

Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility

SHIPYARD LOG

~ Est. 1908 ~

Issue #3 2022



E Komo Mai Gov. Ige

PHNSY & IMF Welcomes the Honorable Gov. David Ige



Capt. Richard Jones, USN
48th Commander
Pearl Harbor Naval Shipyard and
Intermediate Maintenance Facility

A Battle of Perseverance

Aloha Team Pearl,

I had the honor of meeting two World War II (WWII) veterans who came to Pearl Harbor for the 80th anniversary of the Battle of Midway in June. In 1942, First Class Water Tender Julian Hodges was assigned to USS Yorktown (CV-10) and Sgt. 1st Class Edgar Fox, U.S. Army, retired, was assigned to guarding Midway Atoll from a pillbox on Sand Island.

Hearing of the events that occurred preparing for battle and during the fighting from actual participants was very moving during a visit to Dry Dock #1. Much of what Mr. Hodges shared with me was praise for the work performed by Pearl Harbor Naval Shipyard to return his ship to the fight in such a short time. This lasting memory after 80 years is a true testament of our shipyard's legacy.

I want to start with a brief history of the Battle of Midway and how Pearl Harbor Naval Shipyard played a key role in the U.S. victory and changing the course of WWII in the Pacific. The history of this battle was detailed on the shipyard's Facebook page and in broadcast messages so I won't go into too much detail but in short, Yorktown survived the Battle of the Coral Sea in May, 1942.

The Japanese believed she had sunk but Yorktown was able to limp back to Pearl Harbor to receive crucial repairs. The ship was floated into Dry Dock #1 and a battle damage assessment began. It was estimated to take approximately 30 days to get the ship in a condition to transit to Puget Sound Naval Shipyard for more extensive repairs; however, Adm. Nimitz, gave the shipyard 72 hours to return the ship to battle-ready status because Yorktown was needed urgently for a mission. That mission: ambushing the Imperial Japanese Navy at the Midway Atoll.

The shipyard rose to this challenge and did indeed undock the Yorktown within 72 hours and return her to the fleet. This effort also required the support of the community as much of the island's power was re-directed to the shipyard during these three days to perform this vital work. A number of shipyard workers remained onboard continuing necessary repair-until the ship approached the expected combat area. The shipyard workers were then removed from the ship and returned to Pearl Harbor.

This is not merely a historical event that is only in the shipyard's past. The work we do today may not be *exactly* the same as that needed in 1942, but the mission remains the same, "Keep the fleet fit to fight!" We support the Pacific Fleet's maintenance and repair needs whenever and wherever we're called upon to do so, including for repairs of future battle damage.

This issue of The Shipyard Log highlights one of the many key codes which support all projects and efforts to accomplish our mission: Code 930 Mechanical Group. The specialized artisans who make up the branches of Code 930 contribute greatly to all projects at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility, just as their colleagues did during WWII.

As we accomplish our work every day, I hope you will keep in mind the events that occurred so long ago in our shipyard. We are not currently in a shooting war but by returning our ships and submarines to the fleet, on time, every time, we may provide the tools needed to prevent or respond to the next conflict. This could very well be what current sailors will be sharing with future shipyard workers 80 years from now.



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

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ON THE COVER:
 Governor David Ige visits PHNSY & IMF on March 17, 2022.

Photo by: Justice Vannatta



Governor David Ige Visits PHNSY & IMF

Story by PHNSY & IMF Public Affairs Office

The Honorable David Ige, Governor of Hawaii, visited Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility (PHNSY & IMF) March 17, 2022.

Ige, accompanied by Anne Perreira-Eustaquio, Director, Hawaii Department of Labor and Industrial Relations and Dr. Erika Lacro, Vice President for Community Colleges, University of Hawaii at Manoa, to discuss PHNSY & IMF operational updates, including educational partnerships, workforce development and infrastructure improvements with Capt. Richard Jones, PHNSY & IMF Commander, Mr. John Ornellas, Nuclear Engineering & Planning Manager and Ralph Okimoto-Rivera, Code 105 Radiological Controls Director and additional shipyard leadership.

Visitors were escorted to the command conference room in Bldg. 167 for an operational update brief. Following the brief, the visitors were escorted to the command's new Innovation Laboratory (iLab) space, to discuss PHNSY & IMF innovation efforts, future endeavors with University of Hawaii and other community outreach initiatives.

"Duane Domingo, Code 200 Technical Insertion Manager and Gerilyn

Cambonga, Code 100PI Moonshine Program Manager, provided a high-level overview of the expanded iLAB's mission and capabilities," said Jayme Shimomura, Code 100PI Innovation Branch Head. "The team also addressed the ways in which they are working with Hawaii businesses to introduce innovation and technical insertion into the shipyard. These tours act as opportunities for us to engage with leaders to garner support for the important work that's performed at PHNSY & IMF. Regarding the iLAB, the goal is to find solutions to make work more efficient for our workforce."

After a group photo at the No Ka 'Oi sign and a Dry Dock 1 visit, Gov. Ige stopped at the Dry Dock 2 memorial plaque to pay his respects to the fallen shipyard personnel who tragically loss their lives on December 4, 2019.

"It was so great for Pearl Harbor Naval Shipyard and IMF to host Governor Ige," said Shimomura. "I appreciate him taking the time to visit some of our shops and for paying his respects at the memorial plaque. It was a great opportunity to tell him about the important work we do here."

Below photos: Governor David Ige of Hawaii tours Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility. His honor took the time to visit various shops and training facilities while interacting with the workforce.



Gov. David Ige pauses at the Dry Dock 2 memorial plaque to pay his respects to the fallen shipyard personnel.



Shop 31 Machinist Work Leader Mark Tanigawa operates a five axis CNC (computerized numerical control) mill.



In Focus: Code 930 Mechanical Group

Code 930 Mechanical Group, includes Shop 31 Inside Machinist, Shop 38 Outside Machinist, Shop 41 Boilermakers, Shop 31 Inside Nuclear, Shop 38 Outside Nuclear and Special Tools. This diverse team consists of dedicated professionals who work hard to support the day-to-day operations of Code 930 and Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility. This includes, but is not limited to; internal and external audits, team learning sessions, monthly Occupational Safety, Health and Environment (OSHE) department grams, monthly Code 930 quantity at completion (QAC) reviews, per-

formance management, administration of discipline, scheduling of training and medical appointments and in some cases, the research and purchase of equipment.

On a daily basis, Code 930N (Nuclear) supports outside shop mechanical works as well as inside shop machining work for all nuclear projects in the shipyard. The Special Tools section prepares, repairs and issues all specialized tooling for all projects in the shipyard. This support is provided across three shifts for non-stop execution.

Shop 31 Machinist Apprentice Tiffany Yokoyama and Machinist Mechanic Jared Iha are setting up a component for hydrostatic testing.



Shop 31 Machinist Mate 1st class James Ahearn is deburring a metal plate after a machine operation.



Photos by Justice Vannatta

Shop 31 Machinist Apprentice Kamalu Kamoku operates a Vertical Turning Center.

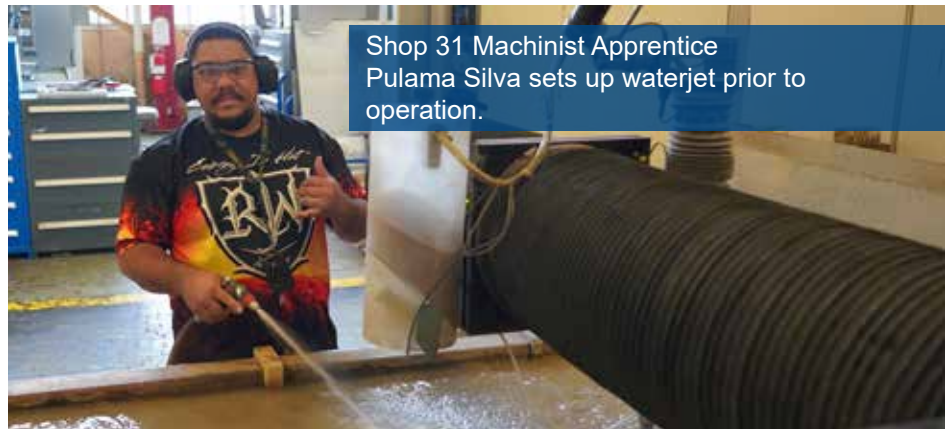


Shop 31 Machinist Apprentice Shana Hinokuma turns down metal barstock on a manual lathe.

Shop 31 Machinist Apprentice Brennan Alejo electroplates an internal diameter of a component by hand.



Shop 31 Machinist Apprentice Pulama Silva sets up waterjet prior to operation.



Shop 31 Machinist Mechanic Bronson Tabios cleans the internals of a valve body prior to inspections.



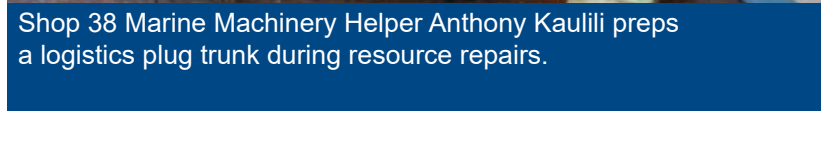
Shop 31 Machinist Apprentice Amelinda Kim programs a wire electrical discharge machine.



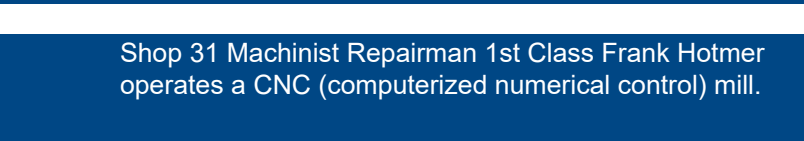
Shop 38 Marine Machinery Helper Anthony Kaulili preps a logistics plug trunk during resource repairs.



Shop 31 Machinist Tool Operator Sid Tabion cleans and inspecting USS Hawaii's (SSN 776) retractable bow planes.



Shop 38 Marine Machinery Apprentice Jared Camacho targets a bracket to remount switches for proper indication of Los Angeles submarine class shutter doors.



Shop 31 Machinist Repairman 1st Class Frank Hotmer operates a CNC (computerized numerical control) mill.





Shop 38 Marine Machinery Repairer Derwin Villegas is in the process of disassembling a vertical launch system hatch assembly.



Photo by Justice Vannatta

Shop 38 Marine Machinery Apprentice Zachery Shozuya is in the process of disassembling the upper hatch cover of a weapons shipping trunk.



Shop 38 Marine Machinery Mechanic Aaron Greer cleans a Virginia-class submarine eccentric bearing in preparations for inspections and measurements.



Shop 38 Nuclear 'Ohana is standing in front of the nuclear spill response trailer.

The Los Angeles-class fast-attack submarine USS Charlotte (SSN 766) was certified for unrestricted operations Feb. 28, 2022, after completing sea trials and concluding a 32-month engineering overhaul (EOH) at Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility (PHNSY & IMF).

The EOH included mandatory maintenance that is typically conducted at the mid-point of a submarine's service life. It includes necessary repairs and maintenance and modernization upgrades to ensure the submarine operates at full technical capacity and mission capability for its entire service life.

"The success of the project was through the team's resilience to identify, attack and resolve challenges," said Gilbert Gould, project superintendent for Charlotte's fiscal year 2019 engineering overhaul. "Recognizing the proper help needed and elevating concerns in a timely manner was important to continuously progress work to completion."

According to Gould, the project team developed a plan to safely maximize ship-fitters and welders performing repairs in the tank. The team also developed a tracking tool that identified repairs by pockets, frames and joints. This allowed visibility of where repairs were being performed, provided scheduling accuracy to complete all repairs and allowed for preservation to undock the ship.

"The project team and the alteration team did an excellent job of seamlessly coordinating the industrial work, installing computer stations and completing radio room modifications," Gould added.

According to Cmdr. Anthony Stranges, commanding officer of Charlotte, after she completed her engineering overhaul, she was certified for unrestricted operations following the completion of sea trials.

"The sea trials consisted of rigorous testing of all ship systems to ensure proper operation and performance following her extended maintenance period," Stranges said. "Charlotte returns to the fleet more capable than when she entered the shipyard due to the hard work of the men and women of Pearl Harbor Naval Shipyard, numerous support contractors, and her crew. Every day there is more of a demand signal for our submarines and we are grateful to be back in the fight to meet the needs of our nation."

With that demand signal, the importance of returning ships and submarines from maintenance availabilities and overhauls on time, every time has never been more crucial in light of recent world events such as that in Ukraine and other contingencies that may arise throughout the Indo-Pacific region. Meanwhile, shipyard workers are aware of the urgency to ensure completion of projects and will continue to press forward with their nō ka 'oi spirit.

Photo by Dave Amodo

USS Charlotte (SSN 766) Completes Engineering Overhaul

Story by Marc Ayalin
Media Operations Manager





Story by Jeff Letterii

Code 100PI.2 Organizational Learning Branch Supervisor

There is a group at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) that you should probably know more about: the Culture of Excellence (COE) Council.

The COE council was established in November 2020 to help guide PHNSY & IMF on their journey towards excellence. The COE Council is comprised of a group of dedicated shipyard leaders whose mission is to inspire the people of our shipyard to be their best and build a better tomorrow.

The group first came together as part of a learning cell in response to a self-identified ‘A’ item, leveraging our people to develop a culture of excellence. At this learning cell the group established milestones leading to a clearly defined future state. The group realized the necessity of staying together to remain a driving force in the shipyard. They established themselves as a council and made a commitment to ensure our leadership creates the right environment that develops our people.

This people-focused group established the following principles to achieve and maintain excellence:

- (1) Develop people to be experts.
- (2) People learn by doing.
- (3) Inspire people with Aloha.

Code 960’s Air Conditioning and Refrigeration (AC&R) shop is a great example of embracing a COE and putting the principles into practice.

(1) Develop people to be experts: AC&R managers have been updating their Professional Development Standards (PDS) so individuals in the shop have a roadmap to further their careers. The shop is also implementing the Worker Skills Progression Program (WSPP) that defines the path to WG-10 for workers hired at lower grades. Once the apprentices and WSPP hires attain the level of WG-10 mechanics, they will be developed into Subject Matter Experts (SMEs) in areas of the Refrigeration, Air Conditioning (RAC) and Refrigeration, Ship Stores (RSS). The AC&R department supports fly away teams to Yokosuka, Guam, and Singapore to help restore RSS and RAC plants requiring immediate repair. The SME developmental paths will ensure a formalized method of maintaining this capability to respond

to worldwide casualties.

(2) People learn by doing: The AC&R shop has also been able to take emergent work as opportunities for development. An example of this is the recent availability of USS Wayne E. Meyer (DDG 108) that required the shop to flush the RSS system of contaminants. RX-11TM, a system flushing agent, was discovered by shop managers at a trade show. They worked with engineers and environmental to authorize the use of this flushing agent. This reduced the durations from more than 250 man-hours to less than 100 man-hours and was proven on Virginia-class submarine RSS systems locally.

(3) Inspire people with Aloha: After attending an Inspiring with Aloha Workshop, the AC&R General Foreman requested Code 100PI conduct a customized mini version of the event to support the AC&R first-time work on USS Hawaii (SSN 776). The investment made in bringing the groups together for the aloha workshop resulted in an executable plan, and improved relationships between all parties that will last years beyond USS Hawaii’s availability.

Photo by Phuong Do

Back row: Code 930 CoP Leader Keahi Coleman, USS Hawaii Project Superintendent Chad Nishida, Code 970 Superintendent Jason Hong, Code 730 Division Head Francis Chanel, Code 300 Project Superintendent Devin Paiva, Code 930 Superintendent John Morgan and Code 105.2 Eric Dissinger. Front row: Code 901 Deputy Production Resource Mike Uherek, Code 990 Superintendent Ryan Watanabe, Code 950 Supervisory Management Analyst Sal St. Germain, Code 740 Superintendent Brian Apo, Code 710 Engineering Supervisor Ryan Umemoto, Code 2301 Assistant Nuclear Engineering and Planning Manager Michella Vaspar, Code 250 Shari Ikehara and Code 960 Superintendent Dexter Magno.

PEOPLE'S PERISCOPE

Question of the day:

What does women's history month mean to you?



Jennifer Braden
Code 1180 Leadership and Workforce Development Manager

"I'm grateful for the opportunities I have today because of what women have done in the past. Women's

History Month is a time to reflect on what we have accomplished and to realize the value each individual brings to the table, regardless of gender, race, religion or affiliation. I think the women's movement started a societal shift in mindset that has influenced much of our diversity efforts today and I'm proud to be a woman in the workforce now and look forward to what the future holds."



Gerilyn Cambonga
Code 100PI.3 Moonshine Program Manager

"To all of us women in trades, it's a time for us to remember, honor and celebrate all of our mothers, daughters, sisters and friends who have trail

blazed for the rest of us and allowed us to have a voice to make a difference. Like most things we reserve a day for celebration. For women, we celebrate the whole month. That is all the motivation needed to remind those who feel less than, that anything is possible."



Leslie Akana
Code 103 Fleet Maintenance Submarine Project Engineer

"Recognizing and learning where we came from and moving forward in our journey of where we need to get to. Reflecting with a grateful heart for the generations that came before us and how they have made a major impact. Today,

we continue to work and strive to improve for generations to come. We are also here to serve the team we work with, we always strive for success in our life and our career as one 'ohana, one team."



Michella Vasper
Code 2301 Assistant Nuclear Engineering and Planning Manager Division Head

"Women's History Month is a celebration of the achievements, leadership, courage, strength, and love of the women who played a vital role in our history. It's important to reflect on how

this has helped open doors and paved the way for women like myself to be successful and recognized as a leader. There is more work to do with gender equality and women empowerment, but Women's History Month serves as a reminder of the powerful force women play in our society."

Photos by Justice Vannatta

Homeported PHNSY & IMF Submarines

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TOPEKA
CHICAGO
JEFFERSONCITY
COLUMBUS
SANTAFE
CHARLOTTE
TUCSON
COLUMBIA
CHEYENNE
TEXAS
HAWAII
NORTH CAROLINA
MISSOURI

Code 930 Superintendent John Morgan is pictured with his wife Sisi, their daughter Neesa, son Shane and the newest addition to the Morgan 'ohana, their first granddaughter, Sophia Morgan.



Who Am I: John Morgan

Code 930 Superintendent

Interview by Justice Vannatta
Shipyards Log Editor

What year did you enter PHNSY & IMF?

I entered PHNSY and IMF in 2001 as a Shop 31 machinist apprentice. It seems like just yesterday I was at Bldg. 2 for apprentice indoctrination trying to find parking.

What year did you become a division head?

I became Code 930 Mechanical Superintendent in April of 2017.

What motivates you to come to work every day?

The people and getting to interact with such a diverse group and seeing their energy to get the work done to meet the mission. It does not get better than working here at PHNSY & IMF.

Who was a leader that you looked up to early in your career and why?

There were many strong leaders that helped guide me in my career but if I had to choose one it would be Joe Mendonsa. I first met him when I was a Shop 31 first line supervisor and he was a project superintendent on USS Columbia (SSN-771) in 2007. What first got my attention was the way he challenged others in the production meeting to do better, the commitment dates you gave were never good enough and he followed up with the question, "How can it be done sooner?" Then I really started paying attention to how much he knew about my work and the other shops and codes. Joe really impressed me by how much he knew about overhauling a submarine and the sequence of work. It was not always comfortable to be in the room during critical path meetings, but I really appreciate what I learned from him during those meetings.

What is the best work advice that you have ever gotten?

Joe Mendonsa told me, "Find your voice," when I was a first line supervisor. At that time he was trying to get me to give my input at production meetings and I was hesitant due to being the new guy in the room.

What is some advice you would give to someone who wants to be a division head one day?

Take care of your people and they will take care of you. That does not mean you have to buy them breakfast every day. Take time to listen to their concerns and do your best to address them in a timely manner.

What is something interesting about you that no one knows?

I have a 1986 Chevy C10 truck that I have plans to restore in my garage but had to put on hold due to college tuition payments. Now that those payments are done, I'm working on getting her back on the road in the near future.

If you retired tomorrow, what would be a personal message to the people of PHNSY & IMF?

Take care of each other and don't hold grudges towards one another for something that happened years ago. Remember our mission here at PHNSY & IMF and be proud of where you work.

Where were you born and raised?

I was born in Honolulu and raised in Kailua town until I was 10, then my parents relocated to Keolu Hills in Enchanted Lake. My sister and I were so fortunate to grow up in Kailua at that time, it still had that small town feel when you walked around the neighborhood.

What school did you graduate from?

I graduated from Kailua High School Class of '88.

Tell us about your ohana. Are you married? Do you have kids?

I am happily married to my wife, Sisi. We recently celebrated our 23rd wedding anniversary in February but have been together for 28 years. We have two children. Our oldest Shane, is currently a welder in Shop 26 and our daughter, Neesa, is in San Diego working on being a physical therapist. Our newest addition to our family is Shane's daughter, Sophia Morgan, our first granddaughter.

What was your first job?

My first job was working at a local Chevron gas station in Kailua in Enchanted Lakes. We were a full service station with repair bays, which is hard to find these days. The station's owner, Benton Kobashigawa, taught me how important it is to earn the customers trust when we conduct repairs on their vehicles. It was the perfect entry-level job for someone going into a mechanical field; I wish there were more opportunities like that for our high school students.

Photo courtesy: Morgan Ohana

Congratulations!!



**Safe Shop of the Month
Shop 98 Crane Maintenance Team**

Photo by Justice Vannatta

**MAR/APR 2022 Labor & Employee
Relations Disciplinary Actions**

Letter of Caution

An employee was cited for inappropriate conduct

Letter of Caution

An employee was cited for failure to follow instructions

Letter of Reprimand

Two employees were cited for inappropriate conduct

Two employees were cited for failure to carry out supervisory responsibilities

Indefinite Suspension

Two employees were cited for failing to meet a condition of employment

An employee was cited for unauthorized absences

Termination

An employee was terminated for failing to carry out duties expected of position

An employee was terminated for unauthorized absences

MAR/APR Service Awards

35 Years

- Sio Fua Jr
- Randall Kam
- Tom Kaneshiro
- Danton Kawakami
- Waising Lam
- George Lau
- Glenn Nakata
- Aniceto Pascual
- Paul Shigeta
- Roy Sugikawa
- Jerrod Tamashiro
- Gregory Umiamaka
- Mark Young

40 Years

- Gregory Agustin
- Warren Alejado
- Dan Fong
- Randall Kanaeholo
- Brian Lum
- Nathan Lum
- Frank Muffley
- Glenn Sakai
- Alvin Tuvera

45 Years

- Vincent Akamine

**Fair Winds & Following Seas
to MAR/APR Retirees**

- George Bowyer
- Sidney Higuchi
- Eric Kimura
- Michael Lorne
- Robin Stumbo
- Lorenzo Avila
- Marcelino Baniaga
- Happy Barcelona
- Clinton Baro
- Paul Borges
- Miles Hiruko
- Nathan Lorenzo
- Carl Nacario
- Noreen Nascimento
- Richard Rodrigues
- Alan Tahata
- Nolan Tamayori
- Dwight Tanoue
- Thomas Tognaci
- Keith Yamaguchi
- Dennis Yoshida
- John Apio
- Kenneth Quitevis

TO REPORT AN INCIDENT
OF HARRASSMENT,
CONTACT:

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473-8000 x4355
CODE 100CE DEPUTY
DIRECTOR:
473-8000 x6073

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COMPLAINT,
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