

# SYL

SHIPYARD LOG

ISSUE #4 2024

IN THE SHADOW OF  
GIANTS





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

Aloha and Mahalo

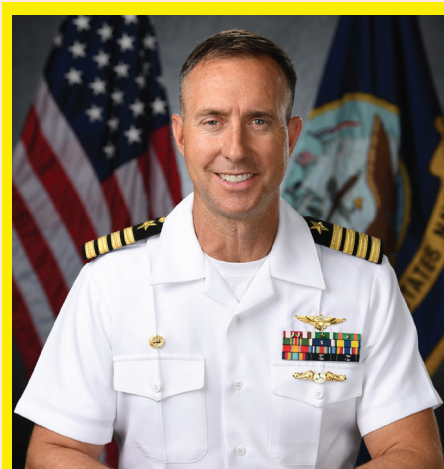
Shipyards 'Ohana,

I want to take a moment to express my deep appreciation for each of you and the incredible work we've accomplished together here at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF). The completion of 10 Chief of Naval Operations and over 280 non-CNO submarine and surface ship maintenance availabilities from July 2021 to July 2024 exemplifies our values of Aloha, Honor, Courage, and Commitment.

As we reflect on our successes, it's clear that these achievements were made possible by the synergy of people, processes, and environment—the very core of our Culture of Excellence framework. Yet, beyond frameworks and strategies, it is the unwavering commitment and expertise of the individuals at PHNSY & IMF that truly define us. Working alongside each of you has been a privilege and an experience I will carry with me throughout my life.

While my role will be transitioning back to Submarine Forces Pacific as the Maintenance Requirements, Readiness, and Improvements Officer, I am eager to continue keeping the fleet fit to fight. Our shared commitment to excellence and our Nō Ka 'O'i spirit will continue to drive us forward.

Thank you once again for your hard work, dedication, and camaraderie. I look forward to our continued partnership and the future successes we will achieve together.



**Capt. Ryan McCrillis, USN**  
**49th Commander**  
**Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility**

With Great Pride and Gratitude

Aloha Shipyards 'Ohana,

As I embark on my tour as the Commanding Officer of Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF), I wanted to extend my heartfelt greetings and Aloha to each and every one of you. It is with great pride and gratitude that I step into the role as the 49th Shipyards Commander.

I am acutely aware of the challenges we face as a nation and as a Navy, particularly in the Indo-Pacific region. Our mission here at PHNSY & IMF is pivotal in ensuring that our fleet remains prepared to safeguard crucial shipping lanes and uphold our nation's defense posture.

Returning to PHNSY & IMF is truly coming home for me. This shipyard is a special place and where I began my journey as an Engineering Duty Officer. Over the years, I have had the privilege of growing alongside many of you, contributing to the critical work that keeps our fleet fit to fight. Each of the Navy's public shipyards, including Pearl, play a vital role in our nation's ability to project power and respond effectively worldwide.

Much of our strength at PHNSY & IMF is rooted in our shared commitment to a Culture of Excellence and our People+Process+Environment=Success framework. This framework, developed collaboratively across our diverse workforce—spanning different shops, codes, and roles—has been instrumental in our success. This approach not only amplifies our collective strengths but also fosters a culture of continuous improvement in all facets of our operations. By leveraging our combined expertise and dedication, we have consistently raised the bar in maintaining our fleet's readiness and effectiveness.

As we move forward, let's continue to uphold these principles and maintain our momentum, ensuring that PHNSY & IMF remains at the forefront of excellence in naval shipyard operations. I look forward to meeting each of you in the upcoming town halls or as I walk around the waterfront and learning more about the incredible work you do every day to support our Navy and our nation.



<p><b>Commander</b>  <b>Capt. Ryan McCrillis</b></p> <p><b>Public Affairs Officer</b>  <b>Ana Maring</b></p> <p><b>Shipyards Log Editor</b>  <b>Justice Vannatta</b></p> <p>Commander's Comment Line          (808) 474-4729</p>	<p>Shipyards Fraud, Waste &amp; Abuse          Hotlines (808) 471-0555</p> <p>NAVSEA Hotline (800) 356-8464</p> <p>Navy Hotline (800) 522-3451</p> <p>DoD Hotline (800) 424-9098</p> <p>Safety Hotline (808) 471-8349          Report-to-Work Status Hotline          (808) 473-9000</p>	<p><b>MAILING ADDRESS:</b>          Shipyards Log Editor          PHNSY &amp; IMF (Code 1160)          667 Safeguard St Ste 100          JBPHH, HI. 96860-5033</p> <hr/> <p>SHIPYARDS LOG: This DoD publication is authorized for members of the PHNSY &amp; IMF. Contents of the Shipyards Log are not necessarily the official views of, or endorsed by, the U.S. government, DoD, or PHNSY &amp; IMF. ISSN 1073-8258.</p>	<p><b>CONTACT INFO</b>          Telephone: (808) 473-8000 ext. 4157          Email: Justice.m.vannatta.civ@us.navy.mil</p> <p><b>ON THE COVER:</b>          Code 700 Lifting and Handling portal crane.</p> <p>Photo by: Justice Vannatta</p>
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## Australian AUKUS Divers Conduct Training in Pearl Harbor

Story and photos by Claudia LaMantia  
PHNSY Public Affairs Office

With meticulous attention to detail, Royal Australian Navy divers donned their equipment in preparation for a familiarization dive with a Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility diver.

As part of their inaugural trip, the Australian divers spent two weeks with their American counterparts as part of AUKUS, a trilateral partnership of Australia, United Kingdom, and the U.S. that seeks to deliver conventionally armed, nuclear-powered attack submarine (SSN) capabilities to Australia.

Their visit focused on gaining a better understanding of shipyard divers, specifically their work with nuclear-powered submarines, according to Australian Chief Warrant Officer Gavin Kemp, Submarine Rotational West, Royal Australian Navy.

The four-member AUKUS Australian team shadowed members of PHNSY & IMF dive teams during the visit. Diving operations were conducted “every day that we had jobs as long as they were not flying out the same day,” said Chief Warrant Officer 2 Michael Tuft, PHNSY & IMF, diving officer.

Divers from both nations have worked together during naval exercise RIMPAC (Rim of the Pacific) and other joint operations, such as harbor clearance or salvage operations but this time the effort was on diving around nuclear-powered submarines.

They began by testing the waters.

The dives commenced from a diving boat berthed on a pier next to a sub-

marine. The atmosphere was calm but focused on safety while about 15 people moved around multi-colored air hoses neatly coiled next to each other. A U.S. Navy diver led two Australian divers on a half-hour mission that centered on a cofferdam.

When they surfaced, keen eyes peered from those aboard the boat as they exited the water and were aided in removing their air hoses, masks, fins, and weights.

The steps for getting in and out of the water were repeated for each dive but actual missions were determined by the type of job required, according to Tuft. The list of what Navy divers do can be infinite. Anything that cannot be done in dry dock or maintenance is done by the divers, from changing components to repairing torpedo doors to cable fittings, all jobs that divers are trained on.

The Australian team worked with every dive team “getting different perspective and getting as much time in the water and seeing all the jobs they can while they were here,” said Tuft. The schedule includes cable runs inside ballast tanks, troubleshooting electrical hull fittings, looking at thin-line towed array assemblies, and helping with the retractable bow plane cofferdam.

Some of the Australian sailors attended production meetings and learned how the shipyard staff and divers interacted. “We covered everything from cradle to grave, when we need a job, how do we get it done, what paperwork is required, scheduling and completion,” said Tuft.

The two-week visit covered the basics

in what the PHNSY & IMF divers encounter in their day-to-day work, all part of the AUKUS timeline.

This was just the beginning. The AUKUS Optimal Pathway was announced in early 2023 and it has three phases which are expected to last until the early 2040s.

For the divers, future visits are in the planning phases, but agreed when Kemp emphasized the best part about the visit was cementing relationships with their American counterparts.

They gained new insights on the restraints of diving around a Virginia class submarine.

The Command Diving Officer for PHNSY & IMF, Chief Warrant Officer Michael Tuft echoes those sentiments.

“Having them here diving side-by-side with our guys, they get to see and understand the challenges of diving around a Virginia class submarine,” he said. But this bond is not new, they have worked together before and will continue to do so. The best part about it all is “the friendships that we form.”



Royal Australian Navy clearance divers Petty Officer 1st Class Benjamin Petersen (left) and Lt. Nicholas Carter receive a safety brief from Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) Navy Diver 1st Class Adam Kitzman before executing a familiarization dive at Joint Base Pearl Harbor-Hickam. The Australians spent two weeks with their American counterparts to learn more about diving operations around submarines. The team is part of AUKUS, a trilateral partnership of Australia, United Kingdom, and the U.S. that seeks to deliver conventionally armed, nuclear-powered attack submarines to Australia to help ensure a peaceful and stable Indo-Pacific.



Code 740 Rigger Supervisor Anna Tanaka, Rigger Work Leader Ikaika Hudgens, Rigger Ashton Kipi and Rigger Apprentice Kennedy Akana lift a retractable bow plane with a bridge crane.



Code 710 Technical Division

**Code 710 Technical Division** is responsible for the technical and engineering aspects of the shipyard's lifting and handling program. This includes providing and approving technical specifications, processes, and procedures for work to be accomplished on shipyard cranes and rigging equipment.

**Above:** Code 712 Engineering Branch Head Jared Young and Code 712 Mechanical Engineer Edward Muhlbauer evaluate a hydraulic oil cooler on a mobile crane.



## In Focus: Code 700 Lifting & Handling Department

The mission of Code 700 Lifting and Handling Department is to provide safe error-free, lifting and handling operation services to Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility and its U.S. Navy customers to keep the Pacific Fleet 'Fit to Fight.' To meet this mission, Code 700 equipment services and capabilities vary widely. From their blue portal cranes operating at the dry docks on waterfront piers, to floating cranes, truck cranes, large bridge cranes and various types of smaller cranes in their shops. They also provide forklifts, transportation trucks, trailers and rigging gear.

Code 700 is a self-sufficient microcosm in the shipyard owning all aspects of lifting and handling operations. Their department is comprised of five divisions:

Code 710 Technical Division, Code 720 Inspection, Training and Quality Assurance Division and Code 730 Crane Maintenance Division. Codes 710, Code 720 and Code 730 make up the Crane Maintenance Team working together as a consolidated project team to coordinate and execute preventive maintenance and emergent repairs for all shipyard cranes. Rounding up the department is Code 740 Rigging and Equipment Operations Division and Code 760 Regional Diving Division.



Code 720 Inspection, Training and Quality Assurance Division

**Code 720 Inspection, Training and Quality Assurance Division** is responsible for quality assurance, testing, inspection, trackage and training in Code 700.

Code 720's role is to conduct audits, track trending analysis and to monitor logs that maintain and improve the quality of operations, ensuring safety, reliability, and compliance with relevant standards and regulations. The testing and inspection activities are essential to mitigate risks associated with lifting and handling operations, ensuring compliance with regulatory requirements from Occupational Safety and Health Administration, also known as OSHA.

Training within Code 720 plays a crucial role in ensuring that personnel are adequately skilled and qualified to perform their tasks safely and effectively. It ensures that personnel are equipped with the knowledge, expertise, and certifications needed to perform their roles securely, efficiently, and in compliance with industry standards.

**Above:** Code 721 Crane Maintenance Inspector Ryan Kuwazaki inspects the travel motor brushes on a portal crane.

Photos by Justice Vannatta



**Code 730 Crane Maintenance** ensures that cranes operate safely, reducing the risk of accidents and injuries to workers and damage to property. Proper maintenance increases the reliability of cranes, minimizing downtime due to breakdowns and ensuring consistent support of the waterfront such as lubrication of moving parts, engine servicing, hydraulic oil monitoring and electrical cabinet maintenance to name a few. Preventive maintenance helps in identifying potential issues early, reducing the likelihood of major repairs or replacements that can be costly. When issues are identified, through inspections or trouble calls, corrective maintenance is performed. This may involve repairing or replacing faulty components, adjusting settings, or realigning parts to ensure proper functioning. Well-maintained cranes operate more efficiently, leading to improved performance and productivity on the waterfront. Crane Maintenance is not just about prolonging equipment life; it's a critical practice that ensures safety, compliance, and operational efficiency within the shipyard.

**Above:** Code 730 Crane Maintenance Mechanic Shayne Palpallatoc removes corrosion on the A-frame ladder utilizing the 185 ft. mobile elevating work platform.



Code 730 Crane Maintenance Work Leader Nicholas Respicio performs engine maintenance on a portal crane engine.



Code 730 Crane Maintenance Electrical Apprentice Joshua Chinen performs an initial voltage verification on a portal crane circuit board.

Code 730 Crane Maintenance Mechanic Colten Pregana checks hydraulic connections on a portal crane.



Code 740 Rigging and Equipment Operations Department

**Code 740 Rigging and Equipment Operations Division** provides movement services for the shipyard. The three main services they provide are rigging, crane, and transportation services. Riggers provide movement of items onto ships and into dry docks. They also direct crane work, dock/undock ships, and operate forklifts and heavy lift transporters. Crane operators support movement through the operation of various types of cranes such as bridge cranes, truck cranes, portal cranes and floating cranes. Transportation supports movement through the operation of various types of equipment such as tractor-trailers, stake trucks, fuel tankers, forklifts, and buses.

**Pictured left:** Code 740 Rigger Sautia Mailo, Rigger Work Leader Expert Henry Lau and Rigger Work Leader Robert Toyomura crane in staging for a dry dock build up.



Code 740 Rigging and Equipment Operations Department

Code 740 Rigger Juan Alejandro Becera and Code 740 Rigger Apprentice Kupono Hanawahine performs line handling during docking operations.



Code 730 Crane Maintenance

Code 724 Continuous Training Development Electrical Supervisor Dayton Tomisato trains Code 730 Electrical Apprentice Arianna Tomisato on how to attach generator connectors.



Code 730 Crane Maintenance

Code 730 Crane Maintenance Mechanic Roy Sele inspects the drive chain on the Heavy Lift Transport.



Code 740 Rigging and Equipment Operations Department

Code 724 Rigger Apprentice Instructor Frederick Liberato discusses rigging methods with first-year Code 740 Rigger Apprentices Kozy Toriano, Ilijah Ramos, Kahuike Lorenzo, Keoni Lorenzo and Ian Bernardino.



Code 730 Crane Maintenance

Code 730 Crane Maintenance Mechanical Apprentice Brant Shiroma performs an engine leak repair on a mobile crane.



Code 720 Inspection, Training and Quality Assurance Division

Code 724 Crane Operator Instructor Eusebio Jacob trains Code 740 Crane Operator William Kalakau on a crane simulator.



Code 730 Crane Maintenance Mechanical Apprentice Bryson Risso defeats the magnetic brake on a portal crane.

Code 730 Crane Maintenance



Code 730 Crane Maintenance

Code 730 Crane Maintenance Mechanics Matthew Solomona and Jharrin Kanehailua lubricate the load chain on a CAT III crane.



Code 740 Rigging and Equipment Operations Department

Code 740 Crane Operator Andrew Ching trains Code 740 Rigger Mobile Equipment Operator Brandy Sonoda on a portal crane.

Photos by Justice Yannatta



Code 760 Second Class Diver Chase Hamel prepares to tie a pylon wrap near Alpha piers to combat the invasive coral species Octocoral infiltrating the waters around Pearl Harbor.

The course is six months long and entails rigorous amounts of physical training and academic courses. The divers are trained in all of the diving apparatus the Navy uses today, including closed-circuit rebreather dive systems that can take a diver to 300 foot depths. The diving supervisor or civilian first line supervisors must attend First Class Dive School in Panama City for a four-month course with a focus on how to supervise the various diving rigs and systems while encountering emergency procedure drills during their training. Each supervisor will deal with at least two life-threatening simulated diving casualties before they are permitted to graduate from First Class Dive School. Once they graduate and return to the shipyard they must undergo more drills and tests conducted by the Master Diver who will then recommend them for the supervisor qualification at the shipyard.

Photos by ND2 Jared Gritters

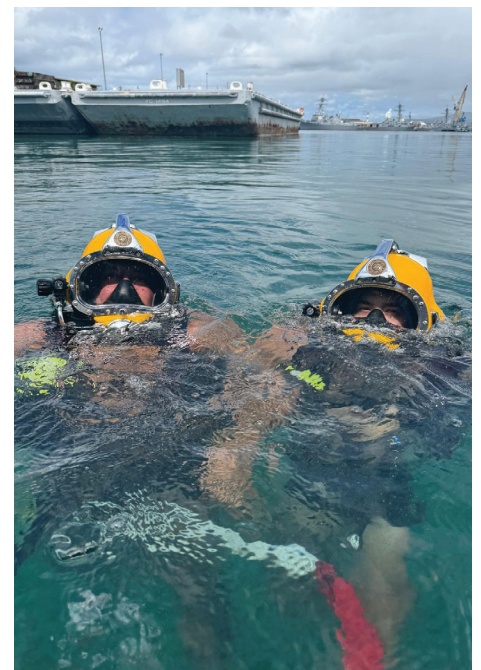
## Code 760 PHNSY & IMF Dive Locker

Story by Code 760 Division Head Dalbert Rivera and Command Diving Officer CWO2 Michael Tuft

Originally, Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) had two separate dive lockers: civilian Navy divers were part of Code 740 Rigging Shop and the military Navy Divers were a detachment of Mobile Diving Salvage Unit 1 (MDSU-1) working for Fleet Maintenance Submarine (FMB). Around 2002, PHNSY & IMF absorbed the MDSU detachment with about 30 active duty divers and, in early 2004, the civil-

ian and military Navy Divers combined to form Code 760 Regional Diving Division. Currently, PHNSY's Code 760 has four dive teams, a hyperbaric chamber team, and a dive support team. It is the only fully integrated military and civilian Dive Locker in the Navy.

The military and civilian divers endure the same training regimen and dive schools. Each diver must pass Second Class Dive School in Panama City, Florida to be certified in water-work.



Code 760 First Class Diver Cayman Conley and Second Class Diver Jared Gritters get ready to leave surface on a KM-37 training dive. The KM-37, or Kirby Morgan 37, is a diving helmet which has less breathing resistance than the older single valve exhaust.



Code 760 Undersea Medical Officer Lt. Derek Scott, and Chamber Supervisor First Class Diver Paul Orbegoso communicate with the medical inside tender First Class Diver Frank Ormonde as their patient breathes 100 percent oxygen at depth inside the hyperbaric chamber.

Military and civilian divers work together to perform a myriad of underwater maintenance and repairs on submarines, surface ships and naval facilities. The scope of work ranges from routine underwater inspections to highly complex repairs typically performed in dry dock. Code 760 also supports Under Water Ship Husbandry (UWSH) jobs throughout the Pacific region. Divers travel to Guam, Japan, and other locations on a regular basis to assist with repair efforts on home-ported submarines or emergent repairs. They also travel to augment and/or provide technical advice to other Navy Dive Lockers throughout world. Pearl Harbor divers accomplish a significant amount of work and constantly finish as one of the top three NAVSEA commands with most accumulated underwater time throughout the year. Over the past 20 years, Code 760 divers have completed more than 50,000 dives.

In 2018, Code 760 became the Emergency Recompression Chamber for all branches of the military operating within the Hawaii region. The emergency regional chamber coverage encompasses all aviators and military divers that come to Hawaii. Pilots, aircrew members, and divers alike can all experience pressure-related injuries that require a hyperbaric

chamber to treat. Since 2018, they have performed over 15, potentially life-saving recompression treatments to divers and aviators suffering from decompression sickness and arterial gas embolism, commonly known as the bends. They have also performed numerous medical hyperbaric oxygen treatments with excellent results. The dive locker personnel are specially trained in undersea medicine to diagnose and treat any pressure related injury that is presented to them.

Lastly, Code 760 divers have been working directly with the Royal Australian Navy Divers as part of the Australia, United Kingdom, and the United States or AUKUS initiative. AUKUS's primary objective is to uphold peace and stability in the Indo-Pacific and to deter and defend against rapidly evolving threats to the international order and system there. They have been supporting and evaluating their capabilities and ability to provide UWSH repairs on Virginia-class submarines.

Without a doubt, Code 760 really lives up to Pearl Harbor Naval Shipyard's slogan of "We Keep Them Fit to Fight." They are truly the U.S. Navy's No Ka Oi Dive Locker.



Code 760 Second Class Diver Chase Hamel was featured on the cover of the Shipyard Log Issue #1 2024. Hamel is pictured cleaning the invasive coral species known as Octocoral, scientific name Unomia Stoloniifera, which is invading the waters around Pearl Harbor.



Code 760 Dive Locker personnel receive transfer lines during the recent docking of USS Colorado (SSN 788). The boat support provides a safety measure for in water issues and helps to safely pass lines from the dry dock walls to the vessel.



Honolulu Community College Graduation  
Waikiki Shell, May 10, 2024  
Pearl Harbor Naval Shipyard Apprentice Graduates



Photos by Justice Vannatta

# PEOPLE'S PERISCOPE

## Question of the day:

*Why is AUKUS so significant for our command?*



**Cmdr. Marcus J. Machart**  
Code 100B Executive Officer, PHNSY & IMF

*"AUKUS is significant for our command, as the shipyard is tasked with multiple key roles in support of this groundbreaking and high-visibility trilateral partnership, specifically supporting Phase 1 of*

*the Optimal Pathway. AUKUS presents a unique opportunity for the shipyard to engage with international partners and assist in laying the keel of the eventual sovereign Australian nuclear powered submarine enterprise. Our shipyard's AUKUS mission primarily includes the establishment of Lead Maintenance Activity and Naval Supervisory Authority for the Intermediate level maintenance of US flagged SSNs that will be assigned to Submarine Rotational Force – West in 2027. In conjunction with that effort, we are also serving as the primary training provider for the SRF-W maintenance workforce. The influx of Australian personnel arriving at the shipyard for training will present us with new challenges as well as exciting new opportunities to build relationships and share our culture with these new members of our shipyard 'ohana."*



**John W. Ornellas**  
Code 2300 Nuclear Engineering & Planning Manager

*"In July 2023, PHNSY & IMF was designated as the Naval Supervisory Authority (NSA) and Lead Maintenance Activity (LMA) to establish capabilities*

*for performing ship maintenance on Virginia-class nuclear submarines rotating through Australia as part of the AUKUS Submarine Rotational Force initiative by October 2027. PHNSY & IMF is recognized as the center of excellence for submarine maintenance. Our shipyard knowledge, skills, and expertise with maintaining and repairing Virginia-class submarines will be crucial to the Navy's mission to maintain maritime superiority in the Indo-Pacific and to protect our current way of life here at home. It will also provide more opportunities for our people while providing the Fleet with additional capabilities and readiness."*



**CMDCM Alex Jones**, Command Master Chief PHNSY & IMF

*"Our involvement in the AUKUS program represents a significant amount of confidence in the capability and quality of PHNSY and IMF by world leaders, we have been tasked to undertake this responsibility because of our proven skill in past efforts. AUKUS will create opportunities for growth and learning right here at home, but on a larger scale partnering with the people of Australia and the UK will increase stability and strengthen the bonds of our global community. By taking such a pivotal role in the AUKUS program, we really are making a difference around the world!"*

## Crane and Rigging Terms

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

- CRANE
- WEIGHT
- WIREROPE
- BOOM
- HOIST
- LOWER
- RADIUS
- TRAVEL
- ROTATE
- BRAKE
- HYDRAULIC
- GUDGEON
- WALKER
- OPERATOR
- ENVELOPE
- SHEAVE

Photos by Justice Vannatta

# Congratulations! Safe Shop of the Month

## Shop 11 NN Shipfitters

### Labor & Employee Relations Disciplinary Actions

#### Letter of Expectations

An employee was cited for failure to maintain regular work schedule and failure to follow leave request procedures

#### Letter of Caution

An employee was cited for failure to protect secret classified data

#### Letter of Caution

An employee was cited for unacceptable conduct and safety violation

#### Letter of Caution

Two employees were cited for excessive absences from work

#### Letter of Caution

Five employees were cited for failure to follow instructions and failure to carry out duties

#### Letter of Reprimand

An employee was cited for excessive absences from work

#### Suspension (14-Day)

An employee was cited for unauthorized absences from work

#### Termination

An employee was terminated for failing to meet performance expectations during probationary period

### Service Awards

#### 25 Years

Brant Perry  
Tom Phan  
Tammy Guillermo  
Dwayne Butay  
Kimo Ellefson  
Swain Ahyuen  
Marshall Delacruz  
Wesley Florentino

#### 30 Years

Jason Borja  
Leonard Gomes Jr  
Albert Lau Jr  
Monte Hokoana  
Steven Brown  
Matthew Tramuto  
Ronald Vicens III

#### 35 Years

George Repollo  
Lance Okamoto  
Eutikio Olayon Jr  
Anne Nagamine  
Scott Ahuna  
Jennifer Braden  
Albert Cardenas  
Ricardo Colobong  
Matthew Cooke  
Sheila Hansen  
Vincent Le  
Keith Leong  
Mark Tamashiro  
Derrick Visitacion  
Danilo Cabudol  
Alfred Chow  
Robert Lee  
Scott Liesemeyer  
Lance Teruya

#### 40 Years

Albert Natividad  
Cornelius Bates  
Doreen Kahue

#### 50 Years

Rosemarie Raymond  
Stephen Alexander  
Richard Oshiro

Photo by Justice Yannatta

TO REPORT AN INCIDENT  
OF HARASSMENT,  
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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