

SHIPYARD LOG

Pearl Harbor Naval Shipyard & IMF News Since 1946

January 2018

WHAT'S UP DOCK?

An in-depth look into the inner workings of PHNSY docking evolutions



Commander's Corner

New Year, New Beginnings

Shipyards Warriors, Happy New Year!

I hope that each of you were able to enjoy some time off and spend some quality time with your 'ohana during the holiday season. My entire 'ohana made it to the island: my six children, four sons-in-law, and 10 grandchildren making the shipyard residence extremely lively. We haven't been all together for several years, so it was a great time to reacquaint ourselves and strengthen the bonds of 'ohana.

as we contribute to our community and help bring meaning to the holiday season.

On to the business of the Shipyards...

The dry docks in our country's public and private yards are national assets, and are vital to the new construction and repair of our navy's fleet, including submarines, surface combatants and aircraft carriers. The overhaul and repair work that is accomplished in our dry docks is critical to the defense of our country and has a direct impact on our national security. However, a dry dock which was designed and built in 1942 may not necessarily meet the needs of the navy of 2018. For example, Dry Dock #3 was originally built to accommodate primarily destroyers and cruisers. It will not support docking of our newest fast attack submarine class, the Virginia Class (VACL). In fact, Buoyancy Assist Modules (BAMS) are currently required to dock Los Angeles Class (LACL) submarines to provide enough clearance to lift the boat over the dock sill. This adds days to each docking and undocking evolution. The last LACL submarine will be decommissioned by 2029, leaving Dry Dock #3 obsolete. The Shipyards' proposed plan to upgrade Dry Dock #3 to support docking VACL submarines is at NAVSEA for approval.

Dry Dock #4 is currently flooded and not available for docking work due to planned work that is being done on its caisson. The caisson is a critical piece of the dry dock system. The caisson is a vessel that, when filled with seawater, fits into the end of a seat at the dry dock entrance, forming a tight seal that allows water in the dry dock to be pumped out. Both the Dry Dock #4 caisson and the mid-caisson for Dry Dock #2 are being overhauled in Dry Dock #2 by our private sector partners.

The docks and caissons are critical to our ability to perform our mission, but even more important are the professional men and women that operate the docks, bringing them to life. This issue is focused on our dry docks and some of the professional teams that operate our dry docks.

Welcome back to the Shipyards for a strong 2018! I will need your continued help and commitment to be successful this year in the Nō Ka 'Oī Shipyards in the Pacific.



Shipyards Commander Capt. Greg Burton joined Shop 38 Machinist Mechanic Jeth Jacalene to place donated new toys in the gift giving program box at Bldg. 167. The Learning Organization Steering Group (LOSG) organized the 2nd annual PHNSY & IMF Holiday Gift Giving program in December 2017.

The holiday season is a time to think less about yourself and to focus more on others, and many in the Shipyards exhibited this principle.

Our Learning Organization Steering Group (LOSG) organized the 2nd Annual PHNSY & IMF Holiday Gift Giving program to engage our workforce and provide for families in need. The program requested contributions of new, unwrapped items, ranging from household goods, bedding, clothing, toys, art supplies, stuffed animals and purses. These in turn were donated to 16 various community programs across the island in the areas of early childhood education, child abuse and domestic violence prevention and treatment, youth activities, community and economic development and mental health support. Through the generous contributions of our shipyard 'ohana, PHNSY & IMF donated over 1500 items worth approximately \$5,000. The Aloha spirit is alive and well at PHNSY & IMF



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

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ON THE COVER:
USS Jefferson City (SSN 759) in dry dock #2 Forward

Photo by: Justice Vannatta

Photo by Justice Vannatta

Rear Adm. Williamson Visits PHNSY

Story by Sarah Fry
Public Affairs Office

Innovation was the focus for Rear Adm. Stephen Williamson's visit to Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) on Thursday, Dec. 14.

After an in-brief with Shipyard Commander Capt. Greg Burton, Nuclear Engineering and Planning Manager Mr. Kaipo Crowell, and Naval Reactors Representative Dave Warner, Shipyard Quality Assurance director Dan Yamane briefed the admiral on the Shipyard's continuing commitment to find new ways to improve production processes and develop more effective tools to help expedite work completion.

Williamson then visited different shops and facilities to hear directly from members of the workforce.

As Deputy Commander for Maintenance and Industrial Operations, Naval Sea Systems Command (NAVSEA 04) and the former Fleet Maintenance officer (N43) at U.S. Pacific Fleet, Williamson has a strong interest in incorporating innovation initiatives at the naval shipyards and other NAVSEA facilities.

A post-brief tour within the Shipyard's Controlled Industrial Area (CIA) included two examples of innovation development and utilization. At Bldg. 155's Structural Shop, Shipfitter Jonathan Mizushima and other Shipyard representatives shared the phased array. (See page 11 for Phased Array story.)



Code 920 Shipfitter General Foreman Jonathan Mizushima, presents new innovation technology for Shops 11, 17 and 26 to Rear Adm. Stephen Williamson and Capt. Greg Burton in Building 155.

At Bldg. 1443, Code 138.3 Nuclear Engineering technician Gail Albright, Code 135 Radiography General Foreman Eric Nagata, and Code 950's Electrical Community of Practice (CoP) leader Sal St. Germain spoke with Williamson.

"It's great that Adm. Williamson takes the time to visit our Shipyard to see what we're doing with regards to innovation," said St. Germain. "It's advice on how to approach different challenges and his validation of the things we are working on helps us achieve our goals, and helps to keep our Fleet fit to fight."

Photo by MC2 Jeffrey J. Hanshaw

Ordinary People Doing Extraordinary Things

Story by Melissa Lamerson
Code 100P.I.2 LOSG Chair

Much has been described of the heroism of the service men who bravely fought at Pearl Harbor during the attack on December 7, 1941. There are many untold stories of shipyarders who did extraordinary things. When the mission or the nation called for it in our Shipyard archives, George Walters and Mario DeCastro are among of our best known heroes. Less well known and less acknowledged is the service of the hundreds of workers who assisted on that morning, like Tai Sing Loo or Henry Danner. Many of our shipyarders stayed for days following the attack. Some sleeping where they could at the yard

because of the blackout conditions, and eating when friendly ships allowed them to eat in their messes.

The Learning Organization Steering Group (LOSG) Joint Leadership Venture (JLV) challenged our shipyarders to develop a display that exemplified how "ordinary people did extraordinary things" either on the day of the attack, during the recovery actions after the attack or events following 1941 in the first annual Shipyard Legacy Contest. The contest was judged on Dec 14.

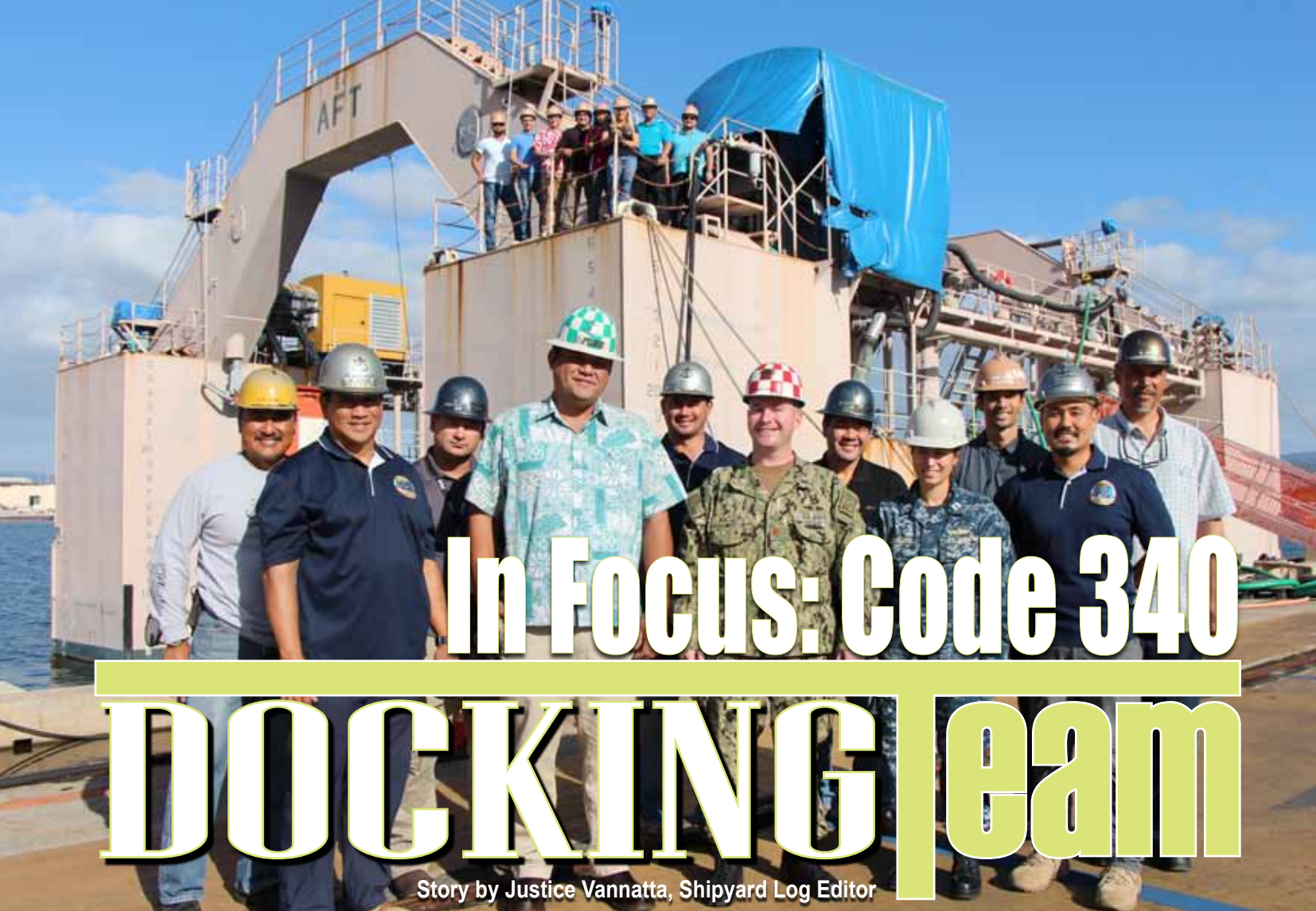
"The importance of this event isn't just the displays that were developed, but the ability to share the stories- the legacies of our people and pass it on to the next generation" said Eric Kimura, Nuclear Quality Division Head.

The Code 700 Lifting and Handling department won the second annual Shipyard Legacy Contest with a display fit to be in a stage reenactment titled "From The Depths We Rise Above" which featured Shipyard diver in full dive suit made in the 1940's. The display told the story through role playing and sound effects of the days following the attack on Pearl Harbor and the role that Pearl Harbor Naval Shipyard divers played in defending our nation and rescuing sailors trapped in the hulls of ships.

Presented with a ship bell, a symbol of inspiration and reminder of the Honor, Courage, Commitment and Aloha we uphold as we defend our Nation and continue to do so while standing the watch over our rich legacy- Code 700 will stand the watch and share their stories with generations to come.

Photo by Justice Vannatta





In Focus: Code 340

DOCKING Team

Story by Justice Vannatta, Shipyard Log Editor

Long before the start of first shift on Monday, Nov. 6, the Shipyard was silent, a light breeze whispered through the air, and the harbor was smooth as glass. At approximately 0345, under the lights, USS Chicago (SSN 721), began to peak around the barge at Gun Dock 4, preparing to make its slow and steady approach to the sill of Dry Dock 3. For those familiar with submarines, this was quite a sight. To fit within the Shipyard's smallest dry dock, the Chicago was cradled within Buoyancy Assist Modules (BAMs), and lifted an additional nine feet above its normal resting surface draft. The sea growth was visible below the submarine's normal surface waterline, and, resting only a foot below the clear water, the stern planes were in full view. After months of planning and preparation, the Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) docking team was ready to bring Chicago across the sill to complete one of -- if not the -- most complex docking operations across the NAVSEA corporation.

The Docking Team

The contributions and importance of the docking team itself cannot be overstated. The team is led by Code 340, a code of two -- Command Docking Officer Lt. Cmdr. Chris MacLean and Command Dock Master Joseph Medeiros. The docking team as a whole spans numerous codes, shops and even commands.

"Docking operations are very unique," MacLean explained, "given we pull people from their day-to-day jobs and assemble the necessary players to execute a very complex and high risk evolution. Pearl Harbor is very special, because this is not just a gathering of trades. In all sense, purpose and action, this is truly a TEAM, and currently... the team is firing on all cylinders."

Some of the key docking team players include Code 983, the seven-person dry dock engineering technical code that maintains Naval Sea Systems Command (NAVSEA) dry dock certification by overseeing repair and maintenance of all our dry dock facilities. Shop 99C crews operate, maintain, perform preventative

maintenance, and repair the docks and pump wells; they also provide oversight and security, keeping the facilities and ships safe 24/7. Like submarine availabilities, dry dock projects to modernize and maintain dry dock facilities and caissons are planned years in advance with numerous internal and external organizations. Together, Code 983 and Shop 99C keep these aging docks operational to support our Shipyard's key mission of maintaining the U.S. Pacific Fleet's ships and submarines.

Code 250.5's Naval Architects are the technical authority for docking operations. They oversee every aspect, to include certifying lumber and block criteria, ensuring ship stability, and verifying adequate clearances. Shop 64 Shipwrights build the keel and side blocks the vessels land on. The precision in the builds is mind boggling, maintaining a quarter-inch tolerance across the entire build, which spans hundreds of feet.

Code 740 riggers control submarine movement within the dock and the ever-so-important transition "hand-off" to and

from the harbor tugs. The riggers are “old school” and handle the vessel with no more than lines, cleats and a capstan for power, as the Lead Rigger in Charge (LRIC) follows the exacting procedures for this complex operation that also relies heavily on experience and finesse.

Other groups providing additional support include the Code 760 small boat crew, Navy divers, environmental, Commander Navy Region Hawaii (CNRH) pilots, and, of course, projects and crews of docking/undocking vessels.

In addition to its veteran members, the docking team also includes many fresh faces, eager to learn. “The goal,” MacLean said, “is to plan for and accommodate the current experience level, while accelerating readiness through high velocity learning and a steadily-controlled increase in responsibility. A young workforce can be seen as a risk or challenge, but I’m extremely encouraged by their excitement for learning and motivation for what we accomplish, safely docking ships and submarines. We’re successful because the younger employees are stepping up their game. Upward success depends on that positive attitude and it’s our job to continue to reward, foster and encourage it whenever possible.”



USS Chicago (SSN 721), Dry Dock 3, Nov 6, 2017

The docking team has had numerous “wins” over the past several months, including a record-setting five docking evolutions over a four-week period at the end of 2016. The team was described as “excellent” as it passed a triennial NAVSEA 04X Dry Dock audit earlier this year, thereby maintaining the Shipyard’s certification to dock and undock vessels here. The successful recent docking of USS Chicago, utilizing BAMs in DD3, closed out the team’s 2017 on a high note.

As a vessel crosses the sill, the docking officer announces to the sub’s commanding officer and the harbor pilot that he has assumed responsibility for the vessel. During 2017, conducting 12

such evolutions, the docking team has safely assumed responsibility for more than 100,000 “long tons” of U.S. Navy warships.

Buoyancy Assist Modules (BAMs)

Docking evolutions are extremely complex, but getting submarines docked in Pearl Harbor’s smallest dry dock (DD3) ups the ante even more. Under normal circumstances, a 688 Class submarine would require a depth of 31 feet or more to safely enter a dry dock. Pearl Harbor’s DD3 only has a depth of 21 feet over the sill. To make this operation work, the docking team and project teams utilize Buoyancy Assist Modules (BAMs) to lift a 688 class submarine approximately nine feet above its designed surface waterline.

Such a BAMs docking evolution takes weeks of planning and preparation, including major offloads to decrease the submarine’s weight, hull cleaning to ensure the lifting straps of the BAMs won’t slip, and extensive verification work to certify the BAMs for use. This all culminates in a marathon of five 12-hour (or more) days to execute the docking.

For the first three days, the BAMs are hauled over the ship, ballasted down, connected to the lifting straps on the hull, and de-ballasted in a meticulous sequence controlled by Code 250.5 and Shop 99C to safely lift the sub.

(continued on page 6)

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Code 740 Rigger Apprentice Tisha Namba secures docking lines for the recent USS Chicago (SSN 721) docking evolution.



(continued from page 5)

This sequence is important because the list (degree to which the submarine leans to port or starboard, once lifted) will be its final list after it lands on the blocks.

On Day 4, at peak-tide, the submarine and BAMs are hauled into DD3. The clearances are extremely tight, with less than two feet of separation on all sides. To ensure the BAMs and submarine stay on their designed in-haul course, the dry dock is lined with large yellow surface separators, forming an in-haul track. The BAMs touch down on these separators and are dragged along them, keeping the whole system within two feet of its designed in-haul track. Once the submarine's stern reference (aft most) point is hauled into position, the caisson (water-tight 'door' of the dry dock) is installed so the dock can be super-flooded. Super-flood pumps on top of the caisson are fired up and the dock is flooded an additional five feet above the harbor water level. With the super-flood accomplished, the sub has enough clearance to breast (shift) over the block build, the dock is dewatered and the submarine lands in its final resting position. (Of note, if the super-flood can't be accomplished in time and the tide begins to fall, the submarine would have to be out-hauled so it would not land on the dry dock floor.)

Chicago landed within one inch of its designated landing position and with less than 10 minutes (1/6 degree) of list, another testament to the docking team's efforts. On the fifth and last day of docking, the BAMs are detached from the lifting straps and the caisson is opened. The riggers haul the BAMs out of the dock, the caisson is installed one last time, and the dock is finally dewatered until dry. After verifying good contact between the hull and all the blocks, the docking event culminates with the docking officer and dock master turning responsibility for the submarine back over to the project superintendent and submarine's commanding officer, with a handshake on the dry dock floor, below the vessel's still dripping hull.

Photos by Justice Vannatta

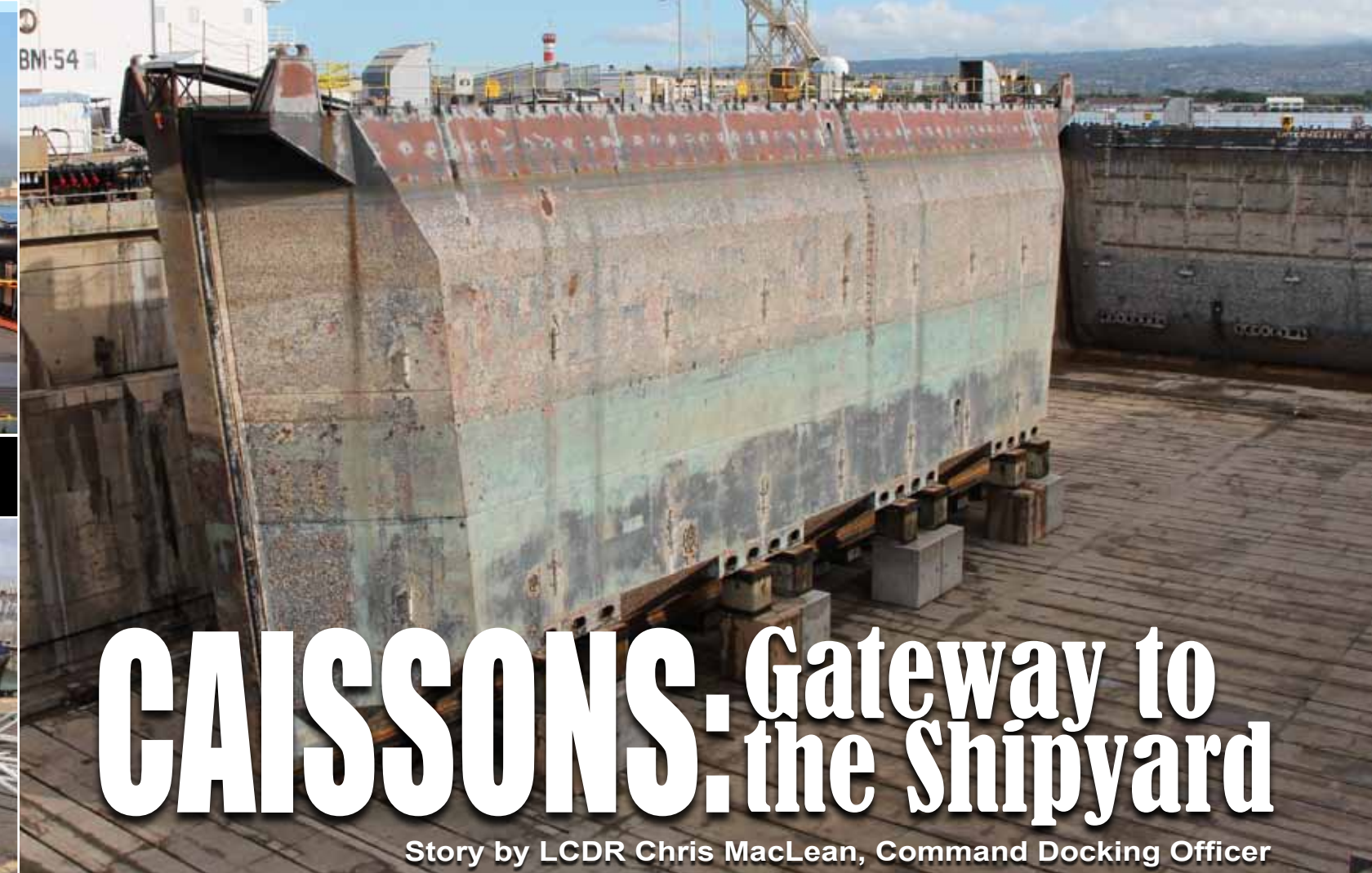


Shop 99 Dry Dock Industrial Equipment SME, Sean Ho operates the three Super Flood Pumps on DD3 Caisson during the Chicago Docking Evolution.



Code 740 Riggers man the docking lines during USS *Greeneville* (SSN 772) docking operation evolution. The Riggers are coiling up the docking line after undocking the submarine.





CAISSONS: Gateway to the Shipyard

Story by LCDR Chris MacLean, Command Docking Officer

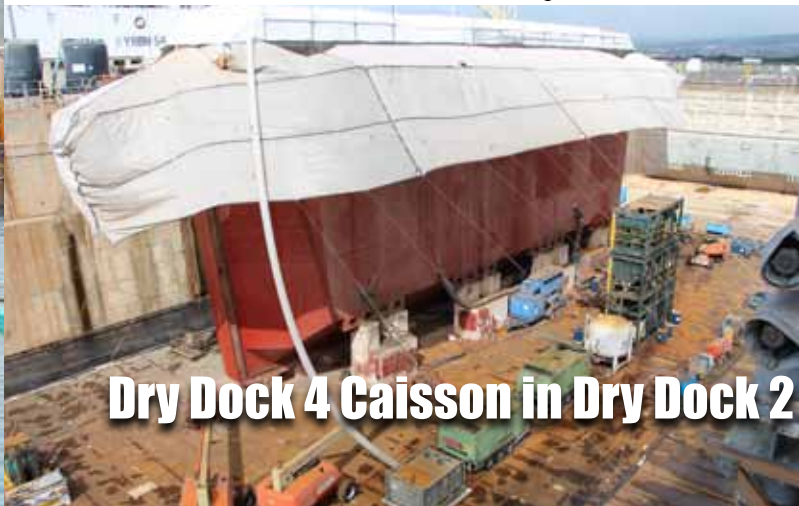
As Shipyard employees, many of us walk into the dry docks on a regular basis. It can be easy to forget that while in the dock we're only a few feet away from a massive wall of water. The only thing between you and the harbor is a giant steel gate, which we call a caisson.

The caissons at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) can be thought of as a gate, because like an old castle gate that moves up and down to both open and seal the dock shut. It's hard to tell from the outside, but by design the caissons are built with a series of valves and pumps to flood and de-water, thus changing their depth. By opening valves and filling the tanks inside the caisson its draft will have a controlled decrease until it lands in the sill of the dock, and by pumping those tanks dry the caisson will float out of the sill to be removed. The sill is a steel channel where the dock and caisson seal. The perimeter of the caisson, where it meets the sill, has a rubber bumper which acts as a

water tight barrier when the caisson is in place. Once the caisson lands in the sill, and the water is pumped out of the dock, the pressure from that massive wall of water on the harbor side will press the caisson up against the sill, thus making the water-tight boundary and locking the gate shut. Even with a caisson's internal tanks fully dewatered, once this pressure difference is established, the caisson is solidly locked in place.

Pearl has four docks, but five caissons. This is because dry dock two can be separated in half, by what we call the intermediate caisson, thus making the dock act as two dry docks. To maintain these extremely important assets at top condition, the caissons require an extensive overhaul and inspection at least once every 10 years. Currently, the Dry Dock four's caisson is undergoing this overhaul in Dry Dock 2 Aft. It's rare to see one of these caissons, traditionally sealing a dock, sitting completely dry on docking blocks. These overhauls can be a headache because as a shipyard we want to be utilizing the docks to their maximum capacity. Once the overhaul of caisson four is complete in early 2018, it'll be a mad dash to get it back in place and dewater Dry Dock 4. With that dock being flooded for several months, the clean-up will be daunting. Shop 71R4 will be given the monumental task of cleaning the 1,088 foot dock as fast as possible, so we can put the pedal to the floor - repairing, maintaining, and modernizing ships.

The next time you're in or around the graving dock, take a look at the caisson and think of the wall of water it's holding back, remembering it's one more important piece of how we keep them "fit to fight!"



Dry Dock 4 Caisson in Dry Dock 2

DRY DOCK NO. 1

- Built in 1919
- 1002' long with caisson in outer seat
- 114' wide
- Superflood Capability
- Approx. 3hrs to flood
- Approx. 2.5hrs to dewater
- Main Pump is 550hp, 66,000 GPM (4 ea.)

PHNSY Dry Docks

- Built in 1941
- Intermediate Caisson installed in 1972
- 1000' long with caisson in outer seat
- 132' wide
- Approx. 4.5hrs to flood
- Approx. 2.5hrs to dewater
- Main Pump is 1250hp, 130,000 GPM (4 ea.)

DRY DOCK NO. 2

DRY DOCK NO. 3

- Built in 1942
- Dewater with two DD2 Main Pump
- 497' long with caisson in outer seat
- Approx. 1.5hrs to flood
- Dewater with two DD2 Main Pump
- Approx. .75hrs to dewater
- Superflood Capability
- 92' wide

By The Numbers

DRY DOCK NO. 4

- Built in 1943
- 1088' long with caisson in outer seat
- Approx. 3hrs to dewater
- Main Pump is 1250hp, 167,000 gpm (4ea.)
- Approx. 4hrs to flood
- 155' wide

Do The WRIGHT Thing

Story by Claude Calabrese,
Shop 64 Process Manager & Renny Muraoka,
Shop 64 Shipwrights Dry Dock Supervisor

Shipwrights in Shop 64, Coating and Preservation Department (Code 970) at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) are engaged in the docking process “from cradle to grave,” so to speak.

The shipwrights’ dry dock gang is a group of individuals who fabricate and assemble wooden blocks that support vessels while in dry dock. Shipwrights work with project and naval architects in pre-planning availabilities to determine keel and side block configurations.

For any given vessel, the configuration of the blocks on the dry dock floor is different for each of three periodically scheduled dry dockings. Work is completed on a different area of the vessel’s hull during each dry docking, so that by the end of the third dry docking the entire hull has been preserved.

For each dry docking, the dry dock crew uses the vessel’s latest blueprints and design memos produced by the Structural Division (Code 250) of the Shipyard’s Engineering and Planning Department (Code 200) to precisely plan and lay out where each supporting keel block and side block must be placed. Then a Technical Guidance Instruction (TGI) is issued that governs the shape, height and exact location of the supporting blocks’ “cradle.”

The buildup construction process takes 15 to 20 working days to complete. One shipwright team fabricates keel and side blocks in the shop, using templates derived from the pre-planning process. Blocks that require being cut at compound angles with a rotating band saw are prepared in advance.

Another team of shipwrights establishes layout lines with specific reference points topside and within the dry dock to enable vessel alignment. The location of each block is drawn from the “stern reference point” (SRP) -- the aft-most section of the vessel, such as the tip of the submarine propeller cone or the fantail on a surface craft. Once the layout is complete,



Shop 64 Shipwright Mechanics Justin Gideon, Rance David and Ryan Uno position a keel block for an upcoming docking with Shop 64 Shipwright Supervisor Renny Muraoka.

each block is carefully set into place, using rigging support and a forklift or crane. Once the blocks are in place, shipwrights transmit a laser baseline throughout the entire buildup to show the specified height to which each supporting block is to be raised using wooden shims. Once everything is completed, the Shipyard Operations Department (Code 300) Docking Office (Code 340) ensures the cradle has been constructed within planned specifications.

On docking day, the dry dock caisson is removed so water can enter the basin. Once the dry dock is filled with water, the shipwright crew uses multiple engineering “transits” to first haul in the vessel, then align it over the cradle. As the dry dock is dewatered, they make radio calls to the docking team to make alignment adjustments to the vessel, which is a tricky process because the actual cradle is still under water and cannot be seen visually. They also use “clinometers” to determine the amount of list the vessel has so naval architects and the docking officer can understand how the vessel will ‘touch down’ on the cradle. Once the ship has settled into the cradle, initial temporary services are installed. The dry dock is then completely emptied of water so the shipwrights, docking officer and dock master can “walk” the cradle to ensure all components are making contact with the vessel.

PHNSY & IMF Shipwrights are engaged in the docking process from pre-planning through completion – “from the cradle to grave” – as they help ensure the Pacific Fleet’s vessels are “fit to fight.”

Photo by Justice Vannatta



Photo by Wendall Kuamo'o

Detecting the **FLAWS** Innovating Across Shipyards

Story and photos by
MC2 Jeffrey J. Hanshaw
U.S. Navy Mass Communication Specialist

Code 920 Shipfitter Blake Marks showcases ultrasound technology on a piece of tubing with known flaws while Rear Adm. Stephen Williamson, Capt. Greg Burton and Shipyard Executive Officer Scott Shea look on.

Using great care to align the instrument along the test area, Cory Arthur, a Code 138.3 Non-destructive Test (NDT) Examiner, carefully explained an innovative technology Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) is using during Rear Adm. Stephen Williamson's recent visit. "This technology," Arthur explained to the admiral, "has made a cumbersome work practice less cumbersome, saving the Navy both time and money."

Originally having applications in medical imaging, the testing instrument he demonstrated is the Phased Array Ultrasonic Testing PAUT that uses an advanced method of ultrasonic testing to find flaws in manufactured materials the Shipyard uses. "These flaws range from welding imperfections to pipe and plate corrosion detection," he said.

"The PAUT probe consists of many small ultrasonic transducers," explained U.S. Navy Hull Technician First Class (HT1) Jacob Styron, a Reservist and PAUT Test Examiner out of Portsmouth Naval Shipyard, in Kittery, Maine. He described how each probe can be pulsed independently, and, by varying the timing, a pattern of constructive interference is set up, resulting in a beam at a set angle. "In other words," he said, "the beam can be focused and steered electronically." The beam is swept like a search-light through the metal being examined, and data from multiple elements are put together to make a visual image showing a slice through the object.

Apart from detecting defects in components, PAUT can also be used to non-destructively measure wall thickness in conjunction with corrosion testing and is being implemented across all four naval shipyards. "Pearl Harbor invited inspec-

tors and examiners from the other shipyards," HT1 Styron said, referring to the major shipyards (Puget Sound, Norfolk, and Portsmouth), "and we are sharing ideas and aggressively using PAUT to innovate in new ways."

"We have four shipyards represented here," said U.S. Navy Machinist Mate Chief Petty Officer and Onsite Leader Donald Roach, "so as you can see, it's a joint effort as we help each other get qualified so we can communicate on the same level playing field."

"This method is an advanced NDT method," continued HT1 Styron, "and because it's used to detect cracks or flaws, it determines component quality. So we encouraged the other shipyards to work together with us, not only for quality reasons, but for the sake of requirements, consistency, and repeatability." And from what Chief Roach has seen, "That's exactly what's happening."

Phased Array Ultrasonic Probe





CONGRATULATIONS!!

Shop 31

Safe Shop of the month



PHAA Food Drive

Story by Andrew Ching, PHAA President

On Thursday, Dec. 14, the Pearl Harbor Apprentice Association (PHAA) held its annual food drive, benefiting the Hawaii Food Bank. The food drive was open to all Shipyard employees and their families. Food was provided for attendees and people who donated canned foods were entered to win free prizes. The National Association of Superintendents (NAS) led the generosity frenzy by graciously donating \$250 to the Hawaii Food Bank on behalf of PHAA.

This year's total weight of donated food was 1,509 lbs., more than doubling last year's total, and attendance at the event was more than anyone expected, easily tripling last year's attendance.

The Shipyard's Nuclear Engineering and Planning Manager Mr. Kaipo Crowell lauded the PHAA for significantly contributing to the community through team learning and teamwork. "The turnout was amazing," said Crowell, who also praised the generosity of the Shipyard's workforce and NAS, and the leadership within the Apprentice Program. "Leaders such as Bev Higa and Colette Gibo continue to encourage our apprentices to excel. The PHAA leadership is turning over, but the outgoing board did a fantastic job in gaining the momentum of leadership. Our incoming board has energy and commitment," Crowell concluded. "We have a bright future of servant leaders that make a difference in our community. It's all about aloha."

Many other event attendees also gave it rave reviews, saying that they enjoyed the camaraderie amongst the Shipyard employees, while simultaneously getting to do something good for people who may be experiencing difficult times. This year's food drive was an excellent display of the aloha the Navy's No Ka Oi Shipyard has for its community.

November Civilian Newcomers

- Dean Kurozumi, C270
- Timothy Kutara, C950
- Michael Leong, C270
- Ric Lorenzo, C960
- Zhen Luo, C950
- Marte Martinez, C2380
- Petro Mataia, C740
- Justin Matsumura, C920
- Chisato Minamoto, C920
- Troy Morikawa, C950
- Renneile Nakagawa, C930
- Jillian Nakamura, C290
- Winston Ng, C930
- Nhon Nguyen, C1032
- Jay Oshita, C246
- Kory Oyama, C920
- Neill Pablo-Clint, C920
- Greg Padua, C2105
- Keanu Paikai, C246
- Jennifer Park, C920
- Joon Park, C2305
- Vinh Pham, C930
- Amber Piena, C960
- Ryan Pierce, C246
- Kurt Poentis, C960
- Michael Poon, C246
- Jerald Ramos, C920
- Nicholas Respicio, C730
- Sarah Riordan, C960
- Phillip Ruan, C920
- Tyler Santos, C740
- Kenton Sato, C920
- Ross Sekiya, C960
- Roy Sele, C730
- George Seymour, C930
- Bobby Shiwaki, C740
- Christine Smith, C1061
- William Spotkaeff, C920
- Bronson Tabios, C930
- Marcus Takahashi, C920
- Kekoauhane Thomas, C960
- Tammy Unten, C930
- Dareen Villanueva, C930
- Vathana Vongsaphay, C960
- Brandy West-Bey, C410
- Miles Whelan, C270
- Joel Wolfe, C960
- Darren Wong, C2340
- Elson Wong, C960
- Jared Wong, C270
- Jason Yasuda, C920
- Daniel Yoshiura, C920
- Ryan Apana, C920
- Kaliko Awong, C990
- Chad Bauer, C920
- Stephanie Beebe, C950
- Ramon Benitez, C246
- Michael Bland, C950
- John Bolton, C730
- Grace Bright, C920
- Mary Brzezowski, C930
- Charles Candelario, C730
- Jason Christianson, C2340

November Service Awards

- 10 Years
- Ruben Abellera, C246
- Mitchell Batin, C950
- Ernest Ikeda Jr, C960
- Nathan Lacno, C930
- Troy Phan, C9802
- Christina Taylor, C410
- 20 Years
- Gustavo Ibarra, C2203
- Allen Smith II, C2102
- 25 Years
- Richard Baybayan, C950
- Erik Hauptmann, C300
- 30 Years
- Eusebio Jacob, C724
- Brian Montwillo, C1056
- Grant Oka, C2340
- Yvette Oyape, C900T3
- Reynaldo Sales, C2340
- Joseph Sangermano Jr, C2340
- Irwan Sie, C710
- Charito Tano, C760
- 35 Years
- Allan Kalua Sr, C990
- Randall King, C2441
- 40 Years
- Vernon Ford, C2103
- Bruce Nakano, C300
- Richard Powell, C2441
- 45 Years
- John Apio, C2441
- Charles H Hao, C920

November Military Newcomers

- GSM3 Fausto Arteaga, X-Div
- FC2 James Bakeranderson, X-Div
- ABH3 Arthur Bowlby, X-Div
- MMN1 Tyler Craven, C246
- GSM2 Wendy Dickerson, X-Div
- MMN2 Kenneth Eckert, C132
- MMCS Damien Franklin, C103
- AT3 Tyler Grace, X-Div
- GM2 Teaira Hall, X-Div
- ND3 Darren Hauk, C760
- GM2 Oscar Hernandez, X-Div
- MMN2 Cody Kenens, C300N.4
- ETV1 Iain McCoy, C950
- MMW2 John Muncher, C246
- ETN1 Ohkii Murakami, C105
- ETVC Brandon Nelson, C305
- EMN2 Aaron Newell, C300N
- BM1 Aaron Page, X-Div
- STS2 Ryan Parker, C246
- ETN2 Kyle Pelayo, C300N
- ETN1 Patrick Pinano, C950
- CDR Scott Shea, C100
- CTR3 Cidney Spencer,
- X-Div Jason Steve, C132

Fair winds & following seas to
November Retirees

Ethan Chung
Kent Katayama

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