

SYTL

SHIPYARD LOG



USS TULSA (LCS 16)

HRMC Completes First Planned Maintenance Availability for Independence-class littoral Combat Ship



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

Getting Real, Getting Better

In this issue of the Shipyard Log we focus on Code 960 Piping and Insulation and all of the great work they do in support of the Pacific Fleet ships and submarines. Also highlighted, is the completion of the first Planned Maintenance Availability (PMAV) for USS Tulsa (LCS 16), an Independence-class littoral class combat ship by Hawaii Regional Maintenance Center (HRMC). Completion of this PMAV shows that Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) continues to expand our abilities to support the needs of the fleet.

Over the past two years, HRMC has completed two Chief of Naval Operations (CNO) availabilities ahead of schedule, USS Wayne E. Meyer (DDG 108), finished 14 days early and USS William P. Lawrence (DDG 110), finished three days early. With 16 of 16 completed availabilities on-time in 2022 and six of six so far in 2023, HRMC has been knocking surface ship intermediate-level availabilities out of the park. Awesome! Later this year we will be participating in various exercises to learn more about Battle Damage Assessment and Repair to increase our skills in responding to fleet emergencies.

Over the course of 2022, PHNSY & IMF has hosted over 60 high-level visits of civilian and military leaders, including Adm. Lisa Franchetti, the new Vice Chief of Naval Operations (VCNO). This was a great opportunity to show the VCNO what we do to achieve our mission for the Navy. Thank you to everyone who spent time speaking with the VCNO to answer her questions.

The VCNO is leading an effort for the Navy

to increase our problem-solving capabilities across all areas and branches of the service. The name for this initiative is, “Get Real, Get Better” or GRGB for short. This initiative covers a number of problem-solving techniques available for addressing small problems at the work center level up to very complex and intricate issues at the shipyard level.

“Getting Real,” means to self-assess in a transparent manner to find areas that need improving. This could be on a personal level, work team level, or to include the entire shipyard. The goal is to “embrace the red” and find the areas of risk to accomplishing our mission and keeping everyone safe while doing so.

“Getting Better,” encompasses the concept of self-correction by effectively focusing on what matters most. Proven problem solving methods such as the Define, Measure, Analyze, Improve, and Control (DMAIC) method, the Five Whys method, and others are used to find the root cause of the problem. However, many problems that affect our work cannot be solved at our level and must be elevated to the right level, in a timely manner, for resolution i.e., “fix or elevate.”

With growing tensions around the world, the Navy’s mission is more important than ever. Our mission is key to ensuring the fleet has the assets they need. To ensure you are fully connected to all that we are doing, both at the shipyard as well as at higher headquarters, we will be restarting our Boardwalk Town Halls. This will be an opportunity to discuss important issues and obtain your feedback directly to senior leadership. I look forward to seeing you on the waterfront.



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

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ON THE COVER:
 USS Tulsa (LCS 16)

Photo courtesy Navy.mil

Vice Chief of Naval Operations Visits Pearl Harbor Naval Shipyard

Story by Marc Ayalin
Media Operations Manager

Adm. Lisa Franchetti, Vice Chief of Naval Operations, visited Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) Dec. 14, 2022, to assess progress on implementing the Navy's Shipyard Infrastructure Optimization Program (SIOP) and conduct a review of ongoing ship maintenance availabilities.

During her visit, Franchetti met with PHNSY & IMF leadership for operational briefings and toured the shipyard's dry dock areas that will be modernized beginning in 2023. The first modernization action proposes to construct and operate a new graving dry dock and waterfront production facility to support current and future classes of the nation's nuclear-powered submarines.

After carefully weighing the strategic, operational, and environmental consequences of the proposed action, the Navy announced its decision Dec. 16, 2022, to select Alternative 4 from the Final Environmental Impact Statement (<https://www.PearlHarborDryDockEIS.org>) for PHNSY & IMF.

Phase one of the project will see the construction and operation of Dry Dock 5 along with auxiliary facilities, a weight-handling system, and upgraded utilities. Phase two includes the assembly of a waterfront production facility that will increase collaboration and efficiency among the workforce, reducing lost operational days by recapitalizing and re-configuring shipyard infrastructure towards improving industrial performance resulting in sustained improvement in the shipyard's maintenance processes.

According to Franchetti, the proposed facilities will provide needed dry dock capability at PHNSY & IMF for efficient maintenance, upgrades, and repairs in order to return combat-capable submarines to the fleet on time. Completing ship and submarine maintenance availabilities on time is vital to the Navy's mission and maintaining maritime superiority.

"Our public shipyards are critical to our nation's national defense," said Franchetti. "The future of our submarine force relies on the key infrastructure provided by Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility. The dedicated civilians and Sailors putting in the work here every day have a direct impact on delivering of our Navy's warfighting advantage."

The dry dock construction activities are expected to result in a projected \$200 million in annual salary for construction workers, creating a measurable beneficial impact on the local economy. Originally designed and built in the 20th century to support construction of new ships using industrial models of the time, PHNSY & IMF is not efficiently configured to optimize its current (and projected) mission to conduct depot-level maintenance and upgrades of nuclear-powered submarines.

The SIOP mission is to execute the Navy's once-in-a-century investment to reconfigure, modernize and optimize our four aging naval shipyards into new, modern facilities that will serve this nation into the future.

In addition to SIOP, Adm. Franchetti participated in several small-group discussions with project leadership teams and engineers to underscore the importance of the work done by the PHNSY & IMF team in regards to local Naval Sustainment System – Shipyards (NSS-SY) initiatives.



Photo by Justice Vannatta



HRMC Completes First Planned Maintenance Availability Aboard USS Tulsa (LCS 16)

Story and photo by Marc Ayalin
Public Affairs Specialist

Hawaii Regional Maintenance Center (HRMC) conducted its first-ever planned maintenance availability (PMAV) for Independence-class littoral combat ship USS Tulsa (LCS 16) in the Pearl Harbor basin this past July.

Tulsa conducted an 11-day PMAV while in port at Joint Base Pearl Harbor-Hickam, Hawaii to prepare for the ship's participation in RIMPAC 2022, and return transit to San Diego following the ship's 2021-2022 deployment to Seventh Fleet. This maintenance period included preventive maintenance checks on the ship's system and equipment, according to Terrence Calauastro, a project manager for surface ship operations at HRMC.

"Preventive maintenance checks keep the ship's system and equipment performing optimally and reduce downtime over the life of the equipment - similar to taking your car in for a 100,000-mile check," Calauastro said. "These procedures range anywhere from 400 to 1,200 checks within a planned maintenance availability period."

For the HRMC team, the Tulsa's PMAV was an interesting first experience. Through diligent planning and coordination, HRMC conducted a highly successful maintenance availability on the ship's systems, equipment and the modern jet propulsion system.

According to Calauastro, planning for the PMAV typically begins by identifying the periodicity of the maintenance availability such as annual, monthly, or a quarterly checks. The HRMC team then identifies material requirements, and reviews the need for any special on-site technical representation or original equipment manufacturer support.

"Quality assurance spot checks and daily progress meetings need to be conducted to ensure on time delivery," Calauastro said.

Calauastro emphasized the importance of successfully executing this PMAV as a benchmark for future LCS maintenance schedules.

"I'm glad we had an opportunity to accomplish a PMAV on an LCS," Calauastro said. "In doing so, HRMC can now provide repairs and PMAVs for home ported and transitioning ships. A one-stop ship repair facility for all repair support."

Tulsa is homeported in San Diego as part of Littoral Combat Ship Squadron One. LCS are versatile, mission-focused platforms designed to operate in near-shore environments and win against 21st-century coastal threats. These ships provide forward presence and conduct maritime security, sea control, and deterrence missions around the globe.

Pictured: Code 103 Waterfront Operations Manager John Mahony, Code 103 Waterfront Operations Resource Manager Rachel Waialeale, Code 103 Class Team Leader Juan Carlos "Harry" Herrera, Code 103 Advanced Planning Manager Cheryl Yamanaka, Code 132 Quality Assurance Specialist Jamie Francis, Surface Operations Officer Lcdr. Kristopher Devisser, Code 103 Shipbuilding Specialist John Ishikawa, and Code 103 Project Manager Terrance Calauastro.

NAVSEA Tech Refresh Increases Productivity

Story and photo by Marc Ayalin
Public Affairs Specialist



Naval Sea Systems Command's (NAVSEA) goal to transform digital capability through the Naval Sustainment System-Shipyards (NSS-SY) program offers an important edge for increased production across the U.S. Navy's four public shipyards.

With the oversight of the Information Technology (IT) pillar of NSS-SY, new and improved laptops are expected to fill the workspaces of Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) by year's end - an IT refresh and upgrade that is highly anticipated.

"The new laptops are part of a larger, Navy-wide tech refresh effort," said Fletch Vynne, of Boston Consulting Group, the contractor that oversees implementation of NSS-SY at all four public shipyards. "With older laptops, we observed slow boot up times, computer crashes and program latency."

The acquisition of new laptops are part of a two-phase approach that will replace laptops no longer supported by Microsoft beyond November 2022. The second phase will see an influx of new laptops to replace low-performing models, according to Vynne.

Currently, PHNSY & IMF has received more than 3,800 new and faster desktops and laptops since February 2021 and is scheduled to refresh the remaining 1,200 computers by the end of 2022. The new laptops have 512 GB solid-state drives with 16 GB RAM, which is a significant improvement in performance time and durability over the old hard disk drives, according to Darwin Uesato, IT Strategies & Client Services Division Head.

"This accomplishment will significantly reduce wasted time for users waiting every day for computers to boot up, and will process information faster, making the workforce more efficient and productive," Uesato said.

This efficiency has decreased service times PHNSY customers. With the new refreshed laptops, appointments that used to take closer to 45 minutes now average between 20-25 minutes, according to Daniel Bumanglag, Information Technology Specialist, Cellular Device Team.

"The new laptops enable our cellular device team to deliver appointment sessions in half the time," said Bumanglag. "We're able to pass the time savings back to the employee so they can get back to the mission of keeping the fleet 'Fit to Fight.'"

According to Uesato, a key success factor of this NSS-SY IT pillar initiative incorporates building strategic relationships with U.S. Pacific Fleet, whose leadership and support throughout the Indo-Pacific region provides the shipyard with access to the right IT tools that are crucial in performing our mission of ship modernization, maintenance and repair.



In Focus:

Code 960 Piping, Insulation and Tool Room

Code 960 Piping, Insulation and Tool Room contains three shops, Shop 06 Tool and Equipment Maintenance, Shop 56 Pipefitter and Air Conditioning and Refrigeration and Shop 57 Insulator.

Shop 06 Equipment Maintenance: Maintains, troubleshoots, repairs, overhauls and tests Industrial Plant Equipment throughout the Shipyard such as various lathes, mills, presses, compressors, generators, and computer numerical control equipment powered by hydraulics, electrical, pneumatics or manual principles. Equipment maintenance covers Production Machinery Mechanics, Electricians and Electronics Industrial Control Mechanics.

Shop 06 Tool Room: Maintains, overhauls, repairs and tests hand and portable power tools and equipment such as pneumatic, hydraulic, and hydrostatic tools. While also maintaining personal protective equipment and precision measuring tools. Shop 06 Equipment Maintenance assures the proper

tools are available to enable employees to safely, efficiently and effectively perform their tasks. Shop 06 Tool Room issues tooling and safety equipment while maintaining records, reports and inventories.

Shop 56 Pipefitter and Air Conditioning and Refrigeration (A/C & R) Shop: Pipefitters and A/C & R workers are responsible for all piping and refrigeration work onboard submarines and surface craft. Pipefitters and A/C & R workers are responsible for systems testing on submarines and surface craft.

Shop 57 Insulators Shop: Remove, fabricate, repair and install various types of insulation materials to many ship's components, pipes, tanks, ventilation ducts, refrigeration units, etc., on submarines and surface crafts. Insulation helps to reduce the transfer of heat, inhibit moisture and suppresses sound. Materials used include: foam rubber, fiberglass cloth, fibrous glass, calcium silicate, adhesives and cements.



Shop Shop 56 ACR Work Leader Nainoa Sullivan and Shop 56 ACR Supervisor Johnathan Van Dyke are disassembling Air Conditioning components to ship to the OEM factory and Johnson Controls Inc. for analysis of the wear on internal components to determine future maintenance.



Shop 56 Work Leader Elias Cabebe is checking piping alignment utilizing a digital angle finder.



Shop 56 Nuclear Work Leader Benmar Pacubas installs the vortex freeze seal jacket. Freeze seals consist of an intentional mass of ice within a pipe that prevents water movement similar to a shut valve.



Shop 56 Pipefitter Work Leader Christopher Wilson operates a horizontal band saw used for cutting pipe.



Shop 56 Pipefitter Mechanic Jacob Correa is end prepping a pipe utilizing a pneumatic portable end prep machine.



MMN1 Joseph Chang maintains quality assurance on testing equipment in Shop 56 Test Gang area.



Shop 56 Pipefitter Mechanic Abraham Lobetos inspects Super Freeze equipment in support of USS Hawaii (SSN 776).



Shop 06 Tool Room Work Leader Keith Watanabe etches a tracking number on a new pneumatic tool.



Shop 06 Electrician Mechanic Anthony Doan installs cam locks on a chill water electrical panel.



Shop 06 Tool Room Mechanic Wayne Davis performs maintenance on a pneumatic chipping hammer in support of USS Minnesota (SSN 783).



Shop 06 Production Machinery Maintenance Apprentice Elyjah Sumile operates a water-blast machine to support blasting ships hulls and piping systems.



BEFORE

Shop 06 Electrician Ashley Galusha consolidates electrical material that will be transferred from old Vidmar cabinets and placed into the new Rotomat storage unit.



AFTER

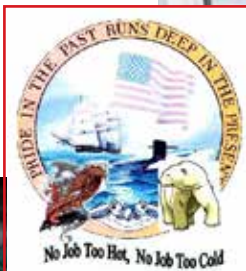
Shop 06 Electrician Apprentice Kainani Ho labels material bins for electrical material to be stored in the new Rotomat repository.



Shop 56 Pipefitter Apprentice Jean-Paul Swider dries a flex hose with dry filtered air to establish the proper level of cleanliness for shipboard reinstallation.



Shop 06 Production Machinery Maintenance Helper Reese Echavaria performs operator checks prior to starting a Temporary High Pressure Air Compressor (HPAC) which supports air charges to submarines.



Shop 06 Production Machinery Maintenance Mechanic Brandon Cabato performs preventative maintenance on a 230KW diesel engine generator. The generator supplies temporary electrical power to ships and facilities.

Shop 57 Insulator Apprentice Lawrence Raze lays out patterns for insulation fabrication in support of USS Hawaii (SSN 776).



After three straight years of conducting virtual meetings, the Piping Community of Practice (PCoP) held its annual face-to-face planning meeting at Ala Moana Hotel from August 15-19, 2022. Forty-five travelers from Puget Sound, Norfolk, Portsmouth, and NAVSEA 04T took part in the weeklong event. Team members had the opportunity to

participate in team-building activities, rekindle old relationships, and establish new ones. Before parting ways, the PCoP identified seven corporate process improvement initiatives to pursue and Pearl Harbor Naval Shipyard passed the baton to Portsmouth as the lead shipyard heading into Fiscal Year 23.

Photos by Justice Vannatta

PEOPLE'S PERISCOPE

Question of the day:

What are your goals for 2023?



Andrew Ching
Code 950 Continuous Training and Development Leader

"This year I would like to find happiness and peace within myself, while helping and improving the environment around me. I'm making my family a priority by putting down my phone when they are talking to me. I also want to make my health a priority by signing up for the 2023 Honolulu Marathon."



Inga Crockett
Code 510 Management Analyst

"My professional goal is to continue to learn and grow in my current position as a management analyst in Code 500. By mid year, I want to have my qual card completely signed off by management and pass my oral board for my GS 12 level. My personal goal this year, like every year, is to be better than I was the year before. That encourages me to continue to grow for myself and my family."



Ralph Bolabola
Code 109.11 System Administrator

"I have three goals this year. For work, I want to pass my Red Hat Certified System Administrator (RHCSA) exam. In my personal life, I want to learn to read and write Hanguk, the South Korean language. And for fun, I would like to break 80 in my golf game."



Marcus Maglangit
Code 1213 Branch Head
Business & Strategic Planning Office

"My goals for this year is to be the best version of myself, to add value to people in all areas of my life and achieve a balanced life with God, family, health and work."

Photos by Justice Vannatta

Code 960 Piping Terms

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

Air
Anchors
Beveled
Corrosion
Centerline
Drain
Elbow
Fabrication
Galvanized
Gauge
Hydraulic
Insulation
Pressure
Purge
Pipe
Steam
Steel
Teflon
Valve
Weld



Jamie Tokunaga-Magno (wife), Alyssa Tokunaga-Magno (daughter), and Code 960 Shop Superintendent Dexter Magno.

Who Am I: Dexter Magno Code 960 Superintendent

Interview by Justice Vannatta
Shipyard Log Editor

Where were you born and raised?

I grew up in the Nu'uauu / Pu'unui area in the 1980's where we could leave the doors unlocked and explore the neighborhood. I attended Ma'ema'e Elementary School, Kawananakoa Intermediate, then McKinley High School, graduating in 1993. While in high school, I worked at Foodland on School Street, started as a bag boy and worked my way up to cashier, grocery clerk, closing manager, 2nd Assistant, then 1st Assistant Director at Kaneohe Foodland.

I also enlisted in the Hawaii Air National Guard upon graduating high school and was assigned to the 154th Civil Engineering Squadron at Hickam Air Force Base as a Heating, Ventilation, Air Conditioning, and Refrigeration (HVAC/R) journeyman. While working the night shift as Assistant Store Director, I attended University of Hawaii, initially majoring in engineering from 1994-1998. In 1999, I took a job with Diamond Parking as the City Manager for Honolulu and Waikiki, managing all the parking services, valet and garages for Diamond Parking on Oahu. I then took a break from college in 2002 and went active duty for the Air National Guard until January 2003.

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

I have been married since 2002 to my beautiful wife Jamie Tokunaga-Magno. We have two kids, our son, Christian Tokunaga, who's 26 years old and our daughter, Alyssa Tokunaga-Magno, who is 21 years old.

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

I began my career at Pearl Harbor on January 13, 2003 as an apprentice in Code 960 Pipe Shop in the Air Conditioning and refrigeration section. I graduated from the apprenticeship

program in 2007 and was promoted to mechanic, work leader and first line supervisor within a year. Then I was promoted to Code 960 Resource Manager. I was then promoted to Shop 56 Inside Shop General Foreman, then eventually Shop 56 Senior General Foreman. In April of 2017 and in March of 2020, I was temporarily promoted to Code 960 Superintendent.

If you could have a do-over, what would you do differently?

If I could do it all over again, I would've looked for a career in the shipyard earlier in my life. I wasn't aware of the shipyard opportunities until the year 2000 when many of my friends from Honolulu Community College began working in the shipyard as co-ops. However, I have no regrets as to how and when I came into the shipyard and where my career has taken me so far.

What motivates you to come to work every day?

My desire to learn and teach others is my motivation to come to work every day. Our work at Pearl Harbor is well defined by maintenance schedules and our shipyard organization, but it is the knowledge that I want to gain as well as the knowledge I already have that I can share with others which drives my daily cadence.

Who was a leader that you looked up to during your young career and why?

A leader that I looked up to during my earlier years in the shipyard was Mike Wong, who retired as Code 960 Superintendent. He was very knowledgeable in shipyard operations and actually was an electrician by trade. He served in many positions on project as well as superintendent of Code 950, Code 900T, as well as Code 960. His vast experiences in the shipyard, his cool and calming collectiveness during the most trying times, and his ability to lead and develop others, allowed me to diversify my knowledge without any pressure and with full reign over my career path.

What is the biggest change you've seen throughout your career?

The biggest change I have seen is the transition of work from 688 Los Angeles-class to Virginia-class (VACL) submarines. I grew up in the shipyard learning all about 688's but I have a lot more to learn on VACL's.

What do you enjoy doing in your free time?

I enjoy golfing, hiking, biking, and spending time at home with the family. My children are all grown so my wife and I spend our weekends together, mostly shopping since she likes to shop or we find a new restaurant to eat at.

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

Continue to work as one big 'Ohana. Live each day at work with Aloha, doing so will forever perpetuate Pearl Harbor Naval Shipyard and IMF as the No Ka 'O'i shipyard.

Photo courtesy: Magno Ohana

Congratulations!!

Safe Shop of the Month Shop 26 Nuclear Welders



Photo by Justice Vannatta

JAN/FEB Labor & Employee Relations Disciplinary Actions

Letter of Caution

Six employees were cited for failure to follow instructions

Letter of Reprimand

An employee was cited for tardiness

Two employees were cited for failure to carry out duties expected of position

Suspension

An employee was cited for loafing

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

Termination

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

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

Fair Winds & Following Seas to 2022 Retirees

- Stanley Ayano
- Stuart Hara
- Rodney Kaneshiro
- Ronald Kim
- Francis King
- Richard McGinty
- Ronald Nesmith
- John Hunt
- Melvin Ibale
- Allyn Lai
- Robert Alameda
- Glenn Tao
- Michael Ponty
- Earl Riddle
- Gary Delong
- John Meadows
- Steven Mendez
- Kevin Nonaka
- Clayton Oishi
- Ross Okuda
- Brian Tamura
- Adam Hernandez
- James Andrade
- Lornita Thom
- Kenny Kawamoto
- Eddie Seson
- Roy Sugikawa
- Morris Moribe
- Robert Sonoda
- Roy Watanabe
- Glenn Sakai
- Richard Cooper
- Sherry Lau
- Kevin Chun
- Cathy Mukai
- Glenn Takahashi
- Rudolfo Gabrillo
- Matthew Ragmat
- Beverly Higa
- Yvette Oyape
- Lewe Stanaland

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OF HARRASSMENT,
CONTACT:

CODE 100CE DIRECTOR:
(808)-473-8000 x5347
CODE 100CE DEPUTY
DIRECTOR:
(808)-473-8000 x6073

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



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