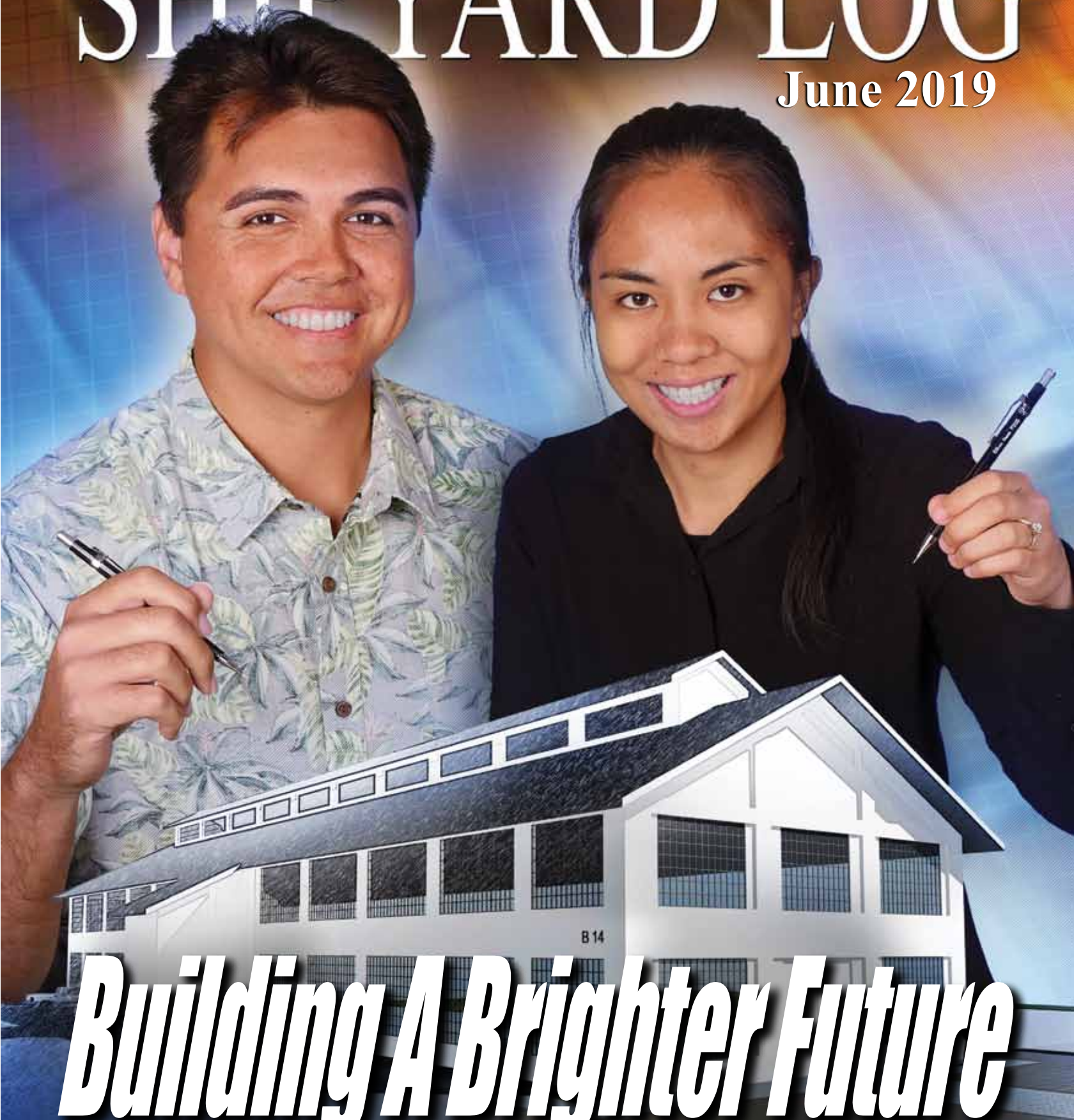


Pearl Harbor Naval Shipyard & IMF News Since 1946

SHIPYARD LOG

June 2019



Building A Brighter Future

PHNSY's Infrastructure Optimization Plan



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

Armed marines once guarded an area in the shipyard during WWII called “the dungeon,” also known as Station Hypo, which was the code name for a small unit of linguists, intelligence analysts, and code-breakers that worked out of the basement of Building 1. The rest of Building 1 served as the administrative headquarters of the 14th Naval District and later as the headquarters for Naval Shipyard Pearl Harbor. A brilliant naval officer, Cmdr. Joseph Rochefort, ran Station Hypo and made history when his team broke the Japanese code JN-25 revealing the operational plans for the Battle of Midway during which the U.S. Navy sank four Japanese carriers turning the tide of the War in the Pacific.

Hard to believe that almost 80 years after making history, the third floor of historic Building 1 is condemned due to structural concerns. Such is the case for Buildings 5, 6, and 8: all condemned. What are we doing to preserve our history and repurpose our facilities during a time of rapid growth and increasing workload in the shipyard? Many of us have been under a false mental model that our historic partners would not allow us to modernize, or repurpose our facilities due to historic preservation concerns. This is just not the case. Our historic partners have a vested interest in preserving the historically significant parts of the shipyard and their mission will benefit from us repurposing our facilities to align with our future missions and improve our productivity. Our historic partners want to help us move forward in this effort.

Building Our Legacy, Building Our Future

Work continues on the Shipyard Infrastructure Optimization Plan (SIOP), an estimated \$21B plan over 20 years to upgrade all four public shipyards. Contractors have started to perform industrial modeling and have begun to develop the Area Development Plan at Pearl Harbor. Along with contractors helping to optimize our processes and product flow, each of us still needs to be thinking about how we can preserve our history, and at the same time, design the optimal shipyard for the next 100 years.

Part of our strategic framework includes the Infrastructure Strategic Focus Area (SFA). This SFA focuses on a vision of “facilities and equipment that maximizes efficiency and workflow to execute the mission.” This vision aligns with the SIOP effort to design modern facilities with state-of-the-art equipment that maximize performance of nuclear and non-nuclear maintenance across all current and future platforms. Hiring additional facilities engineers in support of this massive facilities effort is in progress.

I encourage each of you to be aware of the historical significance of the buildings in which you work. Each building has documented features that are architecturally significant to the period, many of which are worth preserving. From a historical perspective, there is much more latitude when modifying the internal parts of a building, but less so with the external structure. We need to keep this in mind as we move forward in cooperation with our historic partners.

This month’s issue of the Shipyard Log focuses on Code 980, the Facilities and Equipment Management Division. This team not only has to focus on the future of the shipyard, but also on the current issues. As the shipyard has grown, there is a greater need in the near term to develop space management plans to take care of our new employees with many shops and codes working hard on these efforts.

What an opportunity we have to shape the future in connection with honoring our legacy all while ensuring current mission success.



June 2019
 Vol. 73, Number 6

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

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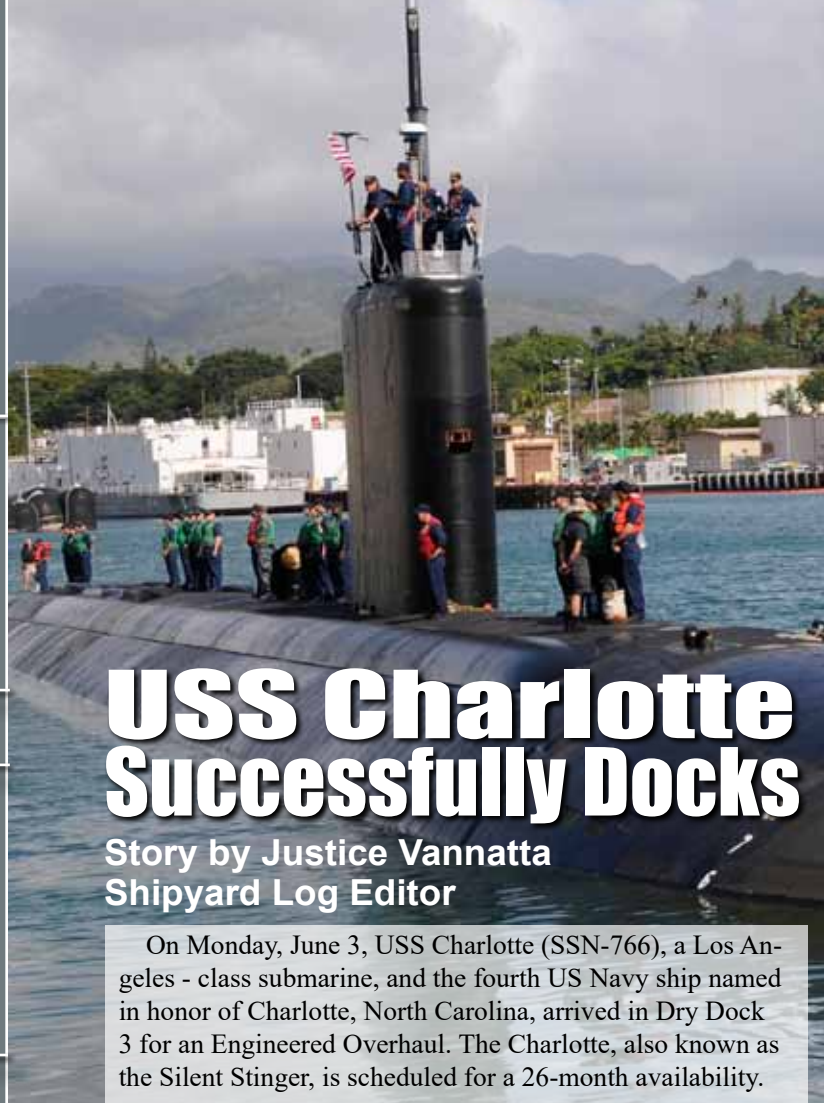
PUBLICATION DATES: The Shipyard Log is published monthly. Articles are due the 10th of each month. Send material to the editor via email or, if hard copy (typed, upper/lower case) on a CD via inter-office mail to Code 1160 Shipyard Log. All material is subject to editing.

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Photo illustration by: Dave Amodo
 Photo by: Justice Vannatta



USS Charlotte Successfully Docks

Story by Justice Vannatta
Shipyard Log Editor

On Monday, June 3, USS Charlotte (SSN-766), a Los Angeles - class submarine, and the fourth US Navy ship named in honor of Charlotte, North Carolina, arrived in Dry Dock 3 for an Engineered Overhaul. The Charlotte, also known as the Silent Stinger, is scheduled for a 26-month availability.

“The Charlotte team completed a challenging nesting period and has positioned the project for a successful availability,” said USS Charlotte Project Superintendent Gilbert Gould. “The team worked diligently during planning to develop an executable schedule and swarmed around challenges exemplifying our shout out, ‘Team Charlotte, float like a butterfly, and sting like a bee.’”

Due to the shallow basin in Dry Dock 3, Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility’s docking team relies on tide charts and the Buoyancy Assistance Modules (BAMs), to help keep the submarine buoyant during docking time.

“A Dry Dock 3 docking is the time when you truly see our yard come together as one and unite towards a common goal,” said Code 340 Dock Master, Joe Medeiros. “Essentially, we are driving an office building through a door with clearances smaller than your computer screen. Mahalo to Code 740 Riggers, Shop 64 Shipwrights, Shop 99 Pump Well, Code 250 Naval Architecture, Code 980 Dry Dock Engineers and Code 960 Small Boats & Divers. Time after time, this team has proven to be the best in the Navy and has once again lived up to its reputation by executing this docking with professionalism and precision.”

The contract to build the Charlotte was awarded to Newport News Shipbuilding and Dry Dock Company in Newport News, Virginia on February 6, 1987 and her keel was laid down on August 17, 1990.

Dozens of volunteers from Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility (PHNSY & IMF) turned out for the 51st Annual Special Olympics Hawaii (SOHi) Summer Games. The games were held at I’olani School campus on Saturday, May 25 and at the Dillingham Aquatic Complex on Sunday, May 26.

Each year, the Summer Games include competitions in power-lifting, softball, swimming, and track & field events. Hundreds of Special Olympians, coaches and participants from throughout the state come to compete. Participating athletes began training for the games in February and competed in area and regional qualifying competitions from March through April. Each year, about 3,000 volunteers work Saturday and/or Sunday to support the various events.

For more than 25 years, PHNSY & IMF has averaged 80 – 90 volunteers and has been a vital part of the aquatics events support staff. They set up staging areas for athletes and teams, escort athletes from staging areas to their assigned swim lanes, time individual and relay events, record and run results to the awards table, keep the swimming heats running smoothly, provide food and water for volunteers, and help present awards to the top three finishers in each event and relay.

“Observing the dedication and grit of these athletes has motivated me to give everything I have to what I’m doing. No excuses,” says Capt. Greg Burton, Commander PHNSY & IMF. “This was a superb volunteer effort and I am grateful for you shipyard workers who make a difference in our community.



PHNSY & IMF Supports Special Olympics Hawaii

Story by Justice Vannatta
Shipyard Log Editor

Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility personnel come out to support Special Olympics Hawaii at I’olani School on May 25th & 26th.

Thanks Momi and team!”

SOHi needs volunteers throughout the year for the various events that they host. Those interested in volunteering can go to SOHawaii.org, or keep watch on SharePoint Broadcast for future volunteer opportunities with Special Olympics.

Photo by Danielle Maxwell

C980 Facilities Division Head John Budinger, C980B Waterfront & Equipment Division Head Janson Aono, C983 Dry Dock and Piers Planning & Project Management Support Branch Head Perry Schneck, C982 Industrial Equipment & Project Management Branch Head Tyson Fujimoto, Deputy 900F Facilities & Equipment Program Manager Scott Ahuna, C910 Shipyard Assistant Public Works Officer LCDR Benjamin Dunn, C981 Facilities Sustainment Branch Head Julie Au, C986 Facilities Engineering & Planning Branch Head Ryan Zukeran and C984 Facilities Production Support & Building Management Branch Head Kevin Teruya.

Have You Heard of SIOP?

Story by John Budinger
C980 Facilities Division Head

You may have heard the term Shipyard Infrastructure Optimization Plan (SIOP). What exactly is this initiative? SIOP is the pursuit of optimizing the public shipyards' workflow processes and modernizing ship maintenance infrastructure to support our current and future needs.

Our shipyard's last great infrastructure investment was during World War II, and to a lesser extent during the Cold War. Our buildings were built to support a mission that has long since changed. We have adapted as best we could to continue to serve our nation's needs, but this has led to inefficiencies in our workflow. SIOP provides an opportunity for us to consider, "If we could rebuild our shipyard, what would it look like?"

The Navy is pursuing a major investment into each of the four public shipyards like never before. It is utilizing industrial engineering analysis and computer simulation modelling to overhaul the landscape of ship maintenance. This endeavor challenges the way we've done work in the past and will result in our workforces centrally located in and around some of our most precious assets: the dry docks.

Imagine a consolidated workspace for project management teams, production workforce, engineering support, tooling and material, as well as spaces to improve the quality of life of our workforce, such as lockers, breakrooms, and food services, all centrally located next to our dry docks. SIOP would provide all this while increasing our work efficiency.

If you're wondering how you can help be part of this initiative, don't worry. We are currently interviewing and analyzing our current work processes and infrastructure state. If the opportunity arises for your shop to participate, please provide the most accurate information regarding your job.

Current state modelling and analysis is expected to be completed later this year and will provide our shipyard the roadmap to reach the optimization goal.

In Focus: Code 980 Facilities and Equipment Management

Story by Scott Ahuna
Deputy 900F Facilities & Equipment Program Manager

This August Dry Dock 1 (DD1) will reach a major milestone of being in service for 100 years. At the time of its completion in 1919, DD1 was one of the largest and most modern dry docks in the world. Today it is one of the most historically significant facilities in the shipyard.

Many of the facilities and equipment in and around the Controlled Industrial Area represent the proud history of 111 years of faithful service in "keeping them fit to fight". The historical legacy presents some very significant challenges when trying to accomplish construction projects to modernize, repair or replace these facilities and equipment. Whether it is the historical significance of a facility, complying with environmental laws and permits, design and contract changes due to unforeseen discoveries, or just the competition level for contracting construction services in Hawaii's market, the costs for these projects result in a finite amount of improvement each year.

Every fiscal year, the shipyard provides a budget for its facilities. The amount of and types of facilities assigned to the shipyard determines the amount of funding Commander, Navy Installation Command provides

to perform facility sustainment projects. Code 980 manages this budget to pay for NAVFAC services, contractor costs, service contracts and material costs associated with the maintenance and repair of our facilities.

Since March of 2018, our organization has worked to improve the technical credibility and timeliness of our service to the shipyard in resolving facility and equipment issues. The organization has grown into two divisions (980 and 980B) that represent an increase from 37 people in FY 18 to a current count of more than 70 people. The organization is under the overall direction of Code 900F and is primarily responsible to manage and execute the annual investment portfolios of \$80M in facility projects and \$37M in equipment projects across the shipyard. Starting as early as FY 21, these annual totals are expected to increase to \$330M and \$52M for facility projects and equipment projects, respectively, and has been the basis that prompted the urgency to increase staffing levels. The following pages reflect some of the returns on investment that are being managed by the dedicated people of the Facility and Equipment Engineering organization.

Code 981 & 986 Facilities Planning & Project Management Branch

Story by Julie Au C981 Facilities Sustainment Branch Head & Ryan Zukeran C986 Facilities Engineering & Planning Branch Head

The Pearl Harbor Naval Shipyard and Intermediate Facility is the largest industrial employer in Hawaii. More than 6,000 people come to work here every day to support our nation's naval fleet. There are 178 permanent facilities and structures spanning 148 acres, valued at \$5.6 billion used to support our workforce. In addition, we have over 150 temporary structures, all used to provide temporary solutions to our dynamic work demands.

Code 980 has three facility branches who are responsible for the overall maintenance, repair and modernization of our facilities. Codes 981, 984 and 986 provide various facility services ranging from quick fixes to long-term military construction projects. A facility project manager is the point of contact on a project from the moment a facility requirement is identified to the ribbon cutting ceremony. Along the way, they are involved in every aspect of the project, driving each phase such as scoping, funding, design, and construction. Depending on the magnitude of the project, this process can take anywhere from a few days to several years. Often times, an issue will come up that seems like it could be relatively easy to address, but once all of the federal requirements, historical considerations, environmental issues, funding limitations, and more are identified, that issue evolves into a full-scale project. Whether it's modernizing your space to meet your mission needs, addressing life safety issues in our infrastructure, or finding the source of the river under Building 67, our project managers are constantly striving to find innovative solutions to meet or exceed our customers' needs without unnecessarily increasing the scope, cost or time.

Currently, the facilities group manages on average over \$150 million in a year in major projects that are in planning, design, or construction phases. Our dedicated workforce may not be turning a wrench on the boat, but we are proud to provide the waterfront with the facilities and infrastructure required to keep the ships fit to fight!



Code 987 Reliability Engineer Sterling Halmas is standing next to Shop 06's brand new Universal Highpack Compressor. It is an industrial air compressor that services and maintains high air pressure for tanks aboard the ships.



Code 986 Facilities Engineer Austin McNair oversees work in Building 2 auditorium. The facility is undergoing extensive renovations to show our shipyard pride to the many visitors and employees who utilize this popular facility.



First row: C960 Insulator Supervisor Russel Kondo, C960 Insulator General Forman Leyn Watanabe and C986 Facilities Engineer Jason Ohara, along with (back row): C960 Insulators Sean Dupuis and Marc Fisher, are pictured in the newly constructed Ladders room in Building 1456. The facility was built for Shop 57 ladders which allows them to collocate with Shop 56 pipefitters.



Code 983 Dry Dock 3 Lead Engineer Kyle Yamauchi, Code 983 Senior Dry Dock Engineering Tech Russell Risch, Code 983, Piers/Wharves/Geotechnical Lead Engineer Teo Samilin, Code 983 Dry Dock 1 Lead Engineer Jason Siu, Code 983 Dry Dock 2 Lead Engineer Zach Horiuchi, Code 983 Dry Dock 4 Lead Engineer Daniel Baba, Code 983 Dry Dock Engineer Mary Towers, Surgemain EM1 Steve Cummings and Shop 99C Pumpwell Supervisor Kevin Dait are pictured in front of Dry Dock 3 during a recent undocking.

Code 983 Dry Dock Engineering

Story by Perry Schneck
 Dry Dock and Piers Planning & Project Management
 Support Branch Head

Photo by Jhadyne Felipe

The mission of Code 983 Dry Dock Engineering is to maintain its NAVSEA04X certification of Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility’s (PHNSY & IMF) dry docks. Code 983 retains the certification by providing safe and effective operations and maintaining the modernization of the docks, piers, and their various support systems. Engineers are also responsible for ensuring the reliability of the docks, caissons, and related equipment through regular inspections held by the Shop

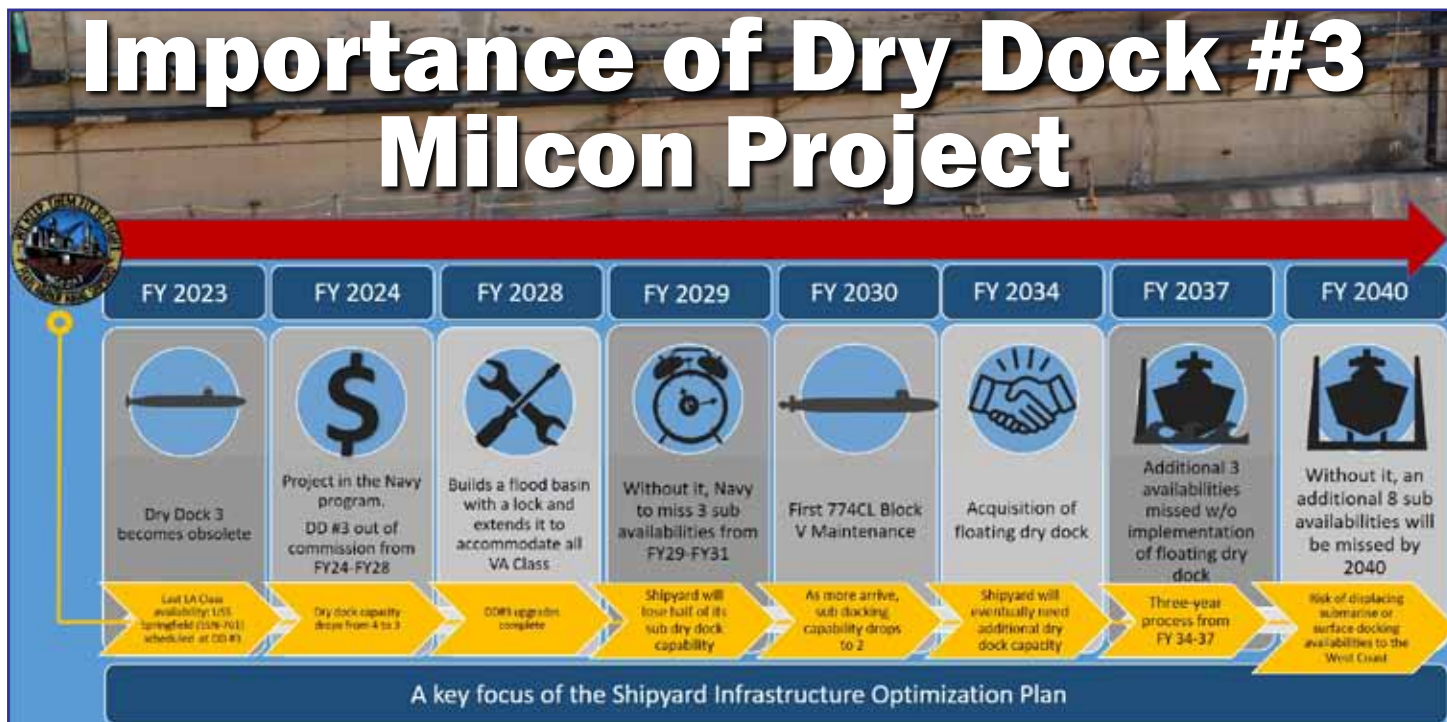
99C pump well team. Code 983 plays a role from cradle to grave in the planning and execution of these jobs. Dry dock engineers are responsible for the initial programming of a deficiency, tracking progress and resolving any emergent issues through completion.

Current construction projects include a Dry Dock 1 pump well bypass valve replacement and a void repair at the head of Dry Dock 1. In Dry Dock 2, Virginia-class floor modification repairs are happening. This allows Virginia-class availabilities to begin in FY21. Dry Dock

3 will have a caisson overhaul; and the Dry Dock 4 main pump suction bell is being repaired at the O-2 wharf.

Another noteworthy C983 project is the proposed capacity-improvement project for Dry Dock 3. A large-scale modernization effort would allow Virginia-class submarines to dock as the Navy begins to phase out Los Angeles-class submarines by FY22. The proposed improvements will keep PHNSY & IMF on course with the Navy’s ever-evolving submarine fleet. The modernization is necessary to help support Virginia-class Block 5 submarines, which are 84 feet longer than the current Virginia-class subs.

Each project overseen by Code 983 allows safe and efficient docking operations to continue here at PHNSY & IMF while improving the current capacity of the dry docks. Their efforts each day help the shipyard carry out its mission of fixing war ships and keeping our Navy “fit to fight”.



Code 982 Equipment Engineer's Michael Bishop and Fred Zaha inspect the Virginia-class (VACL) propulsor handling system. This "blue gear" enables Pearl Harbor to conduct two simultaneous dockings of VACL ships with shaft work.



Code 982 Equipment and Code 987 Minor Property and Disposal

Story by Tyson Fujimoto
Industrial Equipment & Project Management Branch Head

Code 980 has recently split into two equipment branches, Code 982 Equipment and the new Code 987 Minor Property and Disposal. These equipment branches allow Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) the opportunity to upgrade and modernize our industrial plant equipment with innovative technologies.

Code 982 procures equipment at \$250,000 and above via Other Procurement, Navy funding through the Naval Sea Systems Command (NAVSEA) Capital Investment Program (CIP). This program brings additional funding into PHNSY & IMF that is separate from overhead non-labor. Each year PHNSY & IMF travels to NAVSEA CIP Headquarters (HQ) to compete for funding against the other shipyards. Over several months, Code 982 project managers work with tech codes and shops to develop the justification package for each project to present at HQ.

Code 987 is responsible for the programming of overhead non-labor funding to support the acquisition and execution of equipment valued between \$50,000-250,000. Code 987 is also responsible for disposal for all industrial plant equipment in the shipyard.

Reliability engineering is a new section within Code 987. The goal of reliability engineering is to adhere to the life cycle asset management process of new assets from cradle to grave. As such, reliability engineers will use various programs to create records to track asset location and status, scheduled preventative maintenance, created job plans, and track work orders for equipment and machinery supporting PHNSY & IMF operations. This will increase overall lifespans of assets, ensures assets are performing to factory standards consistently and ensure end-users are working with safe and reliable machines and equipment. These assets play a pivotal role in supporting the PHNSY & IMF's mission to

repair, maintain and modernize the fleet by increasing efficiency and safety. As a result, reducing the total man-hours to perform shipyard maintenance.

"Code 980 puts forth a significant effort to help us get the equipment that we need," says Code 950 Communities of Practice Lead Sal St. Germain. "Without their guidance and assistance, we would be losing out on millions of dollars each year. Instead, Code 980 brings in state-of-the-art equipment to help us perform our mission more efficiently. We need to continue to engage with Code 980 so they understand our requirements and the impact that new equipment can have on

early delivery of availabilities."

Most recently, Code 980's assistance with the procurement of much needed fiber optic equipment was necessary to meet deliverables on the USS Missouri (SSN 780). The recent funding they fought for to procure Virginia-class (VACL) battery lifting and handling gear allows us to increase our capacity and become a reliable maintenance provider for VACL battery work.

If you would like new equipment installed in your shop, please go to the C980 SharePoint and fill out the Equipment Request Form with your supervisor and department head approval.

Photos by Justice Vannatta



BEFORE



AFTER

Code 982 Equipment Engineers Daniel Wong and Michael Pascual showcase the new hydrotank in Building 214 that was purchased and installed by Code 982 Equipment. The new tank eliminated the need for crane and rigging support during use allowing Shop 67 to gain efficiencies and operate the equipment on any shift.

Code 984's Minor Projects & Execution Technicians Kenny Shiu, Vance Hashimoto, Adam Akui and Zach Thomas stand alongside Shop 55 Special Projects Worker Wayne Steiner. The two codes worked together to prep Code 1200's office area for a new furniture installation via C-300.16. The open office concept renovation includes the addition of new flooring, walls, a renovated conference room, and a brand new breakroom.



Code 984: Execution Branch

**Story by Kevin Teruya
Facilities Production Support & Building Management Branch Head**

Code 984, the Project Execution and Building Management Support Branch, is responsible for minor facilities repairs and upgrades throughout Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility. They oversee and support shipyard building managers to uphold shipyard facility standards. Code 984 work personnel consist of engineers, planners, and analysts.

Shipyard customers can submit their facility repair work requests through Code 984's website, where it is then inducted into the Shop 55 Special Project Shop or Naval Facilities Engineering Command.

Code 984 just completed the remodel of Code 300N's offices which helped to increase its capacity by 14 workers and help bolster its workflow and productivity. Code 984, Code 300.16 Talent Development and Waterfront Management and Shop 55, removed confining interior walls to create an open office concept that encourages individual and collaborative work. The kitchen, conference room, and bathroom also got a

facelift. New flooring, ceiling grid, paint, and plumbing completed office preps for new furniture via Code 300.16.

Code 984 is also working with Code 1140 Administration Support Division to repair old nursing stations. Code 984 is also helping to identify new locations for new nursing stations. The number of usable nursing stations will increase from 10 to 20 to support breastfeeding mothers. "Code 984 Facility Engineers Adam Akui and Vance Hashimoto's work on the Nursing Mother's Program project contributes to the shipyard's mission and Culture of Excellence by supporting our nursing employees," says Code 1140

Diversity & Inclusion Program Manager Traci Paige. "This project increases the number of nursing stations throughout the shipyard by renovating existing nursing stations to meet compliance, identifying strategic locations for additional nursing stations and installing nine portable lactation pods." Paige also said that their work ensures the command has a sufficient number of nursing stations in compliance with 29 U.S.C. Section 2017, NAVSHIPYD&IMFPEARLINST 5300.4 and the OPM Guide for Establishing a Federal Nursing Mother's Program."

Code 984 also helped to build new railings and a hallway in Building 15. "They did an outstanding job with office space renovation in Building 15," said Code 970 Shipwrights General Forman Todd George. "Repairs done to our hallway spaces, which included painting and trim work, were completed in a timely manner with attention to detail. Code 980 also facilitated the installation of a new permanent railing for our mezzanine landing that created a safer environment for employees accessing lockers in the area."

With the help of Shop 55 and Code 970, this renovation and the replacement of the 15-year-old temporary railing were possible.

"The result of an effective Nursing Mother's Program is increased productivity, organizational loyalty and aids in the shipyard's recruitment and retention efforts."

- Code 1140 Diversity & Inclusion Program Manager Traci Paige, standing at a new Nursing Station in B. 1443.



Photos by Justice Vannatta

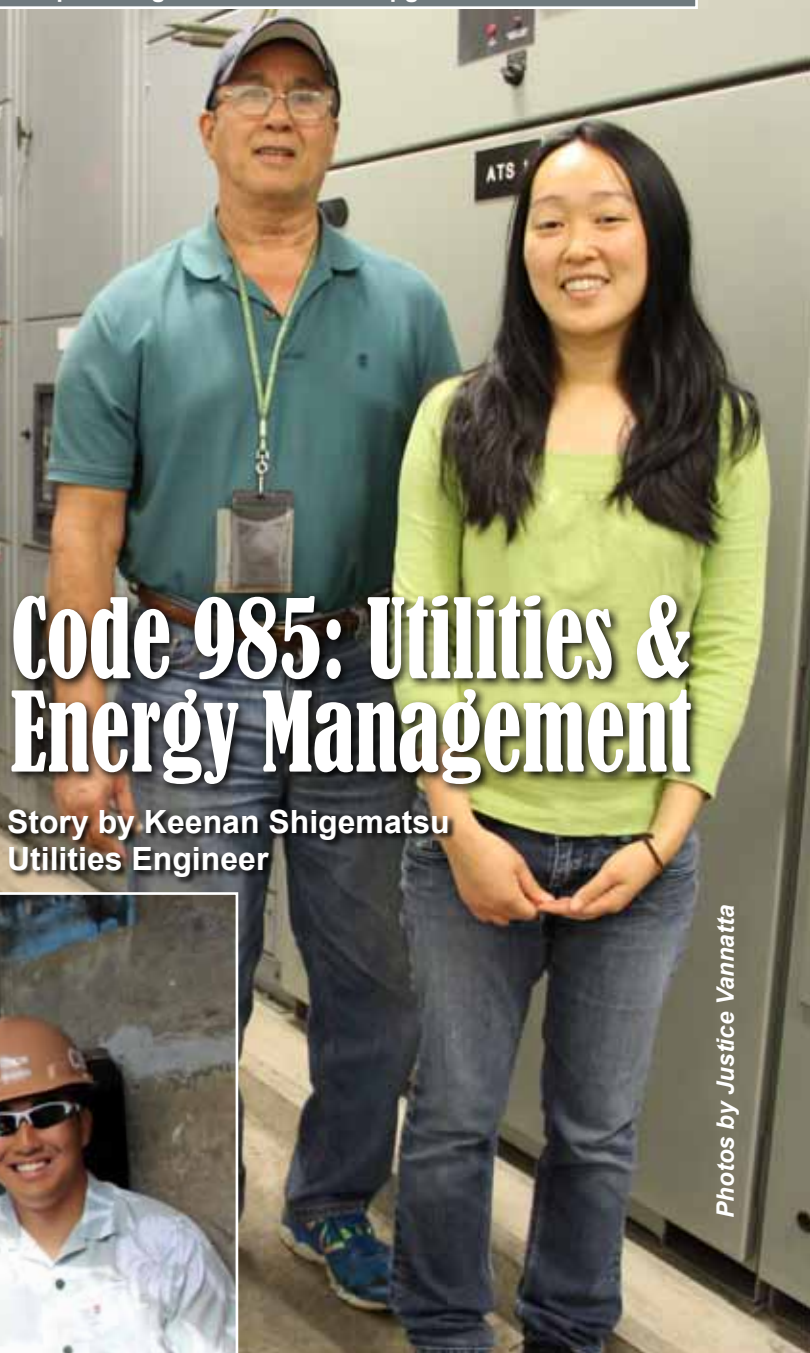
Code 985 Electrical Utilities Coordinator Samuel Lum and Code 985 Utilities Engineer Amy Maruyama service an electrical substation at the shipyard utilities plant located at S-1182. They are planning for the future installation of emergency diesel generators as well as providing maintenance and upgrades to these facilities.

Have you ever seen a geyser of water shooting out of the road from a fire hydrant that was accidentally knocked over? Have you ever been in a building that was affected by a power outage? These are some small examples of the emergencies that Code 985, Utilities and Energy Management which responds. Our goal in Code 985 is to provide projects and buildings with the utility needed services they need, while maintaining friendly and effective working relationships with the projects and shops we service. Our team is set on finding innovative ways to improve our current processes and infrastructure, to help maintain Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility's (PHNSY & IMF) mission of keeping our military personnel 'Fit to Fight.'

On May 7, Code 985 immediately responded to a broken saltwater main pipe near dry dock 1. The team made the right notifications ensuring the affected projects had time to switch over to their back up systems in a timely matter.

Code 985 is also prepping for its saltwater/potable water piping replacement project. There are antiquated utilities within PHNSY & IMF that has old salt water systems that were built in the early 1950s. Currently the piping replacement project is scheduled to start in FY20 along Lake Erie Street.

Code 985 worked with Code 990 Temporary Services to improve our emergency response to nuclear spills in the shipyard. Code 985 worked closely with Shop 99 to improve and update our process.



Code 985: Utilities & Energy Management

Story by Keenan Shigematsu
Utilities Engineer

Photos by Justice Vannatta



Code 985 Utilities Engineers Wilson Kato, Fred Nelson and Kolby Chow work to improve the utility services provided in dry dock service galleries to support project availabilities.

Infrastructure Strategic Focus Area

The Infrastructure Strategic Focus Area (SFA) focuses on a facilities and equipment vision that maximizes efficiency and workflow to execute the mission, such as: (1) Increasing dry dock capacity that is capable of docking current and future ship classes; (2) Consolidating work spaces that co-locate project teams and work groups to maximize efficiency and effectiveness; (3) Organizing shop locations and equipment in order to optimize work flow; (4) Creating training facilities with multi-disciplinary learning centers; and (5) Supporting the food service, parking and transportation needs of the workforce. This

vision aligns with the corporate NAVSEA, CNIC, NAVFAC joint effort to optimize all four public shipyards. This corporate effort is called Shipyard Infrastructure Optimization Plan (SIOP). The SIOP will increase the shipyard's infrastructure annual investment rate from \$80M per year to as much as \$330M per year over the next 20 years, starting in Fiscal Year 2021. The shipyard must quickly prepare to support this increased annual investment rate in parallel with taking care of the shipyard's current and near-term infrastructure needs and in parallel with establishing the Infrastructure SFA future vision.

Various Code 980 Projects



C930 Machinist Christian Smith and Code 981 Facilities Engineer Jhadyne Felipe are pictured at Building 67 which is currently undergoing window replacements to fix outstanding deficiencies while maintaining the historical appearance of the facility.

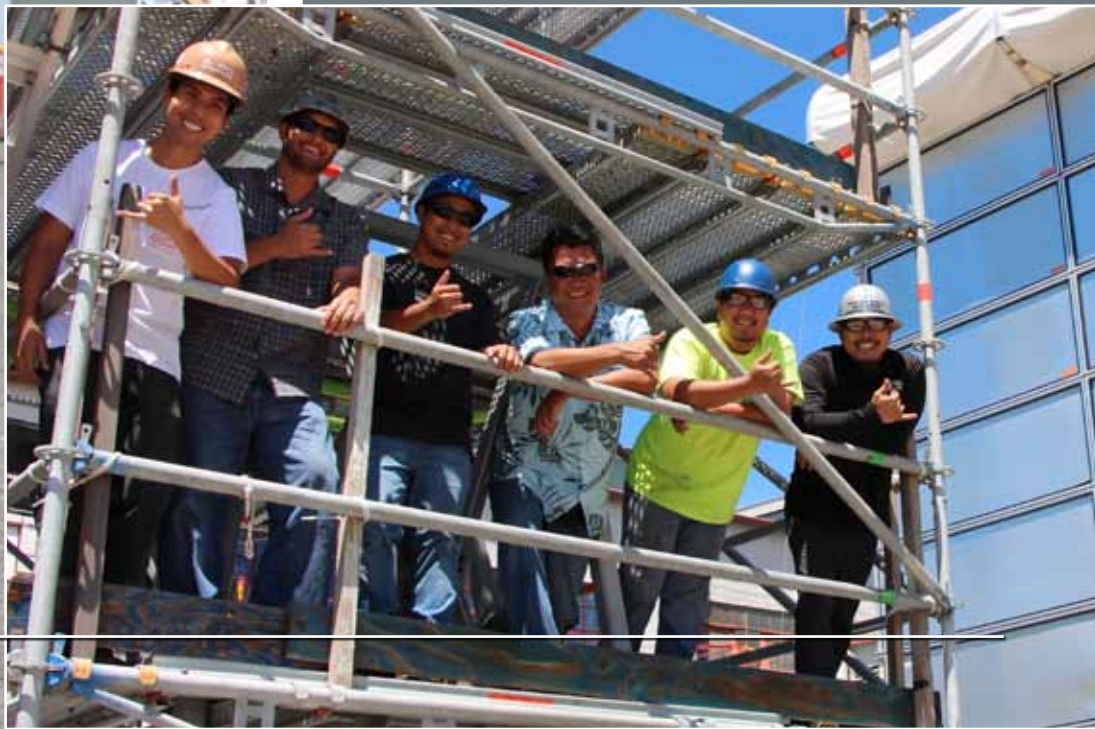


Code 981 Facilities Engineering Branch Head Julie Ann Au and Code 714 Strategic Planning & Program Requirements Branch Head Dalia McGlone collaborate to renovate their office space, increasing seating capacity and giving a fresh new look to the Code 700 work area in Building 327.



Code 981 Facilities Engineer Ursula Erickson is tracking the progress on Building 214A. The Electrical shop is undergoing exterior preservation which helps to extend the service life of our facilities.

Pictured: Code 290 Engineer Alan Do, Code 938 Universal Modular Masts (UMM) Team Foreman Mana Aweau, Code 938 Work Leader Raymond Sugihara, Code 987 Minor Property Technician Garrett Rawlins, Code 938 Apprentice Reyn Ishitani and Code 938 General Foremen Tracen Endo. The Code 987 Minor Property and Code 938 UMM Team's collaborated to establish a Temporary Work Area to restore eight UMM for the USS Missouri. This evolution was first time work for Pearl Harbor and was completed one month ahead of schedule and under cost.





So Fresh and So Clean

Story by Tawnee Jones
Pearl Harbor Apprentice Association
Co-President

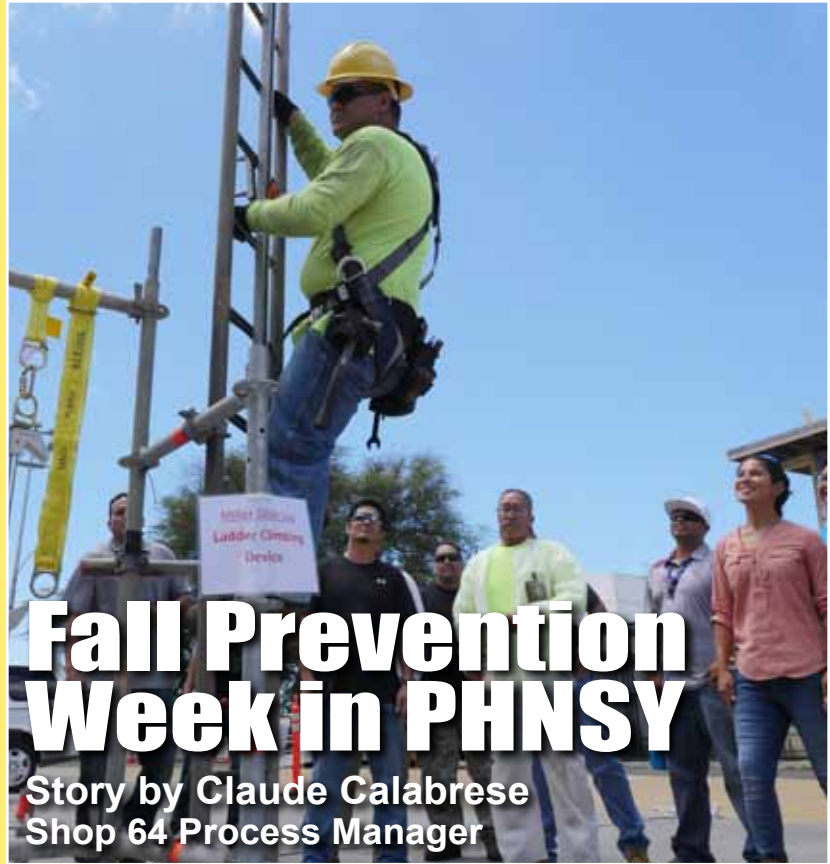
For the past eight years at Pearl Harbor, people have been given the opportunity to take the time to give back to the shipyard by participating annually in a shipyard cleanup. The goal of the cleanup is to take dedicated time to attend to areas that do not belong to any one code or group. People are also encouraged to clean and tidy their work areas during this time.

This year's Hui Malama Shipyard Clean-Up took place on May 29, 2019 around Building 2, Building 1, Building 9, Building 90, and the CIA fence line. Over 60 of Pearl Harbor's apprentices, mechanics, supervisors, engineers, logistics workers, administrative support workers, and upper level management came together to give back as a shipyard 'ohana.

There was a sense of community at this event. Many participants were happy to spend time with their coworkers and take time to care for their work place. The sense of family also grew as people were able to network among groups with whom they might not have otherwise interacted. "I was so impressed with the turnout and sense of community when talking to everyone. This event really motivated me to stop and reflect on the importance of taking time out of your day to kōkua as we often just get caught up in the day to day business. I can't wait to participate in the next one" said Traci Hanlon, Director of Performance Improvement.

In total, the 60+ participants collected and disposed of over 35 full bags of trash and debris, multiple empty pallets, parking cones, and other miscellaneous items. Mahalo to all who came out for all their hard work.

Photos by Justice Vannatta



Fall Prevention Week in PHNSY

Story by Claude Calabrese
Shop 64 Process Manager

The Occupational Safety and Health Administration's National Safety Stand Down (NSSD) for Falls in Construction Week is held annually in May. This year, NSSD week was held through May 6 -10. On May 10, the shipyard's Fall Protection High Hazard Team, with representatives from Codes 970, 700, 960, 250, 2380 and 106, conducted a Fall Protection Awareness and Fall Hazard Recognition Fair in front of Building 1916 to highlight processes and equipment that mitigate fall hazards and provide instruction and awareness on fall protection in our shipyard. The event displayed various equipment and tooling used to protect workers at elevated heights. Subject matter experts versed in fall protection were on hand to demonstrate and educate our workforce on the proper protocol for scaffolds and work levels over five feet in height.

"Our annual Fall Hazard Awareness event helps to promote our shipyard's constant commitment to safety," said Code 970 Shipwright General Foreman Todd George. "Falls can lead to death, so having an understanding of the hazards and the safety equipment available is vital to the prevention of a serious or fatal injury."

Photo by Amanda Cartagena-Urena



Safe Shop of the Month Shop 51 Electrical CONGRATULATIONS!!



3rd win in a row!

Photo by Justice Vannatta

TO REPORT AN INCIDENT OF HARRASSMENT, 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



The Annual Pearl Harbor Fishing Tournament

July 13, 2019
4:00a - 6:30p
Waianae Boat Harbor

Contact: James 'Kimo' McClellan x3779, Thomas Chow x5301, Derek takahashi x2562, Maea Lefotu x5820, Kevin Takahashi 330-4054, Ryan Shiroma 368-0566

May 2019 Labor & Employee Relations Disciplinary Actions

- Letter of Reprimand:**
- An employee failed to follow instructions
- Suspension (14 days or less):**
- An employee failed to follow instructions and acted inappropriately
 - An employee misused a government vehicle and acted disrespectfully
- Suspension (indefinite):**
- An employee failed to maintain a security clearance
- Termination:**
- A probationary employee was removed
- Removal:**
- An employee failed to maintain a security clearance
 - An employee was removed after a positive drug test and unauthorized absence

February Civilian Newcomers

- Elmer Mallari, C950
- Cassey Mandado, C960
- Sonny Manivanh, C730
- Bryce Marcouiller, C950
- Jonah Mata, C960
- Kenisha Matsuguma, C950
- Keid Matsumoto, C970
- Keoni McKeague, C990
- Eric Mencias, C920
- Chelsie Mercado, C930
- Tony Montoya, C970
- Kory Murakami, C970
- Matthew Muranaka, C950
- Rorry Nakayama, C930
- Justin Nakazaki, C960
- Skye Naleimaile, C960
- Liem Nguyen, C260
- Nicholas Nishikata, C990
- Dalton Nouchi, C960
- Ross Okano, C960
- Brannon Okinaka, C930
- Karen Okinishi, C920
- Martin Osorio, C920
- Weston Paul, C930
- Samuel Perez, C990
- Stanley Perpignan, C970
- Justin Perreira, C950
- Karley Peterson, C960
- Matthew Phanphengdy, C970
- Codi-Allen Pilanca-Chandler, C970
- Genesis Ponce, C960
- Lauren Ramos, C960
- Kenneth Richter, C2101
- Calvin Rilveria, C950
- Marc Roman, C950
- Aaron Rombaua, C970
- Justice Rosario, C920
- Joseph Royos, C990
- Randy Ruiz, C730
- Timothy Sagucio, C920
- Todd Saiki, C950
- Ethan Sakagawa, C950
- Taylor Sakanashi, C960
- Tracy Sampson, C950
- Burgos Santiago, C970
- Shavanna-Britne Santiago, C920
- Jennifer Santo, C600
- Jessie Saribay, C920
- James Sairsiry, C920
- Bret Shoopman, C970
- Zackery Shozuya, C930
- Daisge Smith, C950
- Alexander Soulliere, C960
- Gabriel Spencer, C730

Fair winds & following seas to February Retirees

- Jan Haan
- Theresa Dunnington
- Conrado Ferrer
- Jeffrey Jong
- Lenora Mau

February Service Awards

- 10 Years
- Gary Remiticado, C721
 - Dayton Tomisato, C724
 - Michael Saiki Jr, C730
 - Ryan Cabacungan, C730
 - Randall Ching, C760
 - Annette Strecker, C900
 - Glenn Domingo, C900T
 - Justinalbert Ferreira, C900T
 - Steve Aplaca, C900T
 - Daniel Shin, C900T1
 - William Dearmore, C900T1
 - Brian Maiwela, C920
 - Dustin Chang, C930
 - Gary Remiticado, C721
 - Dayton Tomisato, C724
 - Michael Saiki Jr, C730
- 20 years
- 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
 - Hermen Egildo Jr, C970
- 35 Years
- Dwayne Hue, C246
 - Clarence Kuroiwa, C970
- 40 Years
- John McCarthy, C2340
 - Robert Yatchmenoff, C920
- 50 years
- Philip Estella, C950

February Military Newcomers

- FCC Eutiquio Belay, C950
- CSC Shelia Cadore, MSD
- CS2 Nefali Millanvalentin, MSD
- STS1 Gregory Hass, C950
- ET2 Joseph Clark, C103
- ND2 Parker Kanan, C760
- MMN1 Christopher Hamlett, C930
- ND2 Nikolas Gomezrocha, C760
- EMN1 Jonathan Hoeksema, C960
- CDR Daniel Kidd, C101
- MMN2 Thomas Chabot, C930
- MMN1 Brent Atchison, C246

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