

Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility

SHIPYARD LOG

Issue #2 - 2022

~ Est. 1908 ~



On Time, Every Time!

PHNSY & IMF Delivers USS William P. Lawrence Two Days Ahead of Schedule



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

On Time, Every Time!

Aloha Shipyard 'Ohana,

This edition of the Shipyard Log discusses current operational projects at the shipyard and our plans for the future so we can continue to meet our mission of "keeping the fleet fit to fight". It also provides some insight from two key leaders in the shipyard, Mr. John Ornellas, Code 2300 and CDR Brian Ryglowski, Code 305. We also welcome USS Daniel Inouye (DDG 118) home to Pearl Harbor.

When you read the articles about USS William P. Lawrence (DDG 110) and USS Hawaii (SSN 776), think about the major transition both vessels went through during their maintenance availabilities. For William P. Lawrence, this meant moving from the dry dock back to the water. During this type of transition, there are major changes to onboard systems and new potential hazards that must be taken into account by the crew and the shipyard maintenance team. The same is true for USS Hawaii as she recently moved into the dry dock to start her availability.

I point this out because this was a major finding in the Navy's Major Fire Review, directed by the Vice Chief of Naval Operations, of 15 major fires that occurred in the U.S. Navy over a 12-year period, from May 2008 to July 2020. When ships and submarines are making these types of transitions into/out of dry docks, especially during

maintenance periods, it requires additional focus and management attention to ensure evolutions are conducted safely. The entire maintenance team, including shipyard workers, ship's force and contractors, must fully understand the transition being made and how it affects the ship's systems. This is vitally important to enable a rapid and effective response to emergency situations. We, as maintenance professionals, must have the lead in this process.

The Code 1130 emergency management team, will be conducting training in the coming weeks based on the NAVSEA Technical Publication S0570-AC-CCM-010/8010 Industrial Ship Safety Manual for Fire Prevention and Response, more commonly referred to as "The 8010 Manual". Please take some time to learn the material presented and ask questions to seek understanding. Fire safety, just like all other aspects of safety, must become a part of our culture. It is a shift in our command culture that we are all emergency responders, and therefore, everyone at the Shipyard must have a detailed knowledge of the 8010 manual so we can continue to maintain a safe environment for working on ships and submarines.

Additionally, the Secretary of the Navy, the Honorable Carlos Del Toro, visited the shipyard in late February to discuss and view first-hand the Navy's first major project under the Shipyard Infrastructure Optimization Program (SIOP). This is a historic time as we embark on the path to making major improvements to the infrastructure of the shipyard and improving conditions for maintenance, only done three other times in the shipyard's history. The initial project at PHNSY & IMF will be the replacement for Dry Dock 3, also known as Dry Dock 5 which will set the stage for all future infrastructure improvements across the four naval public shipyards.

Another proposed SIOP project at PHNSY & IMF is a Waterfront Support Facility (WSF) in the area where Dry Dock 3 is currently located. While Dry Dock 5 will be a capability improvement to allow us to continue working on Virginia-class submarines, the WSF is being designed to optimize support to the waterfront, improve efficiencies, and quality of life for shipyard workers.

I want to thank all of the people at the shipyard who have worked very hard over the past few years to get us to where we are on SIOP and also thank those who will continue to help us complete current and future SIOP projects.

These are exciting times to be at PHNSY & IMF! I'm very proud to be a part of Team Pearl and hope you are as well. Together we will accomplish our mission. I look forward to seeing you on the waterfront.



Vol. 76, Issue Number 2
<https://www.flickr.com/photos/phnsy/>

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SHIPYARD LOG: This DoD publication is authorized for members of the Shipyard. Contents of the Shipyard Log are not necessarily the official views of, or endorsed by, the U.S. government, DoD, or PHNSY&IMF. ISSN 1073-8258.

PUBLICATION DATES: The Shipyard Log attempts to publish 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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ON THE COVER:
 USS William P. Lawrence DDG 110
 undocking from dry dock 4.

Photo by: Dave Amodo

The Hawaii Regional Maintenance Center (HRMC) delivered the Arleigh Burke-class guided missile destroyer USS William P. Lawrence (DDG 110) back to the fleet two days ahead of schedule, on Jan. 19, 2022, after a 10-month Docking Selected Restricted Availability (DSRA).

Embedded within Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF), this is HRMC's second maintenance availability with partner Vigor Marine, LLC to accomplish a surface ship DSRA and Vigor's second availability to deliver early. This continues a recent string of successes for on-time delivery, providing the third Chief of Naval Operations surface ship availability on or ahead of schedule for HRMC.

"Completing the William P. Lawrence ahead of schedule is a testament to the great partnership between Vigor, Ship's Force and the PHNSY & IMF HRMC team," said Cmdr. Luis Socias, deputy commander for HRMC. "This accomplishment of returning ships to the fleet on time or sooner reinforces the Navy's priority in delivering combat-ready ships, subma-

rines and systems to expand our maritime advantage."

The DSRA was a first for the ship since her commissioning on 04 July 2011 and focused on underwater hull coatings, shafting, tank preservation and modernization efforts to the combat and command, control, communications, computers and intelligence (C4I) systems. The PHNSY & IMF Fleet Maintenance Surface (FMR) team led by Eben Kinney, project superintendent, ensured the critical path work for undocking the ship from its maintenance period early.

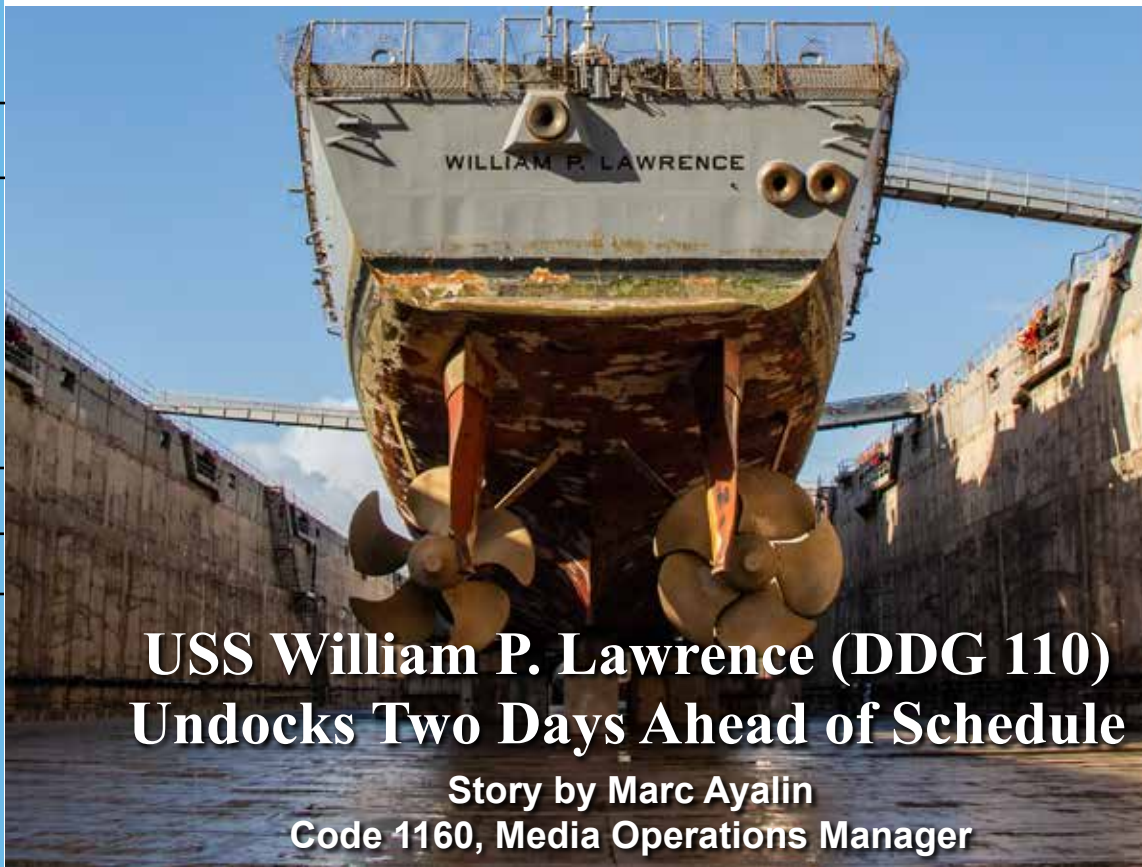
"An attentive and honest relationship between Vigor Marine and FMR was integral to the on-time ship delivery of the William P. Lawrence availability; it was a pleasure working with the team," Kinney said. "The teamwork and partnership between Vigor Marine, HMRC

and PHNSY & IMF, and the William P. Lawrence was outstanding. The early delivery is a result of the hard work and constant communication with all the stakeholders to enable daily tangible results that positively impacted the collective end goal."

The effort was not only a success for surface ship operations but also a win for those shipyard workers whose livelihood is about dedication and work integration.

"There is no greater feeling than being on a ship performing maneuvers during sea trials," said Juan "Harry" Herrera, project manager for HRMC Surface Ship Operations. "With the crew testing her systems after such a long and complicated availability and feeling the ship respond to every command, with engines humming, all bells and sensors tracking, the captain and crew can feel confident that the ship will respond quickly and lethally if called into action."

"This is what the maintenance team delivers every single member all working in unison from FMR, Vigor, HRMC surface ship operations, production department, surface ship engineering, structural division, our contract oversight division, Navy Information Warfare Command, alteration installation teams, and our work integration leader. Keeping them fit to fight with aloha," Herrera added.



USS William P. Lawrence (DDG 110) Undocks Two Days Ahead of Schedule

Story by Marc Ayalin
Code 1160, Media Operations Manager

Photo by Ashleigh Whitney

2021 yielded another year of sustained superior performance for Fleet Maintenance Submarine (FMB) and the Pacific Submarine Force all amid a global pandemic and continuing to lead the charge in Virginia-class and intermediate level maintenance excellence.

On Time Deliveries

**Current metrics include:
Availabilities in CY 2021:
60 / 61 (98%)**

**Availabilities since 2018: 347 /
365 (95%)
(3-year trend)**

**Deployers in FY21: 5 / 5
Deployers since 2018:
21 / 23 (91%)**

Important initiatives that will influence maintenance throughout the Pacific Region in 2022 are:

Continued culture: Attitude in approaching hard issues and swarming the problem, never being a victim.

Guam Maintenance Activity (GMA) proving ground, the GMA pilot and more Sailors in FMB shops working side-by-side with mechanics.

Leaning forward toward excellence: More site visits to the companies, the design, the shipboard systems and components. FMB visited Electric Boat in August 2021 to learn about Block IV and Block V Virginia-class submarines. The Navy's newest submarine, the USS Vermont (SSN 792), is slated to arrive in Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) this year. To recognize those with significant contributions and accomplishments, FMB held a ceremony on Dec. 14, 2021. Guest speakers included Capt. Richard Jones, PHNSY & IMF Commander; Capt. Melvin Smith and Capt. Mike Majewski, Commander of Submarine Squadron One and Seven, respectively; Rear Adm. Jeffrey T. Jablon, Commander, Submarine Force, U.S. Pacific Fleet; Capt. Paul Davis Director of Maritime Operations of Pacific Fleet Submarine Force U.S. Pacific Fleet and Rear Adm. Scott M. Brown, Director of U.S. Pacific Fleet.



Fleet Maintenance Submarine Sustains Superior Performance

**Story by Brian Ryglowski
Code 305, Submarine Repair Officer**

Military Awards: Navy and Marine Corps Achievement Medal (NAM)
EMN1 Guerrero, (FMB Ship Sup / Guam Support Performance)
LS1 Vacho, (Performance / DLA Expedito)
LS1 Trant, (Performance / NMAC & Clean Sweep)
LS1 Raimundi, (Performance / NMAC & Clean Sweep)
LS2 Plambeck, (Performance / DLA-Land and Maritime Expedito)

Civilian Awards

Amadeo Esperanza, Assistant Project Superintendent (APS),
Length of Service 20 Years
Gary Mendez, APS, Length of Service 40 Years
David Sakamoto, Mechanical Zone Manager (ZM),
Length of Service 40 Years
Clinton Baro, Mechanical ZM, Length of Service 45 Years
Clinton Baro, Mechanical ZM, Meritorious Civilian Service (Retire)
Mariano 'Trooper' Morris, Electrical ZM, Meritorious Civilian Service
Daylen Horn, Shop38 (Pump), Civilian Service Commendation
Arvin Niro, FMB EPD, Civilian Service Achievement
Monique Monje, Code 1200 Work Package Manager,
Civilian Service Achievement
Mike Morinaga, Code 1200 Business Agent (BA)
Civilian Service Achievement
Danica Fong, Code 1200 BA, Civilian Service Achievement
Steve Connor, Code 1200 BA, Civilian Service Achievement
Adam Akui, Code 984 Civilian Service Achievement
Marissa Mori, Code 981 Civilian Service Achievement
Landon Higuchi, Code 981 Civilian Service Achievement

Photos Courtesy of Navy.mil

Pictured above: Onlookers watch as USS North Carolina (SSN 777) departs Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility to rejoin the U.S. Navy Pacific Fleet.



Fleet Maintenance Surface Keeps Them Fit to Fight

Story by Eben Kinney
Code 310, FMR Project Superintendent

Fleet Maintenance Surface (FMR) fiscal year 2021 (FY21) mission was to put aloha and ‘ike hana lima (craftsmanship) at the center of surface ship maintenance and repair. The focus of FMR for FY21 was on team dynamics, team development and growth towards a culture of excellence. 2021 proved to be a successful year for FMR with a 20 out of 20 on-time ship delivery amid a global pandemic and an unprecedented amount of deployers needing emergent repairs.

On Time Deliveries
Current metrics include:
Continuous Maintenance Availabilities (CMAV) in CY 2021: 17 / 17 (100%)
Chief of Naval Operations (CNO) availabilities in CY 2021: 3 / 3 (100%)
Deployers supported FY21: 3 / 3 (100%)

Initiatives that positively impacted maintenance throughout the United States Indo-Pacific Command (USIN-DOPACOM) in 2021 were: The Culture of Excellence: project weekly focus on quad two, non-urgent but important planning regarding facilities, employee training & development and team building.

Over 20 new process improvements

were implemented in FY21. New standard operating procedures improved the progression for the acceptance of new work and planning process improvements.

Awards recognized for special service: (1.) Hawaii Regional Maintenance Center (HRMC) and Fleet Maintenance Surface (FMR) successfully delivered Arleigh Burke-class guided missile destroyer USS Wayne E. Meyer (DDG 108) from its Docking Selected Restricted Availability (DSRA) on Jan. 29, 14 days early. The successful and early completion of Wayne E. Meyer’s DSRA was celebrated at the NAVSEA level. Wayne E. Meyer’s DSRA totaled more than \$92 million and required more than 54,000 work-days to complete the scheduled work to maintain, modernize, and certify the ship for operations. The FMR project team played a major role in FMR’s planning, execution and successful completion of first time quality work on 165 jobs including the category three casualty report (CAT3 CASREP) of an emergent and last minute replacement of 1B cooling fan. (2.) FMR and Dive and Crane/Rigging Teams (Code 760) completed an underwater hub replacement on USS John Paul Jones (DDG 53) at PHNSY & IMF Bravo Piers. The dedicated teams removed all five propeller blades, then installed a cofferdam, which allowed them to work underwater in a dry environment to re-

move the old hub and install the new one. To put the team’s success into perspective, the team completed the hub replacement in 18 days, 12 days ahead of the 30-day schedule, which was based on the last time the Navy had accomplished a waterborne hub replacement in 2020. The PHNSY & IMF team also finished the job 19 days faster from the first time the job was completed waterborne in 2014. (3.) For outstanding service on the USS William P. Lawrence (DDG 110) project for FMR from Aug. 25, 2021 to Oct. 2 2021. New growth work was found during the hull cleaning by KTR Contracting on the sonar dome closure plates; which proved to be beyond the KTR’s ability to repair. KTR’s requested estimate for this repair as a full crop out was five million additional dollars and five additional months in dry dock 4. This estimate was unacceptable to Pacific Fleet and work was directed to the FMR project to accomplish with shipyard resources. The 65 employees from Code’s 920, 970, 740 and 250 that were nominated for this award were vital to the planning, scheduling, execution, and certification of the sonar dome closure plate repair. The team was able to complete all planning products, nondestructive testing (NDT) inspections, base metal repairs, fabrication of new plates, production welding and fairing in of repairs for final NDT’s syntactic foam installation, Sonar dome rubber fairing, and installation and removal of temporary services, well before undocking (UD00). This effort saved the Navy an estimated \$9 million in continued docking costs and KTR’s estimate for performing the repairs in addition to meeting the critical key event date and ensuring follow on repairs and maintenance to dry dock 4 could be accomplished as scheduled.

To recognize those with significant contributions and accomplishments, FMR held a luncheon/ceremony for the William P. Lawrence sonar dome team in October 2021. Guest speakers included Capt. Richard Jones, PHNSY & IMF Commander and Cmdr. Luis Socias, Code 101 Deputy Commander, HRMC.

Pictured above: USS William P. Lawrence’s (DDG 110) shipforce and project team delivered the Arleigh Burke-class guided missile destroyer back to the fleet two days ahead of schedule, after a 10-month Docking Selected Restricted Availability (DSRA).

Photo by Dave Armodo



Secretary of the Navy Visits PHNSY & IMF

Story by Kate Necaie, Deputy Public Affairs Officer

Secretary of the Navy, Carlos Del Toro, visited Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) February 27 to discuss the Shipyard Infrastructure Optimization Program (SIOP) with shipyard and Naval Facilities Engineering Systems Command (NAVFAC), Pacific leadership.

SIOP will improve needed efficiencies across the U.S. Navy's four public shipyards to ensure the fleet is prepared to support the nation's national security mission by synchronizing with current efforts to improve the productivity of the workforce, processes and procedures. By modernizing the infrastructure and industrial plants to deliver availabilities needed in strategic competition, the shipyards will be able to support surge capacity necessary for operational and global events.

"SIOP at our naval shipyards is a top priority for my office," said Del Toro. "PHNSY & IMF is the second naval shipyard I have visited since my confirmation and seeing first-hand the need for infrastructure improvements further cements my commitment to the SIOP initiative. The level of maintenance work done here every day is often challenged by aging facilities and equipment. Each shipyard worker recognizes that every ship and submarine undergoing maintenance and necessary modernization must

be returned to the fleet on time, every time to keep our adversaries in check. In order to achieve this, we must provide our shipyard workforces with necessary upgraded facilities, tools and equipment."

The Navy's four public shipyards are the backbone of our nuclear-powered fleet, and essential elements of our national defense strategy. Though still encumbered by a non-stop schedule of maintenance availabilities on our fleet of ships and submarines, their performance has been plagued by aging conditions, configurations and locations of supporting facilities, dry docks and equipment.

Originally designed and built in the 19th and 20th centuries to support wind and steam-powered vessels, the Navy's public shipyards are currently not efficiently configured to maintain and modernize a nuclear-powered fleet. These inefficiencies along with obsolete facilities result in higher maintenance costs and delayed schedules. SIOP will refurbish and reconfigure the public shipyards with the 21st century industrial technology our workforce requires through integrated infrastructure investment.

While SIOP is a high priority for the Navy, members of Congress have also

lent their support for this key initiative that will further strengthen the Navy's ability to respond to world events at a moment's notice. Over the past few months, PHNSY & IMF has hosted numerous congressional and staff delegations to highlight the important work of the Navy's maintenance community and showcase the need firsthand for upgraded infrastructure and facilities at the century-old shipyard.

"Since the inception of the shipyard in 1908, there have only been two periods of modernization- to support operations during World War II and again post-Korean War to support the launch of our nation's nuclear-powered Navy," said Captain Richard Jones, Shipyard Commander. "SIOP will give us the opportunity to continue supporting our mission in keeping the U.S. Pacific Fleet fit to fight by providing our workforce with upgraded facilities and a new dry dock to support the next generation of Virginia-class submarines."

Dry dock re-capitalizations must be completed to provide needed capacity for current and future platforms - accommodating the future configurations of Virginia-class submarines at PHNSY & IMF and Portsmouth Naval Shipyard and the Ford-class aircraft carriers at Norfolk Naval Shipyard and Puget Sound Naval Shipyard and Intermediate Maintenance Facility.

For PHNSY & IMF, the need for a new dry dock is critically important as Dry Dock 3 will become obsolete at the end of 2023. With a projected need date of 2028, Dry Dock 5, as it may be called, is working toward completion of its Environmental Impact Statement (EIS). The EIS is the culmination of more than three years of research, planning and coordination by the U.S. Navy and our local, state and federal partners to propose the best design alternatives for a new dry dock with the least amount of environmental impact.

Photo by Dave Amodo

Secretary of the Navy Carlos Del Toro visits Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility to discuss the Shipyard Infrastructure Optimization Program. Capt. Richard Jones, Commander, PHNSY & IMF, shows Mr. Del Toro where dry dock 5 will be built.



John Ornellas Appointed to SES

Story by Marc Ayalin
Code 1160, Media Operations Manager

Mr. John Ornellas, the Nuclear Engineering and Planning Manager for the Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF), was appointed Senior Executive Service in October 2021.

As the organization's senior civilian, Ornellas reports directly to Naval Sea Systems Command (NAVSEA) in Washington, D.C., and is responsible for properly controlling radioactive work on nuclear propulsion plants - a complex and unforgiving technology where exacting standards are always required, according to Ornellas.

"I am the recognized authority responsible for assuring that all aspects of reactor plant maintenance, testing, and operations are accomplished safely and in accordance with approved requirements and procedures," Ornellas said. "I also provide training, qualifications, and continuing education to over 1,000 highly skilled nuclear engineers, radiological control technicians, nuclear production mechanics, Sailors, emergency response personnel, and foreign visitors supporting the Naval Nuclear Propulsion Program."

As the newly appointed Senior Executive Service employee of PHNSY & IMF, Ornellas wants to create a culture of excellence by ensuring the shipyard's leadership creates the right environment through setting the example of model behavior, communicating expectations, staying engaged, and consistently reinforcing behaviors that develop people; leader's 'walk the talk' and exhibit core values of Aloha, Honor, Courage, and Commitment through daily interactions with their people.

"The shipyard's value of Aloha is a strength unique to PHNSY & IMF," Ornellas said. "It is part of our culture, how we care for each other. It is how we treat each other as 'ohana (family) despite having very diverse backgrounds and beliefs, and it allows us the ability to come together with a high level of teamwork and collaboration."

Ornellas is a graduate of Mililani High School and later earned a Bachelor of Science degree in Electrical Engineering from the University of Hawai'i at Manoa. Before Ornellas embarked on his career with the shipyard, he worked for Bendix Aerospace from 1988-1989, replacing and upgrading communications equipment aboard U.S. Navy ships. After familiarizing himself with Navy systems, Ornellas decided to apply to PHNSY & IMF and was subsequently hired in November 1989. For Ornellas, being a part of the 113-year-old shipyard offers a lot of motivation.

"I love being part of Pearl Harbor Naval Shipyard. I got the best job in the world working with the best people in the world to protect our freedom, national security, prosperity, and our way of life every single day," Ornellas said. "I want to bring out the best in people and demonstrate why Pearl Harbor Naval Shipyard is Nō Ka 'Oi!"

Throughout his decorated 31 years of service with PHNSY & IMF, Ornellas has held many management positions across seven different departments, ranging from Radiological Emergency Planning, Nuclear Engineer Manager to Quality Assurance Deputy Director before ascending to Nuclear Engineering & Planning Manager. In 2014, Ornellas was awarded the Department of the Navy Civilian Meritorious Service Medal for exemplary leadership and for his contributions to improving the shipyard's performance. A staunch believer in family, he also credits his mother and father as his modern-day heroes.

"My Mom and Dad always taught me the value of hard work and having the resilience to overcome anything that life throws at you," said an appreciative Ornellas. "My parents faced seemingly impossible challenges in their lifetime, but always had the perseverance to find a way to be successful."

On top of his shipyard duties, Ornellas is also a professional musician who loves playing the ukulele and guitar and regularly plays gigs on weekends at venues across Oahu. He also enjoys building homemade computers, working on his cars and producing wooden furniture for his family and friends. "I want to be the best I can at whatever I do," said a confident Ornellas. "I want to learn and grow every day and inspire and treat people with respect and aloha!"

Photo by Justice Vannatta

During a commissioning ceremony at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) Dec. 8, 2021, the United States

Navy commissioned the newest Arleigh Burke-class guided missile destroyer, the newly constructed USS Daniel Inouye (DDG118). Inouye is assigned to U.S. Pacific Fleet and home ported in Hawaii and is a Flight IIA ship built by General Dynamics' Bath Iron Works (BIW).

Upon commissioning, the ship will undergo its Post-Shakedown Availability (PSA), which will take place on station at Joint Base Pearl Harbor Hickam (JBPHH), under the cognizance of Supervisor of Shipbuilding, Conversion & Repair, in Bath, Maine (SUPSHIP Bath). The PSA is a competitively contracted effort by Naval Sea Systems Command (NAVSEA), to Pacific Shipyards International, of Honolulu, Hawaii. The PSA is intended as an industrial period to correct any deficiencies identified during the shakedown cruise, or to accomplish other authorized improvements to the ship.

The Hawaii Regional Maintenance Center (HRMC) at PHNSY & IMF will provide assistance and support to SUPSHIP Bath's PSA efforts under a recently negotiated memorandum of agreement. This support will contribute to the environmentally compliant and safe execution of SUPSHIP Bath's PSA work.

The most recent PSA successfully conducted at JBPHH was to USS Michael Murphy (DDG 112) in 2013. Following USS Daniel Inouye will be forthcoming availabilities for USS Frank E Petersen Jr. (DDG 121) and the USS Carl M Levin (DDG 120).

Meanwhile, HRMC looks forward to providing sustainment support in the form of the following services to not only USS Daniel Inouye, but also to future vessels homeported in Hawaii: Fleet Technical Support (Code 210), On-Board Technical Assistance (Code 210), Total Ship Readiness Assessments (Code 210), Intermediate level repair and maintenance from Fleet Maintenance, Surface (Code 310), Contract Management Oversight (Code 103) for contracted depot-level repair and maintenance with matrixed functional support from a variety of Shipyard Departments including Occupational Safety, Health and Environment Department (Code 106), Operations Department (Code 300), Contracting Department (Code 400), Supply Department (Code 500) and Comptroller (Code 600), and oversight of modernization and alteration in support of SEA-21 efforts for technology insertion Operations Execution (Code 300.2).

USS Daniel Inouye Comes Home

Photo by Justice Vannatta

Story by
LCDR Bryan Blair
Code 103, HRMC Surface Operations Officer



Kūpale ‘Āina: Defending the Land

Story by Justice Vannatta, Shipyard Log Editor

USS Hawaii (SSN-776) is Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility’s (PHNSY & IMF) first Virginia Class (VACL) Depot Modernization Period (DMP) Availability that is being performed at historic Dry Dock One. Just as the title suggests, this is a major modernization period for the submarine that will upgrade combat electronics, overhaul major valves and components, and upgrade the electric plant to keep the submarine operating safe and efficient.

The USS Hawaii, whose motto is Kūpale ‘Āina, which when translated means “defending the land,” claimed a start of availability - on Dec. 6, 2021 and is scheduled to complete availability on June 23, 2024. The availability’s planned duration is 30.5 months at a cost of \$355.9 million.

“If you focus on the numbers, you will get overwhelmed,” said USS Hawaii Project Superintendent Chad Nishida. “I focus on ensuring that the team has everything they need to perform their job at an optimum level. We mentor and coach our workers, and pursue rapid and effective resolutions to daily challenges. If we do these things, we will complete on schedule and ultimately complete within cost.”

There are a lot of first time jobs and evolutions that will be performed by PHNSY & IMF on the DMP. The retractable bow planes and stern planes will be removed for inspections and preservation. The R-134 Air Conditioning units will be removed and replaced with overhauled units. The new Wireless Land Area Network (WLAN) will also be upgraded along with

various underwater sensors and peripherals. There will be 550 PHNSY & IMF personnel employed daily on the project along with a contingent of 140 ship force sailors.

“It is an honor and privilege to command one of the most lethal warships on the planet,” said USS Hawaii’s Commanding Officer Cmdr. Preston Gilmore. “Witnessing first-hand the industrial might of Pearl Harbor as we upgrade USS Hawaii with these advanced technologies is humbling. Working with our project team to complete these upgrades while maintaining the fighting edge of the crew is a worthy challenge. I look forward with excitement to completing sea trials and returning USS Hawaii to service again in a few short years.”

Electric Boat Division of General Dynamics Corporation in Groton, Conn. was awarded the building contract for USS Hawaii on Sept. 1998. USS Hawaii, whose keel was laid down on August of 2004, was the first commissioned warship of the United States Navy to be named after the 50th state. Previously, USS Hawaii (CB-3), a battlecruiser named after the Territory of Hawaii, was launched, but never commissioned. The submarine was named in recognition of the incredible support the U.S. Navy has received from the people of Hawaii, and in honor of the heralded legacy of submarines in the Pacific. On June 2006, Governor Linda Lingle of Hawaii, proudly christened USS Hawaii. Commissioned on May 2007, she changed home port from Groton, Conn. (Submarine Group Two, Submarine Squadron Two) to Pearl Harbor, Hi. (Submarine Squadron One) in July 2009.

Above photo: USS Hawaii (SSN 776) docking in dry dock one.

PEOPLE'S PERISCOPE

Question of the day:

What does on time, every time mean to you?



Francis Chanel
Code 730 Crane Maintenance Manager

"As an individual I come to work fully ready to perform my job, on time. As a team we understand the goals and mission and are working cohesively to meet those goals. As a project we are communicating the goals,

preparing accordingly, overcoming barriers and solving problems. As a shipyard we are rallying around our priorities, we are setting the environment to succeed and we have the foresight and actions to set up our people for future wins. It all starts with me, understanding my role in my team and doing my job to the best of my ability. As a team we are supporting the Projects to accomplish each task when it needs to be done. Everyone working with a sense of urgency in order to meet milestones and key events when they need to be met, in order to provide the Navy with the means, when they need it, to accomplish the mission and keep our country safe."



Jenny Martin
Code 300N.11 Program Analyst
Nuclear Production Quality Control Branch

"To me it's a goal – one that can only be achieved by coming to work ready, giving it your all and taking pride and ownership in your work to get our fleet back out there to defend our country."

Yareli Donaldson

Code 1182 Command University
Workforce Development Training Specialist

"Time is a valuable resource that each of us has, and we can use it at our own discretion and for our benefit. Being on time, every time shows that you value whatever it is you're about to take part in. A simple habit that can help strengthen and reveal your integrity, respect, and character making a positive impact on your career and personal brand. Instead of trying to be on time, aim to be early and use those spare minutes to your advantage. You will allow yourself time to relax, collect your thoughts, and be ready for the day ahead."



Eric Petran
Code 220 Technical Support Division Head

"It means bringing your best and striving for better every day. I think leveraging the Shipyard's awesome ability to come together to solve complex

problems as a team is the key to doing just that. By doing so, our already excellent team will reach levels of even higher excellence, and we will be on time, every time."



Lcdr. Erin Bell
Code 900 SurgeMain Officer in Charge

"The shipyard works hand in hand with Fleet, TYCOM, several of the NAVSEA SYSCOMs, NAVSUP, DLA, our private shipbuilders at Newport News and Electric Boat, and 3rd party contractors just to name a few. All of these organizations have to work in concert with one overall objective and prioritization to achieve on time delivery of combat ready ships, submarines, and systems across the four Navy public shipyards, and various private shipbuilders."

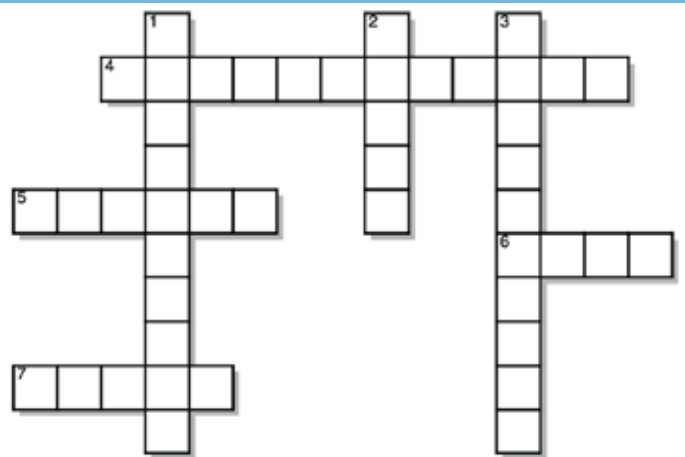
PHNSY & IMF Word Puzzle

Down:

1. FMB repairs _____.
2. Historically, Pearl Harbor was referred to as Wai momi, literally, the "Water of the _____".
3. We keep them _____.

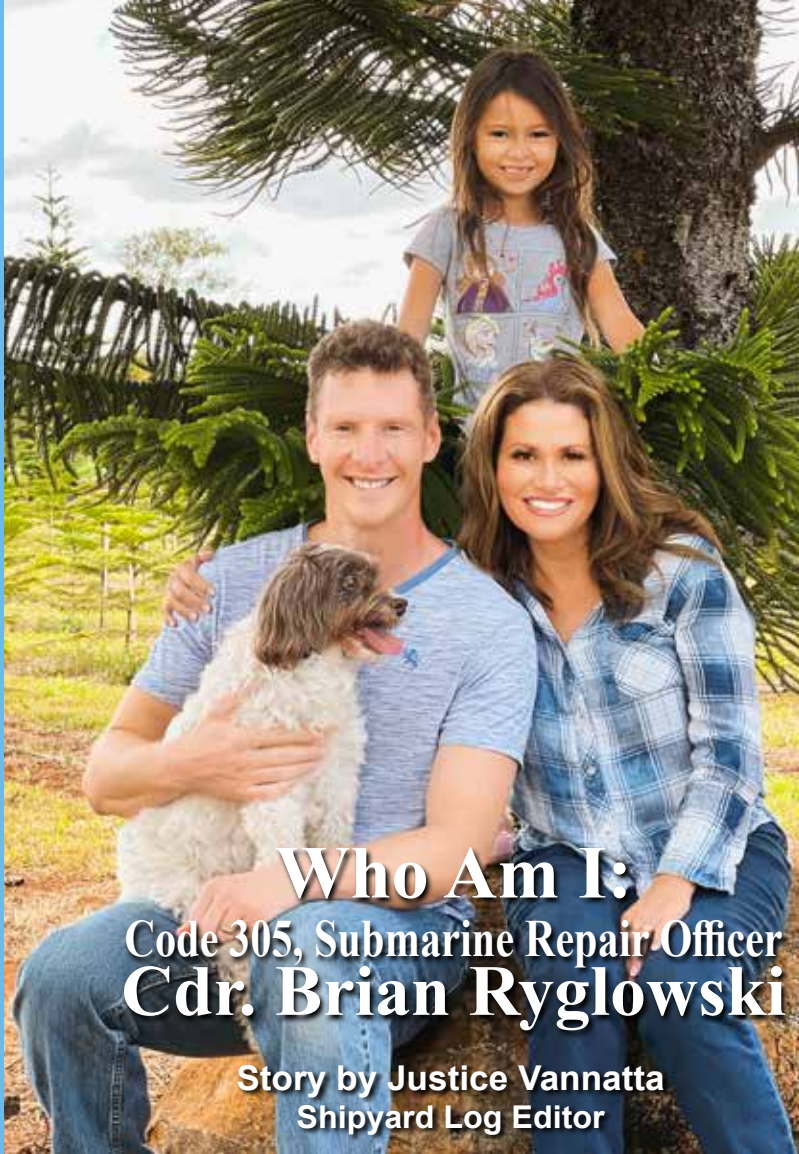
Across:

4. FMR repairs _____.
5. We are the "_____" shipyard.
6. PHNSY & IMF is one of just _____ shipyards.
7. We repair, maintain and modernize the _____.



Answers for word puzzle: Down: 1. Submarines 2. Pearl 3. Fit To Fight Across: 4. Surfaceships 5. No Ka Oi 6. Four 7. Fleet.

Photos by Justice Vannatta



Who Am I: Code 305, Submarine Repair Officer Cdr. Brian Ryglowski

Story by Justice Vannatta
Shipyard Log Editor

Where were you born and raised?

Lake Villa, Illinois; a small suburb town about a one-hour drive, north of Chicago.

What school did you graduate from?

I graduated from the United States Merchant Marine Academy (USMMA) in Kings Point, New York - first person in our family history to attend and graduate from a service academy.

Tell us about your 'ohana, are you married with kids?

My wife, Kymberly, and I have been married for 15 years and we have one, amazing seven-year-old daughter, Allie, who will melt your heart, just like her mama. We have one dog, Max, who is the elder in the family at the wise age of 14-years young.

What year did you enter the military, and what was your first job?

Technically, I was set to enter the military in 1999 where I enlisted under the delayed entry program into the United States Marine Corps as an aviation mechanic during my senior year of high school. Over the course of that year and after a lot of prodding from my dad, I began applying for various schools and service academy's in hopes of attending college. Ultimately, I ended up at USMMA with my enlistment nullified. Upon graduating in 2003, I decided to join the Navy with the option

to transfer into the Engineering Duty Officer (EDO) community. I reported to USS Russell (DDG 59), homeported in Pearl Harbor, where I trained to be the Strike Officer.

Where are some notable places that you have served?

Fleet Maintenance Submarine and Patrol Coastal Squadron (PCRON) One (Manama, Bahrain) are at the top of my list. I would be remiss if I did not also mention Naval Postgraduate School in Monterey, California – what a good deal, those who have been there know what I'm talking about.

What year did you enter PHNSY & IMF, and what was your first job?

I first entered the shipyard in 2007 where I was temporarily assigned to USS Olympia (SSN 717). I spent a few weeks acclimating to the EDO and maintenance community as I transitioned from being a Surface Warfare Officer. In 2010, I reported to USS Key West (SSN 722) and started EDO qualifications.

What is your current job and duties?

I am the repair officer at Fleet Maintenance Submarines, responsible for ensuring that intermediate level maintenance for both our homeported and transient submarines is accomplished safely and on time to support the needs of the fleet.

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

Rome wasn't built in a day. Change takes time. Have the patience and willpower to resist pressures from circumstances, or people, that you cannot control by choosing the harder right instead of the easier left. Be willing to have the difficult discussion, be vulnerable and open and always look for opportunities to lift up your people and be a positive influence. Lastly, and most importantly, if you hit a wall, there's always a way to get past it. Go over, under, around or through it.

What do you enjoy doing in your free time?

Early morning walks with Kym and Max around our neighborhood, Tuesday morning sunrise breakfasts with Allie, kettlebell lifting, functional training, outrigger paddling, reading the bible, astronomy, working on my Jeep, and enjoying a double IPA as the sun sets.

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

Mahalo nui loa for coming to work and being willing to serve. Thank you for allowing me to be part of both your and the shipyard's heritage. I will never forget it.

Any last comments?

Ho'ō makaukau, imua! (To prepare; to get in readiness to move forward)

Pictured: CDR Brian Ryglowski and his wife Kymberly, their daughter Allie and their pet dog Max.

Photo courtesy: Ryglowski Ohana

OCT/NOV Service Awards

20 Years

Grant Akamine
Kaulana Akeo
Jeremypaul Akim
Victor Allas Jr
Courtney Ancheta
James Andrade

25 Years

Eric Dissinger
Michael Gaskins
Benjamin Labisores Jr
Blaisdell Yagin
Joseph Yockman Jr

30 Years

David Felton
Alyssa Nicholson

35 Years

Kinney Blas

40 Years

Melanie Arakawa
Paul Borges
Bryan Chun
Richard Hiraki
Charles Park
Gideon Rabanal

45 Years

William Getz
Wesley Lau
Cleveland Pang
Susan Sumida

Fair Winds & Following Seas to NOV/DEC Retirees

Vincent Akamine
Claudio Bernaldez
Neilson Chun
Lois Hamasaki
Ryan Hee Wai
Terrance Kanaeholo
Colleen Magdaloyo
Carl Ohashi
Alvin Oyadomari
Wilson Resurreccion
Paul Shigeta
Jeffrey Stachowicz
Mitchell Takai
Suzan Wagatsuma
Dennis Young

Congratulations!!



Safe Shop of the Month Shop 38 Marine Machinery Mechanics

Photo by Justice Vannatta

OCT/NOV 2021 Labor & Employee Relations Disciplinary Actions

Letter of Caution

An employee was cited for leaving jobsite without proper permission

Letter of Caution

An employee was cited for failure to follow instructions

Letter of Reprimand

Two employees were cited for failure to follow instructions

An employee was cited for failure to carry out supervisory responsibilities

Two employees were cited for leaving jobsite without proper permission

Indefinite Suspension

An employee was cited for failing to maintain access to classified information

Termination

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

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



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