

SYL

SHIPYARD LOG



PRESERVING THE FUTURE

Code 970's Coating & Preservation Shop Gets the Job Done



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

Knowledge Is Power

Aloha Shipyard ‘Ohana, Save the Date! Our Knowledge Share Fair (KSF) and Technology Showcase is just around the corner – Jan. 17 for the KSF and Jan. 17 and 18 for the Showcase. I want to encourage each and every one of you to participate in this great event.

Our shipyard is not just a collection of shops and offices; it’s a community of talented individuals who play a crucial

role in keeping our fleet “Fit to Fight.” A great example is Code 970 Coatings and Preservation shop highlighted on pages 6-9. The KSF is a fantastic opportunity to connect with your coworkers, learn about their unique skills, and understand how their work contributes to our overarching mission.

Here are a few reasons why attending the KSF is so important:

▪ **Strengthening Our Team:** By participating, you’ll get to know your colleagues better and build stronger working relationships. When we understand each other’s roles and expertise, we can collaborate more effectively as a team.

▪ **Sharing Knowledge:** The KSF is all about sharing knowledge. You might discover innovative ideas and solutions that can improve your work and help our shipyard operate even more efficiently.

▪ **Fostering Unity:** In these gatherings, we come together as a united Shipyard community. It’s a chance to celebrate our collective achievements and be reminded of the bigger mission we serve.

So, mark your calendars for the KSF and make an effort to attend. Let’s show our Shipyard’s strength and unity by coming together to learn, share, and connect.

For an added bonus, the two-day Technology Showcase at Bldg. 2 will feature innovative processes and equipment for us to consider as we look for ways to improve our Shipyard mission.

Thank you for your dedication and hard work in keeping our fleet “Fit to Fight.” Your participation will undoubtedly contribute to our continued success. See you there!



VOL. 77, ISSUE #5

SAVE THE DATE!



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2024 KNOWLEDGE SHARE FAIR & TECHNOLOGY SHOWCASE

KNOWLEDGE SHARE FAIR: JAN.17

TECHNOLOGY SHOWCASE: JAN. 17-18

CONTACT US:

Shayla Deitch: x2528
shayla.m.deitch.civ@us.navy.mil

Jayne Shimomura: x5045
jayme.e.shimomura.civ@us.navy.mil

Duane Domingo: x2636
duane.b.domingo.civ@us.navy.mil

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PHNSY & IMF Named Naval Supervising Authority and Lead Maintenance Activity for Submarine Rotational Force - West

Story by NAVSEA Office of Corporate Communications and AUKUS Integration and Acquisition Program Office Public Affairs

As the Naval Supervising Authority and Lead Maintenance Activity (NSA/LMA), Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) will support the establishment of Submarine Rotational Force West (SRF-W), which is the first phase of the Australia, United Kingdom, and United States (AUKUS) Pillar One effort that is delivering conventionally armed nuclear-powered attack submarines (SSNs) to Australia. (SRF-W) will host up to four Virginia-class and one United Kingdom Astute-class attack submarines (SSNs) at HMAS Stirling Base, on a rotational basis in Western Australia starting in 2027.

Initially announced in September 2021, the AUKUS trilateral agreement between Australia, the United Kingdom, and the United States is a strategic endeavor aimed at strengthening the security and defense capabilities of the three nations that also promotes stability and security in the Indo-Pacific region. Australia will acquire SSNs under Pillar One of AUKUS via a plan known as the "Optimal Pathway," announced by the heads of the three partnering nations on March 13, 2023.

With the extended rotations lasting between three and five years, Virginia-class SSNs will require voyage repair and Intermediate-Level (I-Level) maintenance that generally lasts several weeks and does not require dry docking. As the

NSA/LMA, PHNSY & IMF will support training Australian military and civilian personnel to execute the required work.

"There is no doubt that Pearl Harbor is the right shipyard to serve as the NSA/LMA for SRF-W," said Retired Vice Adm. William J. Galinis, Commander, Naval Sea Systems Command. "Having completed numerous maintenance availabilities, they know the Virginia-class. When you add in the exceptional skill of the Pearl Harbor workforce, it is the right decision."

"It is an honor and a formidable responsibility to have PHNSY & IMF chosen to serve as the NSA/LMA for SRF-W," said the shipyard's commanding officer, Capt. Richard A. Jones. "Significant effort will be required, but we understand our efforts will sharpen the tip of the Royal Australian Navy's spear and set their submarine force on the path to sovereign readiness to operate and maintain their own conventionally armed nuclear-powered attack submarines. PHNSY & IMF's mission is to keep the fleet fit to fight and we look forward to sharing our knowledge and dedication to a culture of excellence that returns submarines safely to the fleet on time, every time."

In the near future, Australian and United Kingdom personnel will travel to PHNSY & IMF to refine their understanding of the requirements associated with maintaining SSNs.

"Soon, Australian and UK nationals will be at our naval shipyard, embedded within our maintenance organization, learning skills that are unique to only six countries in the world," said Rear Adm. Scott Brown, Naval Sea Systems Command's Deputy Commander, Industrial Operations. "PHNSY & IMF will be charged with leading a trilateral effort to develop the capability to repair and maintain SSNs in Australia. We are committed to ensuring that Australia has all the local knowledge, training and skills needed to maintain SSNs in accordance with our standards."

To ensure PHNSY & IMF can meet its future obligations, additional personnel will be hired to support the AUKUS effort. "We recognize we can't absorb this added workload with our current workforce," said Jones. "Working with NAVSEA, we will be looking to add people across numerous shops throughout the shipyard to support this effort so we don't overburden our systems or impact any planned maintenance availabilities."

"The AUKUS Integration and Acquisition Office is extremely happy to have PHNSY & IMF designated as the NSA/LMA for SRF-W and we are honored to have them as part of the AUKUS 'Ohana," said Captain Lincoln Reifsteck, the AUKUS Integration and Acquisition Program Manager. "The men and women of the Navy's Nō Ka 'Oi (of the best) shipyard in the heart of the Pacific are critical to our overall success and I am looking forward to building a strong working relationship with them and our Australian shipmates."

The AUKUS partnership is a strategic endeavor that strengthens the three nations' national security and promotes peace and stability in the Indo-Pacific region. Australia will acquire conventionally armed SSNs for the Royal Australian Navy under AUKUS Pillar One via the Optimal Pathway announced by the heads of the three partner nations on March 13, 2023. The AUKUS Integration and Acquisition (I&A) Program Office is responsible for executing the trilateral partnership to deliver conventionally armed, nuclear-powered attack submarines to the Royal Australian Navy at the earliest possible date while setting the highest nuclear stewardship standards.



PHNSY & IMF Welcomes First Contingent of AUKUS Personnel

Story by PHNSY & IMF and AUKUS Integration and Acquisition Public Affairs

Personnel from participating nations reported to Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) in support of the Australia, United Kingdom and United States (AUKUS) security partnership's Pillar One initiative on Aug. 14.

The Pillar One initiative is delivering a conventionally armed nuclear powered attack submarine (SSN) capability to Australia. The uniformed and civilian submarine maintenance subject matter experts from AUKUS comprise the Advance Verification Team (AVT) that, over the coming weeks, will work directly with shipyard personnel to gain a full understanding of the maintenance and industrial skills required to establish Submarine Rotational Force-West (SRF-W) in Australia as early as 2027.

At its height, SRF-W will host up to four Virginia-class and one Royal Navy Astute-class SSN. Initially, a combined Australian and U.S. team will execute maintenance on the U.S. flagged SSNs. Over time, as Australia grows its workforce and expertise, the U.S. will reduce its presence in Australia. The AVT is working to build a detailed understanding of the types of specialized skills and

trades required to establish the SRF-W repair workforce.

AUKUS Pillar One has three distinct phases. Phase One involves establishing SRF-W through increased Virginia-class visits to Australia designed to expand Australia's knowledge of SSNs and the development of an Intermediate Level Maintenance capability.

Phase Two begins in the early 2030s, pending approval from the U.S. Congress, with the United States selling Australia between three and five Virginia-class submarines.

Phase Three sees the combination of United Kingdom submarine design and advanced United States technology in the delivery of SSN-AUKUS, the future attack submarine for both Australia and the United Kingdom. Australia plans to deliver the first sovereign-built SSN-AUKUS in the early 2040s.

"Each phase builds on the previous one and SRF-W is the foundation upon which the Australian maintenance, sustainment and new construction workforce is built," said Capt. Lincoln Reifsteck, the U.S. Navy's AUKUS Integration and Acquisition Program Manager, who emphasizes the importance of the AVT's

role in the establishment of SRF-W.

"Australians are superior submariners," said Capt. Richard A. Jones, PHNSY & IMF's commanding officer. "They operate one of the best diesel-electric boat classes in the world in a highly complex area of operations. That said, there is a big step between the Australian Collins-class SSK [diesel-electric attack submarine] and Virginia-class SSN. We are honored to host the AVT over the next several weeks to share as much as we can, answer their questions and set them on the right course to building out a holistic sustainment plan."

Once the AVT determines the skillsets and number of personnel required to execute intermediate-level maintenance, they will build an embedment plan to upskill and train Australian personnel within U.S. public naval shipyards.

"With an informed and specific plan, we will control costs by ensuring we send the right people, to the right places, to get the right training, at the right time to meet our requirements," said Rear Adm. Matthew Buckley, the Australian Submarine Agency's Head of Submarine Capability.

"Everything the AVT is doing works

Continued from Pg. 4

to grow Australia's organic capabilities needed to keep our spear point, our attack submarines, sharp," added Royal Australian Navy Capt. William McDougall, Director SRF-West. "We are focused on ensuring the work taking place at HMAS Stirling Base in Australia, fully supports SRF-West and we have been nothing but impressed by the dedication of our trilateral partners in setting us up for success."

The AVT will remain at PHNSY & IMF for several weeks, return home, and then travel to the United Kingdom to tour British shipyards to refine its plans. "In the UK, we have fewer SSNs than the US. We are going to show the AVT how we maintain and modernize a smaller number of submarines, while still operating at the highest possible standards. Given the projected size of the Royal Australian Navy (RAN) SSN force, Australia will not require facilities akin to the United States Naval Shipyards, but instead, infrastructure comparable to those present in the UK. This experience will be enormously beneficial for both the AVT and our personnel, as we look to strengthen our mutual knowledge, and ongoing partnership," said Rear Adm. Chris Shepherd, the Royal Navy's Defence Nuclear Organisation AUKUS Director and Senior Responsible Owner for the Replacement Nuclear Submarine Programme.

The AUKUS partnership is a strategic endeavor that strengthens the three nations' national security and promotes peace and stability in the Indo-Pacific region. Australia will acquire conventionally armed SSNs for the Royal Australian Navy under AUKUS Pillar One via the Optimal Pathway announced by leaders of the three partner nations on March 13, 2023. The AUKUS Integration and Acquisition Program Office is responsible for executing the trilateral partnership to deliver conventionally-armed, nuclear-powered attack submarines to the RAN at the earliest possible date while setting the highest nuclear stewardship standards.

PHNSY Celebrates 75 Years of Naval Reactors



Story by
Pearl Harbor Naval
Shipyard
Public Affairs

Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) celebrates the 75th anniversary of the Naval Nuclear Propulsion Program on Aug. 4, 2023.

The Naval Nuclear Propulsion Program is a Department of Navy and Department of Energy organization jointly responsible for all aspects of the Navy's nuclear propulsion, including research, design, construction, testing, operation, maintenance, and ultimate disposition of naval nuclear propulsion plants.

PHNSY & IMF is one of four Navy shipyards with the capability to overhaul, repair, refuel and inactivate nuclear powered ships, and has been performing this work since 1960 – only five years after the first nuclear-powered submarine, USS Nautilus (SSN 571), made its debut.

Prior to 1960 at PHNSY, the Navy invested over \$600,000 in training and \$1.5 million in facilities to handle work on nuclear boats. More than 250 engineers from all over the Territory of Hawaii applied for the Navy's new Cooperative Engineering Program at the shipyard. Eighteen engineers were selected and joined the shipyard in July 1957, paving the way for the Naval Nuclear Propulsions Program in Hawaii.

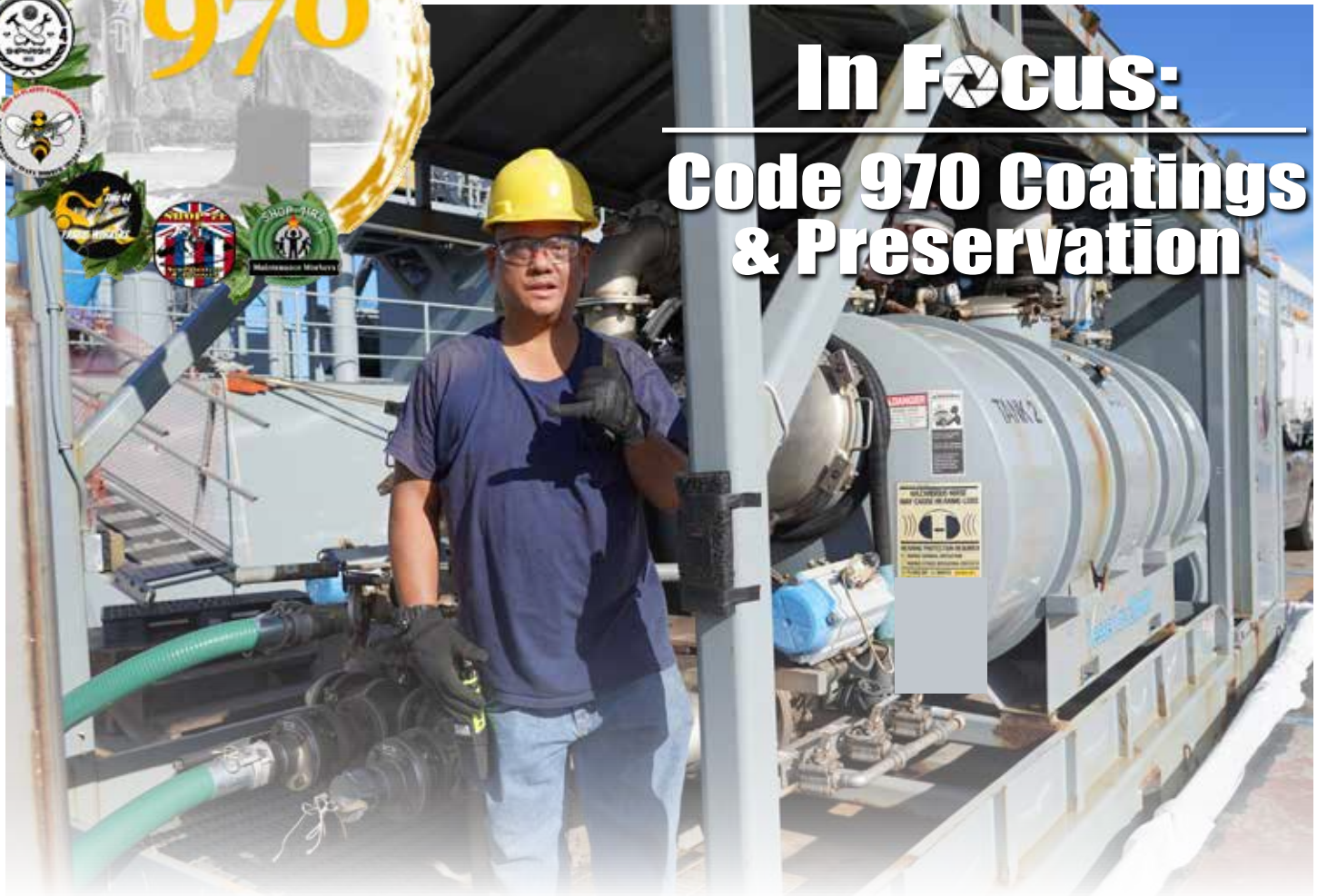
Three years later, on April 28, 1960, the first nuclear submarine to enter drydock at PHNSY arrived - USS Swordfish (SSN 579).

This was followed by the yard's first nuclear submarine overhaul on USS Sargo (SSN 583) in early 1962. From 1960-1979, shipyard workers supported the U.S. Navy in the Vietnam War and contained the Soviet Union during the Cold War. USS Los Angeles (SSN 688), the first of a new class of nuclear powered attack submarines, arrived in 1978 to homeport at Pearl Harbor. In 2009, the shipyard welcomed the arrival of the first Virginia-class submarines homeported at Pearl Harbor: USS Hawaii (SSN 776) and USS Texas (SSN 775). In 2010, USS North Carolina (SSN 777) arrived at Pearl Harbor, to become the third Virginia-class submarine to be homeported here.

Over the last 75 years, the Naval Nuclear Propulsion Program has operated 273 reactors plants, taken 562 reactor cores critical including 33 different designs, and steamed more than 171 million miles with over 7,500 reactor years of safe operations.

Today, there are 13 nuclear submarines homeported at Pearl Harbor and PHNSY & IMF Sailors, civilians and contractors continue to keep them fit to fight.

"Pearl Harbor Naval Shipyard is proud to be a part of Naval Reactors' 75 years of history," said John Ornellas, PHNSY & IMF Senior Civilian, Nuclear Engineering & Planning Manager. "The nation's Nō Ka 'Oī shipyard in the heart of the Pacific has played a great role in the advancement of nuclear propulsion for 66 of those 75 years."



In Focus: Code 970 Coatings & Preservation

The Preservation and Coatings Group, Code 970, consists of nuclear and non-nuclear Shop 64 Fabric Workers, Shop 64 Plastic Fabricators, Shop 64 Shipwrights, Shop 71 Painter/Blasters, and Shop 71R4 Maintenance Workers.

Code 970 provides vital services that allow all other production trades to perform their work.

- Shop 64 Fabric Workers protect personnel and uphold environmental standards by containing potentially hazardous contaminants with environmental, radiological, and hot work enclosures.
- Shop 64 Plastic Fabricators are responsible for the insulation and rubber coating systems that keep the ship stealthy. These coating systems must be removed to support hot work operations required for the maintenance of ship components. They are also known as the Wood and Plastics Shop for their carpentry, acrylic/polycarbonate plastic molding, and fiberglass work.

- Shop 64 Shipwrights provide staging services throughout the availability that help all personnel get to their work spaces safely and efficiently. Shipwrights also strategically position the blocks that the boat rests on while docked, to ensure all necessary compartments are accessible for maintenance work.
- Shop 71 Painter/Blasters apply the protective coating systems that preserve the integrity of the hull and structures of the ship, which must be replaced any time bare metal is exposed due to hot work or corrosion.
- Shop 71 Maintenance Workers maintain compliance with state and federal cleanliness requirements that allow Shipyard work in the dry docks to continue.

Shop 64 Fabric Workers and Plastic Fabricators also help to improve the sailors' quality of life aboard the ship by providing different types of flooring, upholstery for furniture and other functional and decorative options in their living spaces.

Shop 71R4 Maintenance Worker Mechanic Victor Siangco provides wheeler services in support of all major testing and work on major components. The Wheeler is used to extract water, oil and other contaminants so that Ship's Force and other trades can perform their work safely.

Photos by Justice Vannatta



Shop 64PF Plastic Fabricator Mechanic Shane Trinidad operates a hexagon arm to scan and plot reference points on a template for MIP Tile production which will be used on USS Minnesota (SSN 783).



Shop 64PF Plastic Fabricator Mechanic Blaine Hook utilizes a router to finish the edge of a wooden table top that will be used on the USS Hawaii (SSN 776) project.



Shop 64PF Plastic Fabricator Mechanic Lee Nouchi performs a rip cut on a piece of plywood which will be used to build cabinets for various dry dock projects.



Shop 64PF Plastic Fabricator Mechanic Jeffrey Soriano buffs a piece of plexiglass to fit up in the crew's mess on USS Missouri (SSN 780).



Shop 64PF Plastic Fabricator Mechanic Odeelo Dayondon performs fiberglass ice cap repairs in support of USS Mississippi (SSN 782).

Shop 64FW Fabric Worker Mechanics Larina Pacheco and Maximillian Gathing are squaring off material to be used on the USS Hawaii (SSN 776) project in Dry Dock #1.



Shop 64FW Fabric Worker Mechanic Steffan Brand lays out a catch (door) for a temporary blast site on USS Minnesota (SSN 783).



Shop 64FW Fabric Worker Mechanic Mishabrea Carreira sews vinyl material to be used on a temporary housing site on USS Minnesota (SSN 783).

Photos by Justice Vannatta



Shop 71R4 Maintenance Worker Mechanics Jared Hall, Reece Manatad and Kymani Ayonon are the first responders to secure, contain and clean up spills that occur within Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF). Their spill response helps PHNSY & IMF remain in compliance with required environmental and dry dock permits that keep the shipyard in operation.



Shop 71 Painter/Blaster Work Leader, Jesse “Liko” Kruse, blasts a mockup of a submarines hull in preparation of USS Minnesota (SSN 783).

Shop 71 Painter/Blaster Apprentice, Mark Domingo, prints and cuts letters for shipyard signage in the Shop 71 Sign Shop.

Shop 64SW Shipwright Mechanics Michael Crabbe-Jones and Makana Sambrana-Kapua installs a temporary shelter for Code 730 Crane Maintenance in support of their relocation from Dry Dock #3 to Dry Dock #4.



PEOPLE'S PERISCOPE

Question of the day:

What are your plans for the summer?



Lisa Fujita
Code 101.11
HRMC Resource Management Branch Head

"As far as summer plans, we will be taking a staycation weekend to play tourist and spend some quality time before the next school year. The kids will be in school for the summer, and mom and dad will be busy at work, so any break to unwind at the beach is definitely appreciated. We quickly forget how important it is to make time for family, so we're trying to appreciate that time when we can."



Warren Alejado
Recently Retired Code 900T Supervisor
Training Specialist

"My plans for this summer is to hold football tryouts, including strength training and conditioning for the Waipahu High School Varsity and Junior Varsity teams. Followed by structured football practices in preparation for the upcoming 2023-2024 OIA Division 1 football season. In conclusion, I plan to retire from PHNSY and IMF on Sept. 1, 2023 after 42 years of service."



Aaron Jones
Chief Navy Diver, LCPO Team 2

"Every summer my family and I take a trip out to flathead lake in Montana. We stay in a small cabin with family and every day we go down to the lake were my two children swim and play with their cousins. We drove up to Glacier National park and spent a few days there to hike and see wild animals. My children really enjoyed seeing a wild bear and a herd of bison. This is a yearly vacation that we all take as a family to relax and enjoy the summer."



Alika Vasper
Code 2330 Control Engineering
Division Head

"For the summer, me and the family are planning a trip to Japan. My boys have a basketball tournament so we'll be up there with other families from Hawaii. It will be our first time to Japan, but I'm excited to experience the culture and especially the food. We're still building our itinerary but we want to check out Mt. Fuji, shop Harajuku, and race Mario Karts."

Photos by Justice Vannatta

Coatings and Preservation Terms

L U D Q Z U A Q C C O U Q Q K D F K B M
 T H P O W D E R C O A T I N G I H K C I
 W S O U R P N G H M J A H G T X K I E P
 C A K Z O Q V N M V K M Q D T R S U H A
 G W A W T H Y I G N I D N A S X M V X I
 G E M P C Q C T B L A S T I N G L E X N
 N R C N J G Z A M H M K T F F N X S P T
 I U G K V Z N C V K J N J B S I A C I I
 W S C Q A H E I W Y R C R F O G G A R N
 E S R E T U O R H D E O Y Y P A N F B G
 S E F L F K T B J C N K W X Y T Y F E Z
 T R J Z J L H A T L T T C D J S W O O U
 Q P H J Y Y U F N S Z I S F O W Q L T P
 X N F Z E B U P M V B Q T M Q O Y D F G
 J T Z P L E X I G L A S S S N X W W I X

SEWING
 PAINTING
 BLASTING
 STAGING
 FABRICATING
 STITCHING
 WOODWORK
 PLEXIGLASS
 SCAFFOLD
 SANDING
 ROUTER
 PRESSUREWASH
 MIP
 POWDERCOATING



Who Am I: Jason Hong Code 970 Shop Superintendent

Interview by Justice Vannatta, Shipyard Log Editor

Where were you born and raised? I was born in Honolulu and grew up in Salt Lake. I went to Moanalua Elementary until fourth grade and then went to Hawaii Baptist Academy, where I graduated from. After graduating from high school, I lived in Portland, OR for a couple of years until I moved back to Hawaii.

Tell us about your ohana. Are you married? Do you have kids? I am married to my wife Amber. We have been together for 21 years and celebrated our 18th wedding anniversary back in August. We have two sons, Jayden and Ryden. Jayden is currently an apprentice in Shop 67 and Ryden is a freshman at Mililani High School.

What year did you enter PHNSY & IMF and what was your first job? I started working here at Pearl Harbor Naval Shipyard back in 2004 when I came in as a painter/blaster apprentice for Shop 71.

What year did you become a division head? I became the Code 970 Shop Superintendent in January of 2019 when the previous Shop Superintendent retired. Prior to this, I was the Code 970 Nuclear Director for about five years.

What is the best work advice you have ever gotten? Don't do what is best for just myself or a specific individual, but rather do what is best for the shipyard and the workforce as a whole.

What motivates you to come to work every day? Seeing all the great work that not only my Code does but what every single worker in the shipyard does to maintain our ships and submarines. Seeing a boat complete its availability and depart knowing they have a mission to go do and that our workforce directly contributed to making that happen.

Who was a leader that you looked up to during your young

career and why? Eric Cansibog who was the Nuclear General Foreman for Shop 71 when I came into the nuclear program as a 2nd year apprentice and became a first line supervisor. While he may not have been the friendliest and easiest person to get along with and was always hard on all of us nuclear painters, he always drove into us reading, understanding and following the requirements. I remember he used to always tell us that as long we understood what our requirements were and followed them, no one could ever question our actions and integrity.

What is some advice you would give to someone who wants to be a division head one day? Allow your people to make decisions every single day. Never be afraid to let them make a decision, right or wrong, so long as their decision won't lead to someone getting injured or something getting damaged. Even if they make a wrong decision, they will learn from it and move on. That's better than them not being able to make a decision at all and nothing gets accomplished or they rely on you to make every decision and they don't think for themselves.

What do you enjoy doing in your free time? I enjoy golfing as well as taking out our jet skis while spending time with family and friends.

What is something interesting about you that no one knows? Going back to when I was in high school and played basketball, I was a big Kobe Bryant fan from when he first entered the NBA. As such, ever since high school, the only shoes I wear and have, aside from my safety shoes here at work, are Kobe's.

If you retired tomorrow, what would be a personal message to the people of PHNSY & IMF? Never forget the culture that we have here in the shipyard of taking care of and working with each other. It's what sets us apart from all the other shipyards as we strive to accomplish our work and mission to deliver ships and submarines back to the fleet on time every time.

**Congratulations!!
Safe Shop of the Month**

Shop 11 NN Shipfitters



Photo by Justice Vannatta

MAY / JUNE Labor & Employee Relations Disciplinary Actions

Letter of Caution

An employee was cited for conduct unbecoming of a federal employee

Letter of Caution

Two employees were cited for sleeping on duty

Change To Lower Grade

An employee was cited for failure to follow instructions, lack of candor, unauthorized absence narrative

Letter of Reprimand

Two employees were cited for unauthorized absence

An employee was cited for failure to carry out duties expected of position

Suspension (21-Day)

An employee was cited for conduct unbecoming of a Federal Employee

Indefinite Suspension

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

Termination

An employee was terminated for failing failure to follow call-in requirements

MAY / JUN Service Awards

20 Years

Traci Hanlon
Blythe Kajiwara
Denny Sebala
Thomas Garvin
Jason Hong

25 Years

Cory Arthur
Jeremy Keone
Devin Alvaro
Joseph Cornor
Anthony Jones
Reid Kameoka
Colby Stanton
April Terayama

30 Years

Larry Jumila

35 Years

Scot Ahyuen
Ronnie Collado
Sheri Mock
Kathleen Nakata
John Campos
Donald Castelo Jr
Robert Lopez
Lenore M Warren
Aaron Young

45 Years

David Ganhinhin

**Fair Winds & Following Seas
to MAY / JUN Retirees**

Bernard Picoc
Roy Rapoza
Jorge Barbosa
Harry Naidas
William Glenn Jr
Christopher Byas
Brian Nagahama
Byron Nebrija
Neil Oho
Patrick Teves
Randolph Chang
James Perreira
Faresa Tali
Andrea Yahiku
Frank Muffley
Shelby Gamboa
Judson Imhoff
Jay Lontayao
David Stone

TO REPORT AN INCIDENT
OF HARRASSMENT,
CONTACT:

CODE 100CE DIRECTOR:
473-8000 x5347
CODE 100CE DEPUTY
DIRECTOR:
473-8000 x6073

TO FILE AN EEO
COMPLAINT,
CONTACT:
EEO OFFICE: 808-471-0241



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