

Pearl Harbor Naval Shipyard & IMF News Since 1946

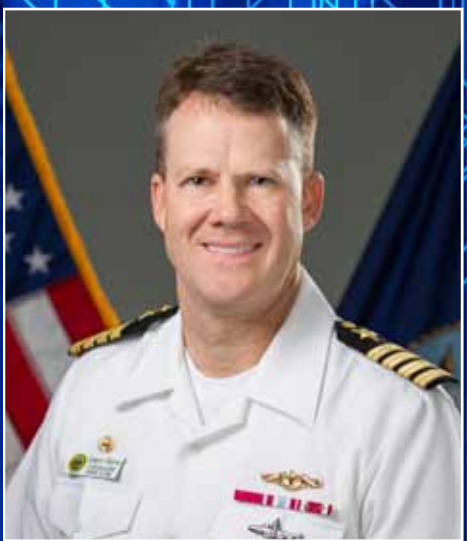
SHIPYARD LOG

April 2019

INNOVATION

**Code 700 VR
Story on Pg. 10**

***The Future of Innovation and
Improvements in PHNSY***



Capt. Greg Burton, USN
47th Commander
Pearl Harbor Naval Shipyard and
Intermediate Maintenance Facility

Key to Maintaining the Advantage: Our Innovative People

we think will give us that greatest gains in accomplishing the mission. Our Innovation Strategic Focus is an area that will help us identify the most beneficial improvement actions to improve the shipyard's productive capacity.

I think we could learn something from a quick anecdote from entrepreneur Derek Sivers:

"Steve Jobs gave a small, private presentation about the iTunes Music Store to some independent record label people. My favorite line of the day was when people kept raising their hand saying, "Does it do [x]?", "Do you plan to add [y]?" Finally, Jobs said, "Wait, wait — put your hands down. Listen: I know you have a thousand ideas for all the cool features iTunes could have. So do we. But we don't want a thousand features. That would be ugly. Innovation is not about saying yes to everything. It's about saying NO to all but the most crucial features."

I know most of you are familiar with the recent reduction in our funding from fleet. Other maintenance priorities were deemed necessary and the PACFLT commander moved the money to cover the priorities (PHNSY & IMF was not the only affected activity). The reduction in funding will impact us in various ways. We will have to remain attuned to where we are applying these cuts in funding and how these cuts increase our risk in accomplishing our mission now and in the future. These cuts may impact some innovation that required funding to move forward. It may also slow down some of the purchase discussions that occurred during our recent, very successful technology showcase. Our priority is accomplishing our mission and if we need to put some innovation on "hold" we will. What I can't do is not get our mission done while pursuing improvements. This will be a challenge and we will need to balance mission accomplishment with our continuous improvement efforts. We will say, "Yes" to the crucial innovation efforts.

Continue to strive for our culture of Nō Ka 'Oī!

ADM Aquilino's message to the fleet is simple and consists of three things: 1) We need to be ready to win the high-end fight, 2) We need to be able to win this fight without fighting, and, 3) We need to maintain and sustain a ready force. Innovation within the shipyard will be key to accomplishing these objectives.

NAVSEA's Campaign Plan 2.0 states that our nation's greatest asset is its people and our ability to design and develop innovative solutions to challenging problems. This issue of the Shipyard Log is focused on innovation, but don't forget that in front of every innovation, is one or more talented and skilled shipyard employees. You really are what creates value in the Nō Ka 'Oī Shipyard.

Many of you are innovators (all of you should consider yourselves innovators) and I have been impressed with the innovations that have been developed right here at Pearl Harbor Naval Shipyard! I'm also impressed with the knowledge sharing that takes place between the shipyards and industry on a particular process or technology, and follow-on innovative improvements that are then made to greatly improve our waterfront. What we have accomplished in the areas of virtual training, special tooling additive manufacturing, and products produced in the iLab and the Moonshine Lab are truly eye-watering.

Of the many improvement ideas out there, some have not made it to implementation. The key questions are, "Can every idea for improvement be acted upon?" and "Can we afford to act on every idea?" Like everything else in life, we have to set priorities and focus on what



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USS Hopper Docking

Story by LCDR Sam Fromille
Code 340 Docking Officer



Photo courtesy of Navy.mil

Pearl Harbor Naval Shipyard completed the docking of USS Hopper (DDG 70) on Feb. 28, 2019 in Dry Dock 4. The project team, ship's crew, and shipyard docking team worked together in preparation for the event and to address a series of unanticipated challenges that arose during the evolution.

The docking team first encountered challenges with the ship's trim condition and the placement of the crew's barge due to the damaged pilings at Oscar 2 Pier. Once these concerns were addressed, the team again had to respond after a report of a serious water main break affecting potable water supply to all of Joint Base Pearl Harbor Hickam (JBPHH). Initially the docking evolution seemed to be isolated from this event, however, as the shipyard stopped non-essential work, it was quickly noted that the dry dock main dewatering pumps are cooled by utility freshwater.

Without the ability to run main pumps, there was no way to dewater the dock and land the ship on the blocks.

The team evaluated potential courses of action and established communications between Code 980 and JBPHH. After considering the impact of maintaining the ship in the flooded dock or returning to another berth, workers decided to press forward to install the dry dock caisson with minimal delay. JBPHH resolved the water supply issue and the shipyard validated the availability of the main pumps.

When JBPHH reported it put the secondary supply in service, Shop 99 pump well and Code 983 dry dock engineers reported that main pumps were available with reduced but sufficient cooling water pressure.

Dewatering commenced immediately in parallel with the final positioning of the ship over the blocks.

Due to the professional and coordinated response between the docking crew and JBPHH, workers executed the landing within fifteen minutes of the planned time.

UH Students: A Learning Experience at PHNSY & IMF

Story by Dr. William Anderson, Code 220.5 Innovation and Data Management



Photo by Dave Amodo

Our shipyard, in an effort to deepen our connections with the local community, has reached out to the University of Hawai'i and formed an educational partnership. This partnership has allowed selected students to come onto the shipyard within the Engineering and Planning Department (EPD) where they are gaining valuable experience in industry while also earning class credit towards their degrees. These students, working on actual unscripted engineering scenarios, have already experienced unexpected aspects of engineering and learned valuable concepts not typically taught within a classroom.

One example discussed between the students, EPD personnel, and the University of Hawai'i-Manoa's Mechanical Engineering Department head was the concept of "engineering to fail" where a part is specifically designed to fail before

another, more critical, component would. Another, even more valuable, understanding that the students have taken away from their experience here so far is that real-world scenarios are not usually clear-cut with a definitive answer at the end. Instead, they are learning to rely upon their understanding of engineering concepts from their classes, their own experiences to date, and the experiences of their co-workers/supervisors in order to develop the "best" answer for the given situation.

Because of this partnership, our shipyard is enriched with fresh ideas from a new generation, the students are learning previously unknown practices from industry, and the university's mechanical engineering department is developing new class ideas for future students.



Strategic Focus Area (SFA): **INNOVATION**

Story by Traci Hanlon, Code 100PI Department Head

Innovation can be new ideas, creative thoughts or new imaginations come to life in the form of a device or method. The tangible output of innovation is a significant increase in productivity, safety, and/or quality.

IBM desktop with MS Excel revolutionized productivity in accounting and finance. Robotics in the automotive industry significantly decreased work-related injuries while pointedly reducing defect rates.

Our nation is in need of productivity and quality increases in ship maintenance work. Why is it important? We are facing adversaries who possess significant military capabilities and aspire to be better than the United States. It is imperative that we are ready to “fight tonight” and outpace them by leveraging innovation.

The Innovation Strategic Focus Area (SFA) is one of five SFAs established by the PHNSY Senior Leadership Team. The Innovation SFA fosters a culture of continuously improving, implementing state-of-the-art technologies, and incorporating information technology solutions into our processes to enhance ship maintenance performance.

So *how* is the Innovation SFA working on creating this culture? In late January, the Innovation SFA sponsored the Knowledge Share Fair and Technology Showcase to provide the workforce with an opportunity to interact and learn from each other, see how project work aligns to the mission and learn about new technology to foster an innovative mindset. Feedback from our workforce on the technologies that would be valuable were collected, reviewed, and are now in the process

Front row: C130, Director of Quality Assurance Dan Yamane C100PI, Director of Performance Improvement Traci Hanlon, C109 Activity Command Information Officer Randy Chang, C109.22 IT Specialist Virgil Brewer.

Second Row: C2350 Nuclear Government Inspector Al Perdido, C990 Temporary Services and Equipment CoP Leader Eugene Manibog, C960 Piping and Insulation CoP Leader Roy Rapozo, C950 Electrical CoP Leader Sal St. Germain, C100PI Innovation Program Manager Shayla Deitch, C300 Production Efficiency Progressman Nichole Awong and C109.23 Cyber Security Risk Manager John Mack

of being purchased (pending our Fiscal shortfall). “To change our culture, it is important for us to show the workforce that we value and listen to their feedback” said Dan Yamane, Director of Quality Insurance and member of the Innovation SFA.

There are many products we are trying to bring into the yard, but innovation also goes beyond just purchasing new tools and equipment. Innovation also includes improving our everyday processes. Any idea no matter how big or small can make an impact. We want to help **YOU!**



Lean Six Sigma


Story by Jenny Martin,
C100PI Management Analyst

As a C100PI Management Analyst, I am trained as a change agent to assist other codes in making processes and work spaces more efficient while sharing knowledge on the proper utilization of Lean Six Sigma by facilitating Continuous Process Improvement (CPI) events.

Working closely with Code 960 personnel (Dexter Magno, Kaulana Akeo, Alika Davis, Brandon Bonilla, Donovan Ho, Aaron Affonso and Chad Obara), my mentor, Industrial Engineer Technician Kekoa Young and I conducted a 5S improvement event in the Building 68 Tool In-Processing/Staging Area. This CPI event is meant to establish a logical, well-ordered workplace designed to enhance the flow of material and information through the use of Lean Six Sigma principles. It consists of five phases: sort, set in order/straighten, shine, standardize and sustain.

Upon our first arrival to the area, we noticed that it lacked a systematic flow. It was clear that tool accountability was a big challenge and we felt that the 5S CPI event could help solve the issue.

Step by step the team came together to overcome numerous obstacles while keeping the shared vision of efficiency in mind. As a result, the implemented changes decreased the total time spent on waiting for work-step instruction and lowered the probability of accountability issues which in turn, will save the shipyard time and money.



Shop 06 Tool Room Apprentice Nicole Mangus and C100PI Management Analyst (Lean Six Sigma Green Belt) Jenny Martin show their successful new Lean Six Sigma project in Bldg. 68.



Code 220.5 Technical Support Engineer Robert Vasil, Code 109.22 IT Specialist Virgil Brewer, Code 220.5 Technical Support Engineer Will Anderson and Code 220.5 iLAB Engineer Joe Vaerewyck.

Productioneering ersonified

Story by Joe Vaerewyck, Code 220.5 iLAB Engineer and Justin Roque, Code 2310 Reactor Engineering Division Head

Innovation is the introduction or implementation of new imaginations or ideas. In the shipyard we have the iLAB, short for Innovation Laboratory. The iLAB is committed to providing productioneering resources to help any shipyard employee innovate by prototyping process improvement ideas. This dedicated space for innovation is outfitted to provide the necessary resources for fast turnaround times where shipyarders' imaginations can become reality.

The iLAB has consolidated and centralized industry-essential resources usually only available to commercial think tank laboratories. The iLAB is staffed with engineers who will assist customers from any shop or code in defining and prototyping ideas. Utilizing modeling software, such as MatLab, OrCAD PSpice, Simplify, and Solidworks (with FEA), in conjunction with 3D printers, most ideas can be brought to life quickly. The iLAB has the capability to prototype, design, and fabricate your concept into a physical item in just a few hours.

In addition to offering technical expertise, iLAB's software is available as a resource for use by anyone who knows how to use them. If you know how to design your idea and only need the computer resources, come in and use ours. For larger more complex ideas requir-

ing additional resources, the iLAB can access the entire shipyard network of process improvement professionals for assistance.

iLAB is looking for shipyarders with innovative ideas that can improve any aspect of work. To support this large cross-program collaboration, iLAB management was strategically placed to work in partnership with other shipyard programs. These partnerships such as working with the Cumbersome Work Practices team and the New Technology Projects group, are ideal collaborations to find the best path to implementation when ideas are out of the scope of the iLAB.

iLAB welcomes everyone in the shipyard either during walk-in hours or by reservation.

Location: Building 67, AM19

Walk-ins: Tuesdays 0800-1000 and hours will be increased as demand increases.

Reservations: Online at PHNSY Homepage > APPS/TOOLS > Reserve VTC/Conference Room > iLAB or by contacting Joseph. Vaerewyck@navy.mil or x3665.

Pearl Harbor's Additive Manufacturing Group

Additive Manufacturing (AM) or 3D printing consists of the technologies that build three-dimensional objects using various material layering techniques. After recent advances in AM fabrication and materials the Navy has become interested in taking advantage of AM's limitless potential. It's anticipated that the fleet will utilize AM technology as an extra tool towards rapidly manufacturing, repairing and designing ships. NAVSEA has implemented a technical warrant holder in NAVSEA 05 to create and manage NAVSEA's AM parts program.

A local community of practice (CoP) supported by the organizations within the shipyard with AM capabilities supports this corporate initiative to meet the demands of the Navy. Having iLAB as the focal point for innovation and AM, the group includes representation from Code 109, Code 200, Code 700, Code 900, Code 2300, Shop 38, and the PHNSY & IMF Moonshine team who are piloting the implementation of AM technologies by identifying and removing the barriers of onboarding next generation AM technology. For more information regarding the AM CoP or guidance on 3D printers, please contact Joseph.Vaerewyck@navy.mil or Justin.Roque@navy.mil.

Photos by Justice Vannatta

Have you ever been frustrated while doing your work and said to yourself, “There’s got to be a better way?” Or have you ever found yourself stuck in a situation where you needed a tool or to modify a tool that could help make your job easier? If you’ve answered yes, then Moonshine should be your next phone call.

Back in 2009, Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility’s *Hawaii Federal Employees Metal Trades Council* (HFEMTC) initiated the Moonshine Program with the intention of helping our workforce “work smarter, not harder.” Over the last 10 years the program has always given a voice to our workforce because it understood that the people doing the work will definitively know about problems and possible solutions. The program’s success was a direct indication that labor management relations were active and effective.

Innovation is not always something that is super complex or expensive. Moonshine’s niche is in its ability to rapidly prototype for low or no cost. Some examples of Moonshine’s range of capabilities are Albert Natividad’s (Shop 56) air conditioning and refrigeration compressor test bench to Lisa Wilson’s (Shop 64) trunk safety net clips. Prior to Natividad’s creation the only other

way to test a refurbished compressor was to completely put the system back together and cross your fingers that everything worked. Sometimes that could lead to weeks of rework due to all the coordination with the assist trades on interference installation and removal. Wilson’s net clips were also a time saver. After implementing the net clips into the new process,

the team eliminated travel time and numerous support code requests. This saved approximately eight hours every time they did this job. Both initiatives started as a simple idea that improved these mechanics’ work lives, and it ended up saving the shipyard time and money.

The plans for modernizing iLab are ongoing. In collaboration with the Innovation Team (PEP, the iLab and the Communities of Practice), the Moonshine Program has been able to better align all other improvement initiatives to proper owners allowing for clearer communication and improved feedback.

There are several ways to engage with Moonshine:

You can work with the Production Efficiency Program which is an extension of Moonshine; it’s located in Building 1916 and is directly linked to the projects.

You can request a meeting during Moonshine/iLab’s biweekly waterfront walkthrough. You can drop a note in the CO suggestion boxes located at strategic sites around the shipyard. Moonshine has the lead in the gathering this type of feedback.



Clamping it Down

How Moonshine keeps innovation at the forefront

Story by Gerilyn Cambonga
Code 100 PI.2 Program Manager

Photos by Justice Vannatta



Shop 56 Air Conditioning & Refrigeration Mechanic Albert Natividad shows his compressor test bench that he designed. It was approved in 2012 and since then it has saved the Shipyard thousands of dollars from each use, averaging over \$100,000 a year.



3D printed trunk net clips (blue) were created through collaboration between Shop 64FW and the iLab. Besides saving time and money, this simple idea is one of many that has reinvigorated innovation throughout the shop.



Shop 51N 4th year apprentice
Kira Nakasono

Photos by Justice Vannatta

Fastener Stack-Up Tool

We have historically relied on surgical hands and contraptions made out of tape to try and install the fasteners for the circuit breaker charging motor protection device. Some attempts have caused hours of standby times for support codes while our mechanics try to fish the dropped fasteners out of the circuit breaker.

Lock Tab Tool

The lock tab tool reduces the number of people required and exposure by 50% for the motor connection job that Shop 51N performs. The lock tabs have a tendency to move out of position while torqueing so the previous work practice was to have one person holding the lock tab in place while the other person torques the fastener. Having a person hold the lock tab in place is no longer required.

Story by Sal St Germain
Code 950 Electrical CoP Leader



Code 950 Continuous Training
Development Subject Matter Expert
Emn1(SS) Christopher Barnes

Innovation: Code 950

For the past few years, the Electrical Community of Practice has been trying to cultivate a culture of innovation. While we have always looked for improvement ideas from our workforce, we never empowered them fully to think of new tooling designs or technologies that could assist them. We refocused our efforts a few years back when innovation became a Strategic Focus Area in the shipyard and we are just starting to see the fruits of our effort. The tipping point was most likely when Sean Enomoto (Code 950CTD) was challenged with innovating through the CTD program. The logic was that since CTD trained on processes, it would be able to identify and resolve, through the use of additive manufacturing, some cumbersome work practices. Sean used to drive initiatives. Now, our workforce is starting to drive Sean; we have new ideas and initiatives popping up all the time. This article shows some of the things that we have worked on recently.

Code 930 Special Tools (ST) played a significant role in developing these tools. Without the creativity of our workforce and Code 930ST, none of this would be possible. All of these tools started with additive manufactured prototyping. The TR-317 Bell Removal Tools and the PCM Threaded Insert Drilling Jig are made out of metal; however, the other tools are currently manufactured using the 3D printer. We have shared our innovations with the rest of the shipyard corporation including the Ship Repair Facility in Japan.



Shop 67N 4th year apprentice
Scott Kawamura

Circuit Breaker Tulip Spring Installation Tool

It can take up to four hours to install a circuit breaker spring. With the new additive manufactured tool, the circuit breaker tulip springs can be installed in under one minute. Our previous process could have also resulted in hand injuries. This tool not only provides cost and schedule benefits to projects, but enhances the safety of our people as well.



Shop 51 Breaker Technician
Jack Mandaquit



PCM Fastener Tool

There is one fastener that we encounter during PCM maintenance that is frustrating to put back due to its location. It can take up to 30 minutes to install. With the new tool we can install this fastener in under a minute. There are over 30 units that we perform maintenance on so the cumulative time savings are great.

Innovation: Code 990



Shop 67 Transducer Lab Technician
3rd year apprentice Rolando Dawang

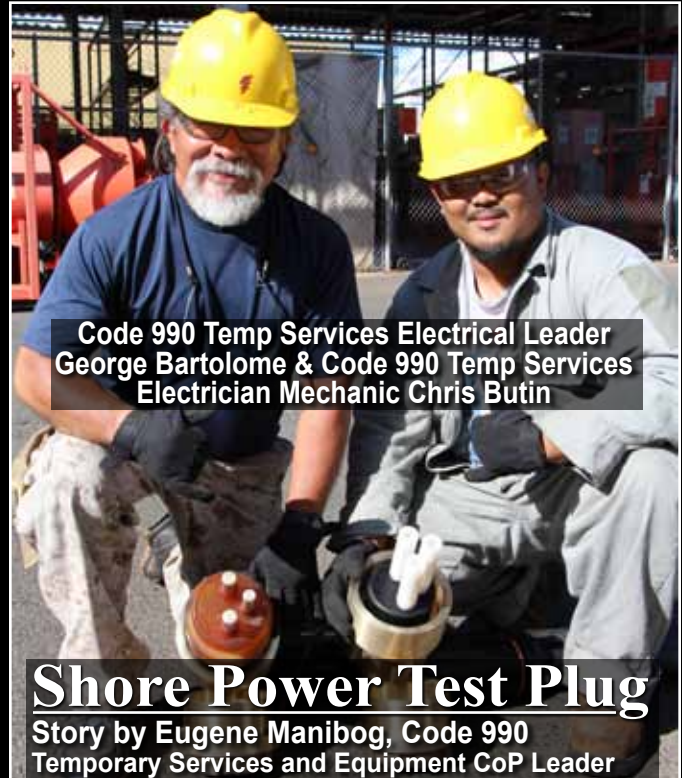
TR-317 Bell Removal Tool

Our previous method of using blood, sweat, and tears to remove stuck bells on transducers has come to an end. What used to take us two - eight hours takes under 10 seconds. With a stuck percentage of about 10%, an 800 transducer job equals 160 - 640 manhours saved. Safety is also enhanced by this new tooling.

PCM Threaded Insert Drilling Jig

One of the most common deficiencies when working on PCM's is damaged threaded inserts. The covers are heavy and the fasteners are small. There are times where we have to drill out the threaded inserts. Drilling out the threaded insert incorrectly can cost up to two weeks of schedule on this critical path work. This is a risk mitigating innovation that helps our mechanics perform excellent work with repeatable quality.

Shop 67N 4th year apprentice
Michael Oshiro



Code 990 Temp Services Electrical Leader
George Bartolome & Code 990 Temp Services
Electrician Mechanic Chris Butin

Shore Power Test Plug

Story by Eugene Manibog, Code 990
Temporary Services and Equipment CoP Leader

In response to requirements regarding arc flash prevention and protection, Shop 99 established a procedure which allows an electrical mechanic to administer certification checks safely on shore power cables while energized. While utilizing a shore power test plug kit, this procedure is now considered non-energized work and will eliminate the need for an electrical mechanic to draw out a flash suit kit from the tool room. As a result, it is not necessary for the electrical mechanic to don a flash suit, rubber/leather gloves and a face mask before administering the certification checks.

The test plug is comprised of an insulated copper conductor that houses a one-amp fuse for precision measuring equipment protection. It has a threaded cap which covers the exposed copper conductor test plug front and a threaded nut on the opposite end which allows access to the fuse. It also has a plastic dowel for gripping purposes.

The test plug was designed specifically for Shop 99 to allow electrical mechanics to certify both energized and de-energized shore power cables. The test plug is considered as electrical safe equipment and thus classified as de-energized work.



C742 Crane Operator Trainee Vance Berandes is racking up his mandatory training hours in Code 700's new virtual reality crane simulator.

climbing into the truck to empty the buckets back into the fuel truck itself due to its height. That meant, sometimes there were as many as five, five-gallon buckets that had to be emptied prior to completing this task.

“The process of locating possible equipment to drain the fuel into took more time to find than actually refueling the portal crane itself,” said Concepcion. “The refueling process is considered complete once all of the buckets are emptied and the fuel truck is disconnected from the portal crane.”

The two transportation employees persisted in creating the new tooling and process improvement. Working with management, the fuel truck manufacture’s engineers, Naval Facilities Engineering Command (NAVFAC) management and PHNSY & IMF engineers, these two workers went above and beyond to improve the current situation in the shipyard.

The Lightsaber was discussed and reviewed for months between the fuel truck manufacture’s engineers and both Concepcion and Pahinui. The idea was finally approved in December 2018 and then NAVFAC fabricated the prototype. The Lightsaber was tested and proven to be successful by Code 740 engineers and workers in January 2019.

This example of innovative thinking brings significant value to the process owners and the code. With this mindset and good-old-fashion grit that Concepcion and Pahinui showed, that will keep Code 740 as well as PHNSY & IMF moving into a bright future.

Photos by Dave Amodo & Justice Vannatta

Innovation: Code 700

Story by Maka Keone, Code 724
Continuous Training and Development Leader

Innovation is thriving in Code 740 Rigging Shop where workers have become the integral part in the development of new tooling and process improvement. A clear example of this is the creation and implementation of Virtual Reality (VR) technology and the Lightsaber fuel regulator.

VR training offers great opportunities to learn technical skills in a safe environment and in a cost-effective manner. It creates many different situations that can occur in facilities across the globe, including hazardous and life threatening situations.

VR training benefits include: no diesel fuel costs, no crane operator or rigger labor expenses, no run-time on live assets, a reduction in required maintenance, and no accidents during training. It also allows the training instructor to create, adapt, and change the environment in which the trainee is operating.

“They can make the mistakes here in the classroom, vice out there,” said Jacob Eugenio, Code 724 Training Leader. “It allows you to learn the controls, practice lifts, prior to training on a live crane. You can learn things like catching your hook and other basic skills. It’s so awesome!”

Code 700 recognizes the future of crane operator training and understands that in order to remain competitive in attracting future crane operators and retaining current operators, innovations like the VR simulators must be incorporated into our training department. It also encourages creative thinking from employees that

see a deficiency and a need for improvement.

Such is the case with Code 742 Transportation Specialists Julio Concepcion and Gabby Pahinui. These two forward thinkers were influential in developing a new tool called the Lightsaber. It is an ingenious tool that allows residual fuel in the line to be sucked back into the tank. This refines the refueling process for the shipyard’s portal cranes. This innovative thinking and dedication to being proactive has resulted in a 50% savings on work hours, project time, resources and costs. Talk about a Culture of Affordability!

Prior to the Lightsaber process, recovering residual fuel in the portal crane was time consuming and inefficient. The antiquated process required the fuel truck operator to gravity-drain the fuel into individual five-gallon buckets. The fuel truck operator had to literally walk around the yard with these diesel filled buckets to find machines or vehicles to empty these fuel buckets into.

“The old process was inefficient and didn’t make sense to me,” said Pahinui. “We really wanted to examine the process and see where we could implement an improvement.”

The operators were prohibited from



Code 742 Motor Vehicle Operators Gabby Pahinui and Julio Concepcion share their new Lightsaber fuel regulator creation.

Innovation: Communities of Practice

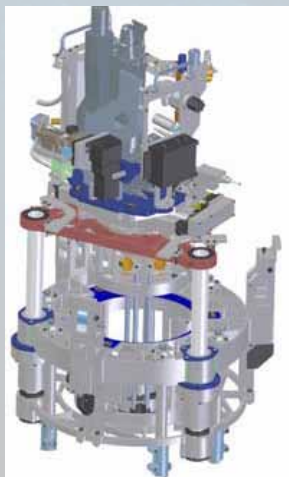
Story by Traci Hanlon,
Code 100PI Department Head

The NAVSEA 2.0 Campaign Plan to Expand the Advantage illustrates NAVSEA's Strategic Framework which is the strategic vision for the Navy on aligning approximately 80,200 dedicated committed innovators towards meeting today's challenges and focusing our efforts to execute our mission and support the fleet. The foundational line of effort that really taps into our Innovation Strategic Focus Area (SFA) is the High Velocity Learning Environment and Culture of Affordability. Creating such an environment encourages people to collaborate across organizational and geographical boundaries to identify the root causes of issues, solve those issues and then proactively share solutions and lessons learned across the enterprise. Creating a Culture of Affordability means making every dollar count by leveraging digital tools, technologies, and data analytics to improve performance for our ship maintenance.

The Innovation SFA is focused on Purple and Green Lines of Effort to achieve High Velocity Outcomes and Expand & Strengthen our Network of Partners. Examples of how our shipyard is collaborating with and leveraging our partners include the following:

Piping and Insulation C.o.P.

Since 2015, the Piping and Insulation Community of Practice has been collaborating with Naval Surface Warfare Center (NSWC) Philadelphia and a vendor to develop a waterjet prototype to clean 688 Class Submarine Main Condensers more efficiently. The current process is cumbersome, has to be performed repeatedly, and often times jeopardizes major key events during long-range availabilities. The new design is expected to reduce the total number of work-days by 45 percent. It will also reduce the amount of time, equipment and workers by 15-20 days resulting in improved overall work throughput in the workspace.



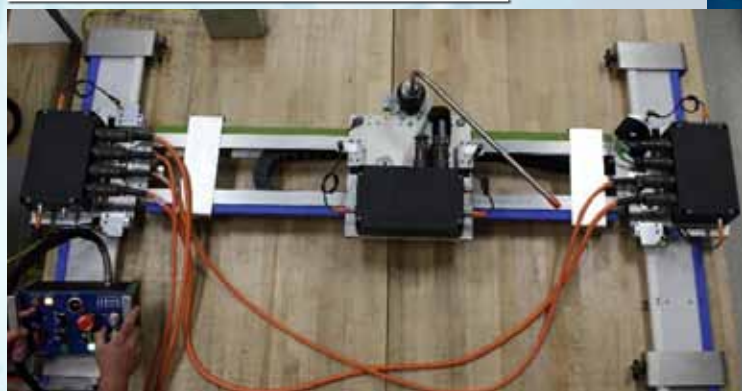
Structural C.o.P.

Structural C.o.P is currently working on the Vertical Launch System (VLS) Cladding Repair System that was designed/built by Naval Undersea Warfare Center, Keyport and Applied Research Laboratory, Penn State to improve repairs on the VLS tubes. This system repairs the O-ring gasket sealing area in the VLS tube.

Mechanical C.o.P.

The Mechanical Community of Practice is scheduled to implement Cold Spray technology by April 2019. This evolution started back in 2014 and took approximately five years of collaboration with various key partners: Pennsylvania State University, the Navy Research Laboratory, Army Research Lab, Puget Sound Naval Shipyard, and NAVSEA 04X3. Our shipyard plans to utilize cold spray technology as an alternative to brush electroplating and epoxy spray repair methods targeted at alloys commonly used on shipboard components.

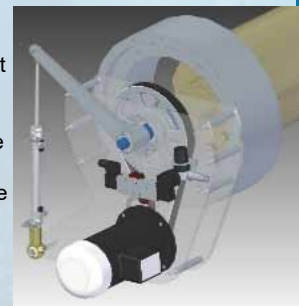
Preservation and Coating C.o.P.



PHNSY along with the other shipyards entered into a partnership with Penn State Applied Research Laboratory to develop an automated ultra-high pressure hydro blasting unit to remove VACL hull coatings in a safer manner. The unit operates on a track system while being remotely controlled by the operator outside of the containment, safely away from the high pressure water and debris. All four corporate shipyards participated in a group buy which reduced the purchase price of each unit by over 70%, saving each shipyard roughly \$100,000 each.

Electrical C.o.P.

The Electrical Community of Practice is currently working on a project with Naval Undersea Warfare Center (NUWC) Keyport to make the resurfacing of the motor-generator commutator more efficient. We are utilizing a robotics platform to automate the stoning, undercutting, and beveling of the commutator without the need to remove major interference. The motor-generator tool is estimated to save the Navy \$1.1M per year once the system is deployed to all shipyards by FY 2022.



Expeditionary Robotic Instrumented Payloads (ERIP)

The shipyard has combined STEM outreach by teaming with the University of Hawaii (UH) and the U.S. Naval Academy (USNA) to design, test, and field ERIP that complements the Remotely Operated Underwater Vehicles (ROUVs) used in shipyard's maintenance, salvage, and mobile repair efforts. These payloads allow for specific modular capabilities required by our divers at a cost less than commercial procurement. Total saving is estimated at \$325,250 immediately with approximately \$5,800 saved per dive inspection. An additional \$107,000 in savings is realized per use of the sacrificial dive robot.

Please contact your C.o.P to get involved and see how you can be a part of making our shipyard No Ka Oi.

Safe Shop of the Month

Shop 51 Electrical



Photo by Justice Vannatta

To report an incident
of harrasment, contact:
CODE 100CE DIRECTOR:
473-8000 x4355
**CODE 100CE DEPUTY
DIRECTOR:**
473-8000 x6073
**TO FILE AN EEO
COMPLAINT,
CONTACT:
EEO OFFICE: 808-471-0241**



March 2019 Labor & Employee Relations Disciplinary Actions

Letters of Caution

- An employee operated a forklift with an expired license, got into an accident and didn't immediately report it
- One work leader and one employee made inappropriate remarks in the workplace
- An employee sent a NOFORN document on the unclassified (low) side
- An employee refused to perform his job as directed by his supervisor

Suspension (14 days or less)

- An employee connected a wireless keyboard, mouse and USB device to a PHNSY&IMF computer to enable wireless capability (security violation)
- An employee used a government computer for personal/private use for one hour per day

Termination (removal of employee during probationary period)

- Employee falsified an official document related to the OPM suitability investigation

Removal (removal of employee after the initial probationary period)

- An employee charged with an extended unauthorized absence did not respond to a return-to-work letter
- An employee charged with excessive unauthorized absences

January Civilian Newcomers

Rachel Able, C950
Andrew Acosta, C920
Valerie Aficial-Yoza, C930
Mark Agas, C950
Anthony Aiwahi, C970
Justin Akana, C960
Kyle Akana, C990
Brennan Alejo, C930
James Andrade, C950
Jayren Aranaydo, C960
Branden Asato, C950
Brielle Asato, C2506
Denis Baik, C970
Joella Baraoidan-Pagay, C930
Darsean Belaski, C23052
Kevin Bonilla, C930
Patrick Bush, C960
Jared Cababa, C930
Jenzen Cacal, C930
Andrea Cadiante, C730
Matthew Cadirao, C960
Amanda Cadiz, C950
Raymond Camarillo, C960
Treyesen Caniete, C730
Alicé Capen, C610
Alan Carlos, C960
Jenny Chan, C290
Kehaulani Chang, C950
Elijah Chee, C970
Sean Chiang, C920
Jane Choe, C960
Thomas Choe, C2903A
Nicholas Chung, C950
Bryce Cinense, C730
Houston Clemente, C740
Kamakana Cordero, C970
Edward Corpuz, C270
Chardei Costa, C950
Wilfredo Cruz, C930
Keenan Cubi, C920
Micah Dano, C970
Esther Defrancia, C970
Jeren Dingal, C270
Zachary Dizon, C730
Richard Eber, C950
Diamond Edwards, C920
Sarah Elefante, C990
Tupon Eliu, C960
Kealaokakai Feguis-Pang, C930
Teodoro Felix, C740
Sheyne Ferriman, C740
Keoni Flores, C990
David Fong, C930
Isaiah Fonoti, C970
Kovan Fujimoto, C960
Sean Fukui, C950

Fair winds & following seas to January Retirees

Phillip Navares
Gregory Andreoni
Robert Clark
Lawrence Doong
Rowland Kakuda
Paul Lee

January Service Awards

10 Years

Cheryl Yamanaka, C1032
Freddie Ancheta, C1032
Momilani Loveland, C105
Johnathan Lee, C1056
Ronald Gorgonio, C1220
Jason Wayne, C1223
Austin Streadbeck, C1331
Shannon Paulino, C1331
Derek Mukai, C1344
Erick Wong, C1351
Jerry Rufo, C1351

20 years

Marlynn Tyler-Roldan, C10912
Edgar Guillermo, C210
Rodel Faylogna, C2444
Paul Martinez, C246
Chad Renticruz, C300
Michael Cavaco, C300
Troy Yoshida, C300
Lloyd Aragon, C730
Thomas Lee, C732
George Bailey, C920
Jason Hernandez, C920
Johnthomas Bigornia, C920
Pernell Aipoalani, C920
Allen Kapuaala Jr, C930
Chad Taniguchi, C930
Chad Morimoto, C950
Thomas Chow, C950
Warren Kam, C950
Christopher Wong, C960
Jesse Bodnar, C960
Kemric Horio, C970

25 years

Simon Buenavista, C742
Christopher Salacup, C920

30 years

Brian Daluson, C300N
Hermenegildo Jr, C970

35 years

Dwayne Hue, C246
Clarence Kuroiwa, C970

40 years

John McCarthy, C2340
Robert Yatchmenoff, C920

50 years

Philip Estella, C950

January Military Newcomers

EM1 Erik Bendickson C930
GSM 2 Michael Jones, C930
MMA2 William Sexton, C246
EM1 Erik Bendickson, C930
ND1 Edward Haller, C760
LSC Gener Paraon, X-Div
FA Charles Male, X-Div
STS2 Dale Santos, C246

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