Federal wage system employees up to First Line Supervisors are eligible for this award and may be nominated by their supervisors.

Criteria

Senior Pearl Harbor Naval Shipyard leaders will select the recipient of this award based on their overall outstanding performance, individual achievement, excellence in leadership, and participation in community activities. In honor of the award's namesake, they must also exemplify the following attributes: **enthusiasm, initiative and team spirit.**

Former Pearl Harbor Navy Yard Electrician Lewis Walters is pictured with Code 950 Coaching and Mentoring Supervisor and winner of the 2010 George B. Walters, Award Andrew Pang. Pang is holding a gun turret light fixture that was given to Mr. Walters from the WWII warship USS West Virginia (BB-48.)





FEDERAL EXECUTIVE BOARD EMPLOYEES OF THE YEAR



Maka Keone



Trades and Crafts

- A crane operator in the Shipyard's Lifting & Handling Department who has been using his trade knowledge and experience to provide subject matter expertise, while assigned within the Department's Training Branch, in support of the Department's Continuing Training & Development Program.
- Has assumed additional instructional preparation & administrative duties to facilitate the department's achieving its workforce development and workload capacity goals.
- Also has enthusiastically supported integration of department training programs with Shipyard-wide training efforts.

Michael J. Carreiro

Ken S. Hirata



Clerical and Assist

- Has significantly contributed to keeping the Shipyard's mail systems operating smoothly for the past 17 years as a Mail & File Clerk.
- Provides exceptional quality work & customer service while performing his primary responsibility of ensuring the timely pickup & delivery of physical mail.
- Having never been late for work in these 17 years, his work ethic is unmatched.
- Open to eagerly learning new tasks to assist with a wide range of duties in his Shipyard work group.

Jennifer L. Braden

Radd S. Yatogo



Professional, Administrative, Technical

- As the lead electrical engineer assigned to provide waterfront engineering support to the USS Hawaii Project, leads a team of engineers in providing timely & effective resolutions to complex problems encountered in the depot-level maintenance required of state-of-the-art submarine systems.
- Collaborates with the Project Team & Ships Force in facilitating engineered resolutions that best serve the goals of all stakeholders.
- Demonstrates an exemplary work ethic, especially when overcoming technical problems that are causing work stoppages on critical path work.

K. Maurice Honeywood



Mentor of the Year

- A Project Superintendent whose enthusiasm & passion for the success of the Shipyard is exceptional.
- Encourages & motivate people at all levels to not only do the right thing, but to always put forth their best efforts, even in the face of adversity, to be successful.
- Always willing to take on new challenges & to share his knowledge & experience, providing valuable guidance to colleagues & subordinates, many of whom have become Project leaders themselves.
- Takes every opportunity to mentor others, in settings ranging from Project meetings to one-on-one talks.



Exceptional Community Service

- Volunteer for Hawaii Dog Foundation (HDF), a non-profit group aimed at ensuring that every dog in Hawaii has the chance to live out its natural life in peace, safety, & contentment. HDF takes in homeless dogs & utilizes a network of foster families to care for & find permanent, loving homes for these dogs.
- Has personally assisted with the adoption & placement of 10 dogs into permanent homes.
- Her efforts for HDF range from shuttling dogs to vet or foster care, to providing a foster home herself, to actively supporting HDF weekly meet & greet and fundraising events.



Leader/Supervisor/Manager

- A highly motivated, energetic & dedicated leader who has improved every AOR, he is associated with & has been a driving force in the command's strategic efforts to improve the Shipyard's hiring and workforce development processes.
- Within his AOR, which includes the Travel Section and the Education & Development Branch, met the challenges of executing significantly increased workloads while sustaining high levels of customer service.
- Developed a professional reputation, at multiple levels in the Shipyard, as responsive & fair with the ability to get things done.



Code 1141 Travel Team

Team Leader: Cindy Y. Sanada

Team Members: Alyssa M. Castaneda-Padilla, Christine K. M. Chinen, Janell L. Gallus, Lennard E. Knutson, Saffire K. (Kanoë) Makaena, Richmond E. Penales, Eric J. White

Team Excellence

- The Travel Section processed over 500 requests with over 1/4th of those requests for emergent travel to support emergency repair/response work on Naval Ships located at the other Naval Shipyards & Guam.
- Despite manning & work experience challenges, request processing times were reduced by 5 days while achieving government standard delinquency rates of 2% or less for most of the year including a perfect 0% in the 4th quarter.
- Results: Customers reached their destinations in time to support their missions & then received timely payments/reimbursements upon their return.



By Christian P. Hodge
Code 1160 Public Affairs Officer

More than 3,200 Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility workers and their families took part in an ‘Ohana Day event on May 13. This was an extremely rare opportunity for families to join the Pacific Fleet’s maintenance professionals on Shipyard property, both inside and outside the Shipyard’s Controlled Industrial Area.

“This is an event that requires an incredible amount of planning and effort from a dedicated team of Shipyards as well as other Commands like Joint Base Pearl Harbor and the USS Port Royal (CG-73) to pull off,” said Capt. Jamie Kalowsky, Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility commander. “This is probably the most fun you can have as a shipyard commander.”

Kalowsky sanctioned the day-long event to allow relatives of the Shipyard workforce the opportunity to learn about and see where their family members work, which for many is inside an industrial area that is not open to the public.

“Today I not only met the families of the professionals who work here at the Yard, I was introduced to the future leaders of our Shipyard,” said Kalowsky. “Many of these young women and men are still in grade school, but they told me they want to be the mechanics and engineers who will keep the fleet ‘Fit to Fight’ – just like their moms and dads. Our future is bright!”

The event featured bus and walking tours inside select area throughout the Shipyard’s waterfront industrial area where submarines are repaired, a visit aboard USS Port Royal, a hands on Federal Fire Station exhibit, The Big



‘OHANA

Wave Popular Music Band, food booths, bouncy house's for the kids, and even a group of roaming Star Wars characters from the Pacific Outpost of the 501st Legion.

Overall planning for such a huge event was very challenging for the 'Ohana Day volunteer committee.

"Melissa Lamerson and the Learning Organization Steering Group, combined with the superintendents and managers associations that make up the Joint Leadership Venture, started planning the event months in advance," said Capt. Tim Halladay, Hawaii Regional Maintenance Center deputy commander. "They recruited volunteers from the shops and codes who wanted to show off their work places, and getting it all put together in sequence, lining up the buses and tour guides and setting the show in motion, was the final touch to a great plan!"

"'Ohana Day was really an opportunity to thank all members of Team Pearl, including their families, for their hard work, support, and dedication to the Shipyard's mission and their contributions to national security", according to the event coordinator Melissa Lamerson, PHNSY & IMF Organizational Learning division head. "'Ohana Day enables our command and our people to display and live our command core values of Honor, Courage, Commitment and Aloha through knowledge sharing opportunities with our family and co-workers. We strived to provide a venue in which our families not only could learn about what we do daily to help defend our Nation, but also to see the legacy and assets that we have as a shipyard."

Lamerson thanked the volunteer committee whose extra time and discretionary energy was poured into the planning and execution of the event. At its core, 'Ohana Day is about the Shipyard's people and their families, she said.



OHANA DAY 2017

Shipyards Visit KHON 2 News



By Mike Andrews
Code 1160 Deputy Public Affairs Officer

On 18 May, Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility presented on KHON's Channel 2 morning news program. Code 2300 Nuclear Engineer and Planning Manager Kaipō Crowell and Code 730 Crane Electrician Matagi Toilolo expanded on the topic of the Shipyard's role in supporting the Battle of Midway to focus on the similarities and differences of the Shipyard of 1942 and the shipyard of today. You can view the four minute spot here - <http://khon2.com/2017/05/18/navy-news-shipyards-role-fit-to-fight/>.



4th win in a row!!

Shop 06

Safe Shop of the month

April Military Newcomers

EMN2 Johnathan Anders, 300N
GSM2 Devirando DeLara, 930
GM3 Brian Edwards, X-Div
EMN1 Nicholas Eisner, 246
MMN2 David Foils, 990
OS3 Heather Gray, X-Div
LT Toddlin Jenkins, 300
MMN2 Eric Obryant, 132
MMN1 Jarrod Partlow, 930
AM1 Nana Piccione, X-Div
IT1 Brian Porter, X-Div
MMFN Daisy Romero, X-Div
DC3 Talyn Shaw, X-Div
MMN2 Adams Silvas
BMCS Rolando Tijerina, 760

April Civilian Newcomers

Nick Alejo, C2340
David Beebe, C1053
Tasha Cheramic, C400
Kolby Chow, C246
Matthew Cole, C1052
Ta-Tanisha Dennie, C610
Brandon Fillazar, C1053
Ryan Fisher, C246
Jared Ganigan, C246
Kevin Gormont, C138
Christopher Hadden, C 1053
Mark Kelsom, C2320
Lorieanne Kliever, C410
Kyle Lei, C2340
Romy Lopez, C290
Daniel Mariconda, C2330
Michael Martinez, C290
Brandon Meyer, C2330
Carol Miller-Diaz, C1141
Erik Nadeau, C1053
Arne Nakahara, C2330
Barrett Nakasone, C2103
Julio Perezirizary, C430
Matthew Petrillo, C1053
Paul Ramirez, C246
Michael Roach, C260
Ronnie Roscoe, C400
Rustyn Stoner, C1052
Timothy Strange, C410
Gabriela Tan, C1141
Travis Tanaka, C290
Deborah Tang, C200
Skyler Tengan, C246
Raemi Tokuhama, C290
Martraviel Tolbert, C2305
Fatima Tuquero, C620
Breeana Vellalos, C1053
Dietrich Vogel, C250
Nolan Young, C2103
Zack Yuen, C260

April 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 Tobar, C900T2
Russell Tsutsui, C260S

40 Years

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

Fair winds & following
seas to

April Retirees

Craig Nakamura
Fillomer Edra
Robert Kono
Blane Quintana
Lyle Souza
Douglas Bataya
Malaki Logotaeao
Kenn Higa

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