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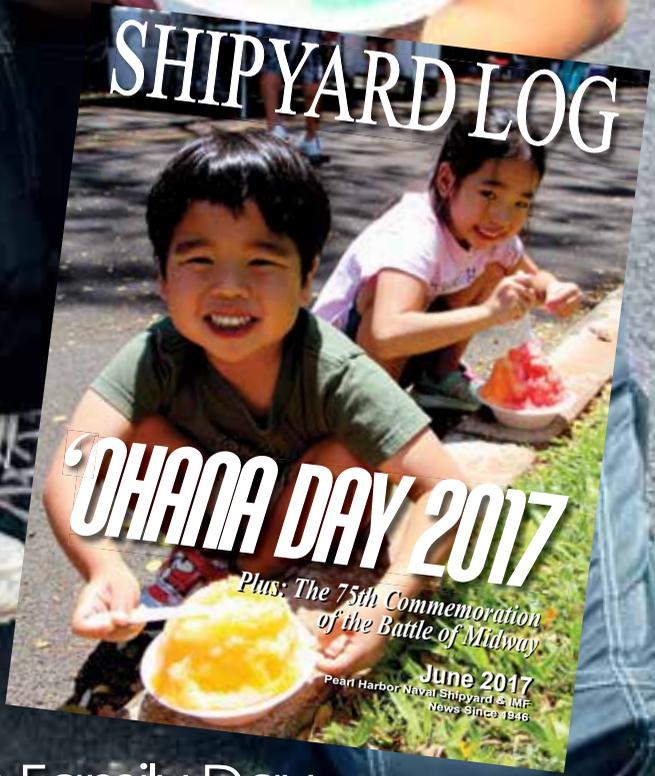
SHIPYARD LOG

ISSUE #6 2024



'OHANA DAY 2024

Pearl Harbor Naval Shipyard Hosts Family Day



SHIPYARD LOG

'OHANA DAY 2017

Plus: The 75th Commemoration of the Battle of Midway

June 2017
Pearl Harbor Naval Shipyard & ILE
News Since 1946



Vol. 78, Issue #6



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

Reflecting on Our Mission, Looking Ahead to a New Year

Shipyards 'Ohana,

Over the past six months, I've had the privilege of engaging with many of you, deepening my understanding and admiration of our incredible team. Everything I have learned from you has solidified my command philosophy and vision:

Everyone should come to work with a sense of purpose, knowing their role matters, and leave each day with the satisfaction that they have made a meaningful impact.

By focusing on People, Process, and Environment, we will live our Aloha, ensuring Pearl Harbor remains No Ka 'O'i.

This vision aligns with CNO Adm. Lisa Franchetti's 2024 Navigation Plan, which focuses on two strategic ends: readiness for potential conflict with the People's Republic of China by 2027 and enhancing long-term advantage. PHNSY & IMF plays a vital role in these efforts

by "Readying our ships, aircraft, and submarines." Together, we aim to be the maintenance center of excellence in the West Pacific, leading in safety, quality, and production.

None of this, however, happens without YOU. Each of you brings unique skills and unwavering dedication to maintaining, repairing, and modernizing Navy vessels. You are the backbone of our operations, empowering the Fleet to protect our nation's interests. The impact of your efforts extends far beyond the yard—The ships and submarines we have kept fit to fight are operating around the world and directly engaging with those who wish to destroy our way of life.

As we prepare to close out the year, I want to emphasize two key priorities: safety and focus. The holiday season is a time of joy but also unique challenges. Stay vigilant with safety practices both at work and at home. Be proactive about

ensuring your personal well-being and that of your loved ones. The holidays can be tough for some, and even a simple conversation can make a big difference. Our 'Ohana spirit means we care for one another as teammates and as people.

This issue of The Shipyard Log highlights the remarkable efforts of the Hawaii Regional Maintenance Center and offers a recap of our recent 'Ohana Day—a celebration of the unity and strength that define our community. Let us carry this spirit into the new year. By prioritizing safety, purpose, pride, and innovation, we'll continue to strengthen our shipyard's legacy of excellence.

Next year will be full of challenges, but together, we can accomplish anything. Thank you for your dedication, expertise, and commitment to our mission. I am extremely proud to be part of your team!

<p>Commander Capt. Ryan McCrillis</p> <p>Public Affairs Officer Ana Maring</p> <p>Shipyards Log Editor Justice Vannatta</p> <p>Commander's Comment Line (808) 474-4729</p>	<p>Shipyards Fraud, Waste & 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</p> <p>Report-to-Work Status Hotline (808) 473-9000</p>	<p>MAILING ADDRESS: Shipyards Log Editor PHNSY & IMF (Code 1160) 667 Safeguard St Ste 100 JBPBH, HI. 96860-5033</p> <hr/> <p>SHIPYARDS LOG: This DoD publication is authorized for members of the PHNSY & IMF. 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.</p>	<p>CONTACT INFO Telephone: (808) 473-8000 ext. 4157 Email: Justice.m.vannatta.civ@us.navy.mil</p> <p>ON THE COVER: Cody and Cassandra Chang, children of Code 920 Shipfitter Senior General Foremen Calvin Chang</p> <p>Photo by: Stacie Chang</p>
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PHNSY & IMF Begins USS North Carolina Submarine Maintenance

Story by Claudia Lamantia
PHNSY Public Affairs

Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility's (PHNSY & IMF) workforce successfully docked Virginia-class fast-attack submarine USS North Carolina (SSN 777) on Sept. 4 in preparation for a Depot Modernization Period (DMP).

“North Carolina is approaching the midway point of her planned life cycle and it is important to conduct repairs and state of the art upgrades to ensure she is combat-ready and equipped to conduct all assigned tasking well into the 2030s,”

said Cmdr. Tad Robbins, North Carolina commanding officer. Robbins added that the crew was looking forward to the refurbishment and upgrade period after North Carolina went on three Pacific deployments in the last six years.

During the DMP, the shipyard project team and ship's crew will perform structural inspections and repairs, overhaul and replacement of existing complex mechanical and electrical systems, paint and coatings repair and replacement, system modernization, and nuclear work.

“We are all aligned and working together as one big Ohana to achieve the goal of getting the boat back to the fleet as soon as possible,” said Kevin Alford, project superintendent, PHNSY & IMF. “And while it's definitely hard, dirty, challenging work, with the right team it can also be a lot of fun. I definitely have the right team.”

North Carolina will spend time in the dry dock, then undergo a 10-month period of testing systems and certification of the boat's crew. At its peak, there will be more than 600 people working daily on the project.

The Navy's Pacific submarine force has unique access to a critical undersea domain. The ability to rapidly deploy is a key component to the Pacific Fleet's ability to deter and respond to crisis and conflict throughout the Indo-Pacific region. While underway, the submarines conduct combat readiness training and employ undersea warfare capabilities in support of a wide range of missions. The shipyard's ability to complete complex maintenance operations and deliver submarines back to the fleet on time, ensures that our submarine force remains ready and responsive for any tasking.

Photo by Justice Vannatta

2025 KNOWLEDGE SHARE FAIR & TECHNOLOGY SHOWCASE



**KNOWLEDGE SHARE FAIR:
JAN. 23**

**TECHNOLOGY SHOWCASE:
JAN. 22 & JAN. 23**



Learn what other shops and codes do



See new technology



Network with others in the yard



Pearl Harbor Naval Shipyard Celebrates `Ohana Day 2024

Story by Lauren R. Matakas
PHNSY & IMF Public Affairs

On a sunny July Saturday, Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) workers were able to show their `ohana where they work for the first time since 2017.

“Thanks to the `Ohana, coming out to the Shipyard to see what we do. It’s really exciting to be part of the Shipyard `Ohana, every one of us is.” said Capt. Ryan McCrillis, PHNSY & IMF commander, in his remarks that opened the day.

`Ohana Day was established so shipyard workers could see the places their families work—places that, normally, they can only hear about in stories from their family members due to the nature of the shipyard mission. Tours through the Controlled Industrial Area brought families through shops, each of which set up hands-on demonstrations to help shipyard keiki better understand the work Shipyard workers do every day.

At Shop 900T Production Resource Training, attendees had the chance to try their hand at using a glove box, a common protective measure used by workers to reduce risk while handling materials needed to do their job. At Shop 67 Inside Machine Shop, attendees got to see the different ways materials are ground and cut to create the specific parts needed to maintain our fleet. And at Dry Dock 2, attendees had the chance to see fast-attack submarine USS Illinois (SSN 786) as it continues its maintenance period at the shipyard.





In addition to a tour around the waterfront, workers and their families were invited to tour USS Carl M. Levin (DDG 120), an Arleigh Burke-class guided-missile destroyer, as well as take a harbor tour around Ford Island.

Next to Building 1, shipyard `ohana were offered food from a variety of food trucks while listening to music provided by local performers. A photo booth took pictures of family groups throughout the day, employee groups provided games for kids to win prizes, and, in true Hawaiian style, the day wouldn't have been complete without shave ice.

To further highlight shipyard workers' mechanical skills, `Ohana Day featured a competitive auto show called Show and Shine. Over 20 cars were entered in the show, and available for everyone to appreciate. Throughout the day, people were able to vote on their favorite cars.

Though registration opened at 8 a.m., planning for the event started months before to ensure everyone had a smooth day of fun activities. Without the many hours of work by the planning committee, the 2024 `Ohana Day wouldn't have been possible.

"The most fun aspect of the day itself is seeing the plan come together and anticipating how the teams will tackle any challenges that arise. It's exciting to watch the collaborative efforts and problem-solving in action, making the event even more rewarding," said Maea Lefotu, this year's `Ohana Day lead.

Ultimately, this was an opportunity to thank everyone at the shipyard and their families for their hard work and support to keep our fleet Fit to Fight.





In Focus: Hawaii Regional Maintenance Center

By Gavan Sagara, Code 101, Hawaii Regional Maintenance Center

The Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) Commander is dual hatted as the Hawaii Regional Maintenance Center (HRMC) Commander and has responsibility for two product lines: Under Sea Warfare Enterprise (USE) and Surface Warfare Enterprise (SWE).

Code 101 HRMC Deputy Commander Capt. Brian Ryglowski has delegated authority to oversee the performance and all aspects of the SWE product line.

While designated as a department within the PHNSY & IMF organization, Code 101 HRMC is embedded within the shipyard with matrix support from other departments. Fleet Maintenance Activity – Surface (FMR) performs surface ship Intermediate Level (I-level) maintenance and repair production work.

Administratively, HRMC is responsible to Commander, Navy Regional Maintenance Command (CNRMC) for the oversight of surface ship work. Operationally, HRMC is responsible to Commander, Naval Surface Group Middle Pacific (CNSGMP), who has delegated

authority from the Type Commander (Commander, Naval Surface Force, U.S. Pacific Fleet) and specific operational



functions under Commander U.S. Third Fleet (C3F) for the Indo-Pacific region in support of National Tasking.

The PHNSY & IMF codes that predominantly support HRMC are:

- Code 101B HRMC Executive Director

- Code 101.1 Corporate Operations (Finance, Admin, Security, Business Operations, Workforce Development/Training, etc.)
- Code 103 Waterfront Operations for Surface Ships (Planning & Execution)
- Code 132 Quality Assurance, Contract Oversight Division
- Code 210 Fleet Technical Support and Total Ship Readiness Assessment
- Code 242 Assistant Chief Engineer, technical authority & responsibility for all non-nuclear work on surface ships, project support & integrated test engineering
- Code 300.12 Ship & Fire Safety
- Code 310 Fleet Maintenance Surface Project
- Code 410A Deputy Chief of Contracting Office

Additionally, HRMC has 147 Sailors in Shop 11 Shipfitter, Shop 26 Welding and Shop 38 Outside Machinist who provide surface ship maintenance repairs (Hull, Mechanical and Electrical (HM&E) and Combat Systems).



Code 103 Surface Ship Operations Surface Team Hawaii

By Lt. Cmdr. Zishan Hameed,
Code 103 Surface Ship Operations

Code 103 Surface Ship Operations' mission is to plan and execute surface ship maintenance within Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) at Hawaii Regional Maintenance Center (HRMC). Code 103 oversees contract management oversight, one of the main pillars of HRMC's mission.

Code 103 performs surface ship maintenance and repairs from cradle-to-grave. When a project is in execution the project manager (PM) serves as the Naval Supervising Activity's (NSA) representative. The PM communicates directly with and supervises private sector industry partners, who have been contracted for repairs, as well as with Code 305 Fleet Maintenance Surface. The PM is the focal point of surface ship projects, and is supported by a hard-charging, dedicated team comprised of ship building specialists, project support engineers, quality assurance officers, contract specialists, ship safety officers and many others.

In the last three years, Code 103, in unison with the HRMC 'ohana, have delivered every Chief of Naval Operations availability on time, or earlier, and has been referred to by Commander, Navy Regional Maintenance Command (CNRMC) staff as, "the crown jewel of the surface maintenance enterprise."



During his visit in March 2023, Rear Adm. Ver Hage, Commander Navy Regional Maintenance Center and NAVSEA 21, held an all-hands call with Hawaii Regional Maintenance Center personnel on the grounds of historic Building 1.



Code 132 Quality Assurance for Surface Ships

By Derrill Scott and Ryan Chang
Code 132 Quality Assurance

Code 132 Quality Assurance (QA) plays a vital role in supporting Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) at Hawaii Regional Maintenance Center (HRMC). Code 132 provides QA for contract oversight to our private sector workforce. As an embedded organization within PHNSY & IMF, HRMC's Code 132 supports both contractors and the shipyard's organic workforce; Code 305 Fleet Maintenance Surface (FMR), submarines and non-combatants.

Three branches within Code 132 work together to achieve a common goal in delivering high-quality products and services to the U.S. Navy. Code 132's objective is continuous collaboration with HRMC project teams across all supporting codes ensuring contractual requirements are delivered on time and with assured quality standards.

Code 132.1 Waterfront Operations Branch consist of Quality Assurance Specialists (QAS) who ensure work is accomplished by private sector contractors through rigorous technical requirements. QAS workers develop Quality Management Plans aimed at identifying and mitigating risks on Navy assets to deliver ships on time. The Code 132.1 execution team supports Chief of Naval Operations (CNO) and Continuous Maintenance Availabilities (CMAV) as well as emergent repairs for homeported and visiting transient ships.

Code 132.2 Technical and Support Branch, comprised of QAS personnel as well as program analysts, support internal and external audits, surveillances and other technical responsibilities. Code 132.2 assessors follow a demanding schedule performing audits on contractors as well as internally within HRMC to ensure Fleet and Navy Regional Maintenance Center instructions are met. Program analysts support the entire division reporting finance and other administrative functions.

Code 132.3 Quality Assurance Non-Destructive Testing (NDT) and Alteration Installation Team (AIT) Support Branch are QAS personnel specializing in NDT who require extensive training and certification to maintain qualifications in areas such as ultrasonic shear wave, ultrasonic thickness, penetrant testing, magnetic particle testing, and visual testing required for contractor oversight. AIT QAS personnel ensure alterations and modifications are accomplished and meet all contractual requirements.

Photos by Justice Vannatta



Code 210 Fleet Technical Support Keeping the Fleet Mission Ready

By Dallas Lum and Patrick Clement
Code 210 Fleet Technical Support

Code 210 Fleet Technical Support Center plays an integral role with Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) at Hawaii Regional Maintenance Center (HRMC).

This code contains two of the four pillars that comprises HRMC's mission and serves at the core of their shared primary role and responsibilities. Code 210 consists of Fleet Technical Assistance (FTA) and Total Ship Readiness Assessment (TSRA).

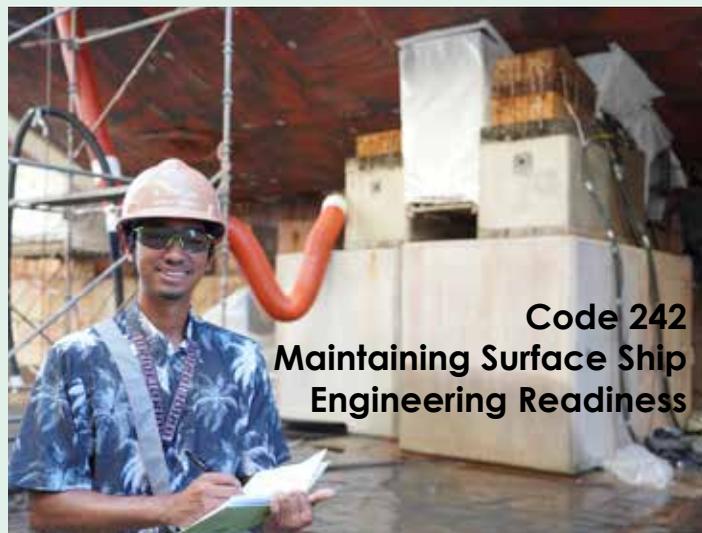
Code 210 is made up of four different branches, serving both the surface and submarine warfare enterprises.

- Code 210.1A/1B support both the submarine combat systems and all the hull, mechanical, and electrical (HM&E) maintenance.
- Code 210.2A/2B support all the surface combat and weapons systems.
- Code 210.3 supports the surface HM&E.
- Code 210.5 serves as the logistics and supply department, supporting both the submarine and surface warfare enterprises during major supply management inspections.

For the FTA pillar, Code 210 not only serves all the ships and submarines homeported in PHNSY & IMF, but also assists units that are going to and from deployment on the west coast as well as units that are in Hawaii conducting training exercises, such as the recent Exercise of the Pacific (RIMPAC) 2024.

In addition to the FTA pillar, Code 210 leads the TSRA program as part of pre-deployment workups where our seasoned technicians go onboard to assess the ship/submarines systems, find and fix deficiencies, all while training the ship's crew. The TSRA program is designed to safeguard the ship/submarine, the crew and their respective support systems are capable of sustaining months at sea in foreign waters.

Code 210 provides both the technical assistance and training to sailors, ensuring they have the core knowledge to sustainably operate in harm's way while out at sea.



By Irving Taba
Code 242 Surface Ship Engineering

Code 242 Surface Ship Engineering plays a critical role in waterfront execution of technical authority in maintaining, enforcing, and following the Navy's technical specifications for ship systems and components to ensure they are safe and perform as required.

Code 242 is staffed with Project Support Engineers (PSE) and Integrated Test Engineers (ITE) primarily supporting the Contract Management Oversight (CMO) Hawaii Regional Maintenance Center (HRMC) mission pillar.

PSEs support availability technical compliance, certification, and act as the primary liaison between the project team and Code 200 Engineering and Planning Department. The PSE provides critical oversight and coordination to ensure technical compliance and work certification is completed to transition ships from a maintenance environment to an operational environment. ITEs are accountable in overseeing Lead Maintenance Activity (LMA) and all Executing Activity (EA) compliance with integrated testing requirements. The ITE is the LMA's and EA's primary point of contact on the project team through which any issue related to testing can be resolved.

In addition to supporting the CMO mission pillar, Code 242 leads efforts to adjudicate Departure from Specifications (DFS) submitted by the Fleet Type Commanders (TYCOM) or that occur during Intermediate Level (I-Level) or Depot Level (D-Level) for the U.S. Navy Surface Fleet in the Hawaii Area of Operation (AOR). DFSs are used to document conditions where the Navy's technical requirements cannot be met. For a DFS to be approved, the condition must face the scrutiny of an objective technical analysis and risk analysis that prove the condition will not have a significant adverse effect to the safety and reliability of the ship or its crew.

Above: Code 242 Project Support Engineer Kobe Taylor utilizes the docking arrangement drawing for USS Hopper (DDG 70) to verify the correct docking side block was removed by Code 310 Fleet Maintenance Surface (FMR) in support of CNO availability work while in Dry Dock 4.

Photos by Justice Vannatta



Code 310 Fleet Maintenance Surface

By Lt. Cmdr. Jeremiah Smith
Code 310 Fleet Maintenance Surface (FMR)

Code 310 Fleet Maintenance Surface (FMR) is the shipyard's intermediate-level (I-level) experts for Hawaii Regional Maintenance Center (HRMC) at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF). FMR is critical to Fleet readiness and the I-level function at the shipyard is a major HRMC pillar that performs surface ship maintenance on nine homeported surface ships.

Over the past 30 years, the landscape of FMR has transformed significantly. In 1999, the Shore Intermediate Maintenance Activity (SIMA) merged with PHNSY & IMF. By 2011, the I-level maintenance functions of PHNSY & IMF were integrated into HRMC, which now operates under the Code 101 Deputy Commander. Since then, HRMC's structure and capabilities have remained stable, with Code 103 Waterfront Operations managing contracts between Navy and private industry partners.

I-level maintenance is vital to the Fleet, but it is especially unique at PHNSY & IMF because FMR has the capability to conduct depot-level work during any Continuous Maintenance Availability (CMAV) instead of deferring it into the next Selected Restricted Availability (SRA) repair cycle. They can do this because FMR has access to the Shipyard's resource pool when needed and maintains a core group of trades essential for supporting our surface ships.

Led by Project Superintendent Roxanne Alejado-Bataya, and supported by Assistant Project Superintendents Karen Orosco and George Adachi, FMR operates as a fully self-sufficient unit. FMR's embedded employees from nearly every shipyard code ensure a comprehensive and efficient maintenance process. Due to its unique integration within the shipyard, FMR can quickly ramp up resources when needed. This flexibility allows FMR to allocate shipyard resources for emergent or new work more swiftly than traditional contracting methods. FMR's ability to rapidly deploy resources for critical path work through the Shipyard's Resource Allocation Process (RAP) enables for continuous improvement.

Sailors assigned to FMR are deeply integrated into production shops fully supporting the I-level function that FMR performs. This integration enhances their knowledge and cross-pollinates their expertise, making them more valuable to both the command and the Fleet, which is essential for returning combatant ships to operational commanders.

Shop 26 Welder Mechanic Justin Matsumura prepares to weld a hatch going to After Steering onboard USS Hopper (DDG 70) in support of the CNO availability work in Dry Dock 4.



Code 410 Contracting Compliance Branch

By Lyn Uratani
Code 410.1 Contract Support Branch

Code 410.1 is Hawaii Regional Maintenance Center's (HRMC) Contract Support Branch, overseeing all surface ship contracting actions at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF).

Code 410.1's mission is to deliver goods and services on time to best support submarine, surface and other command requirements through timely contract award and maximum optimization of available contract venues. Code 410.1 effectively administers contracts awarded by Naval Sea Systems Command Contracts Directorate (NAVSEA 02) and Code 400 Contracting Office. Code 410.1 is the conduit HRMC uses to establish contracts with private industry to support our homeported and transient Fleet.

Code 410.1 is comprised of approximately 20 contracting professionals. The HRMC contracts branch supports all contracted HRMC availabilities ranging from Dry Docking Selected Restricted Availabilities, Selected Restricted Availabilities, Continuous Maintenance Availabilities, Emergent Availabilities, and other Window of Opportunity availabilities. Depending on the complexity of the HRMC availability work package, between one and three Contract Specialists (CS) are typically assigned to support the entire delivery order life-cycle from pre-award to closeout, guided by an Administering Contracting Officer (ACO), who is granted Warrant Authority by NAVSEA 02 to obligate tax dollars in support of the Navy's mission.

Code 410.1 plays a highly dynamic role in the important work accomplished by HRMC, encouraging industry competition and ensuring timely award and administration of all contracts for scheduled and emergent repairs of Navy surface combatant ships homeported in and visiting PHNSY & IMF. Code 410.1 solicits HRMC's maintenance and repair requirements to private industry, negotiates contracts and administers them through project team execution to final closeout.



Hawaii Regional Maintenance Center Supports RIMPAC 2024

Story by Cory Wagner, Hawaii Regional Maintenance Center

Members of Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) at Hawaii Regional Maintenance Center (HRMC) provided vital repairs and technical support to the participating nations in the Exercise of the Pacific (RIMPAC) 2024. The United States and 16 other nations' ships participated, including vessels from Brunei, Canada, Chile, France, Germany, India, Indonesia, Italy, Japan, Malaysia, Mexico, the Netherlands, New Zealand, Peru, Republic of Korea, and Singapore. There were a total of 36 ships and submarines including destroyers, frigates, oilers, and the Nimitz class aircraft carrier USS Carl Vinson (CVN 70).

Although there were a few participating submarines in RIMPAC 2024, the overwhelming majority were surface ships. Surface ships provide visible presence and therefore, the first line of defense against rising global threats. Surface ships are multi-missioned combatants capable of anti-air, anti-surface, and

anti-submarine warfare using a myriad of weapons systems to deliver ordnance.

A large part of the support to all RIMPAC ships came from the FTA pillar at HRMC. They provided vital technical inquiry requests with over 100 system faults assessed and resolved during the inport portion of the RIMPAC. Some deficiencies were classified as critical, many as high priority, and a few persisted for over a year, but it was the tenacious, can-do attitude and hard work from FTA that allowed the ships to safely sail and participate in RIMPAC 2024.

“From initially assessing a situation to executing a successful repair, there was one thing in common that kept everything moving - communication with the ship’s forces,” said Patrick Clement, Code 210.2A Branch Head for surface weapons. “With the ship’s crew and Code 210 teams communicating information to each other, it kept everyone tracking for success and keeping the ships fit to fight.”

When RIMPAC ships returned to Pearl Harbor, following the underway portion for debriefings and hot wash reviews, the HRMC team once again leapt into action to prioritize any repairs into a one-week window to ensure the ships were once again seaworthy for their return trips home. HRMCs willingness to adapt to changing schedules, shifting priorities, coupled with swift response times to emergent requests, exemplified the dedication to the RIMPAC 2024 exercise.

“The fact that the entire HRMC team was able to successfully repair so many deficiencies from so many partner nation ships is absolutely amazing,” said Eben Kinney, HRMC Executive Director. “Successfully completing all maintenance and technical assistance tasks in a compressed timeline overlapping the July Fourth holiday season is truly an impressive feat.”

Multinational ships sail in formation July 22, 2024, off the coast of Hawaii during Exercise Rim of the Pacific (RIMPAC) 2024.

Photo by Petty Officer 1st Class John Bellino

PEOPLE'S PERISCOPE

Question of the day:

Why is 'Ohana Day so important to our command?



Maea Lefotu
USS North Carolina Deputy Project Superintendent
2024 'Ohana Day Lead

"'Ohana Day is important to the command as it promotes a healthier work-life balance by encouraging our workforce to take time-off to connect with their families and recognize the

contributions of their parents, siblings, uncles, aunts, grandparents and military community to the overall mission. The 'Ohana Day event can significantly help our work force decompress and reconnect with their counterparts, leading to higher productivity and job satisfaction. Additionally, activities related to 'Ohana Day can strengthen relationships among coworkers and neighbors, fostering a sense of community within both the workplace and the wider environment. Recognizing the importance of 'Ohana Day work aligns with our "No Ka Oi" motto. Furthermore, Pearl Harbor Naval Shipyard, which prioritizes family-oriented values, are more likely to attract talent as potential employees often seek workplaces that reflect their personal values. As we come together as a close-knit community, we are just a little village doing big things for our country. Overall, 'Ohana Day serves as a vital reminder of the importance of personal connections, benefiting both employees and mission."



John Peato
Shop 99 Sheetmetal Helper

"'Ohana day is essential for bringing together our work and home 'ohana to build unity and connection. It strengthens bonds through shared cultural and individual values along

with our career that allows us to grow as one. By promoting lifelong relationships and commitment, 'Ohana Day provides insight to our loved ones as we can showcase and display our pride of our daily career duties of supporting and serving the Hawaiian islands, Navy and DoD personnel as one 'ohana."



ND1 Pat Hannon
PHNSY & IMF Dive Systems LPO/Duty Chamber Supervisor

"It takes countless specialties and skillsets from across the fleet and civilian sector to get these ships fit to accomplish the mission, and 'Ohana Day is when the big picture is revealed for a lot of folks. Whether we work at the

engineering table, the rigging loft, the machine shop, inside or underneath a warship, Pearl Harbor Naval Shipyard keeps our Navy fit to fight. Our schedule can be grueling, and sometimes our families suffer to accomplish availabilities on time. 'Ohana Day is where we remain accountable to them, give them a peak behind the curtain and really show them what it's all about."

'Ohana Day Terms

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

- Family
- Fun
- Shave Ice
- Games
- Prizes
- Waterfront
- Submarine
- Ohana
- Sun
- Shipyard
- Demonstrations
- Food
- Tours
- Shops
- Workforce

Congratulations! Safe Shop of the Month

Shop 67 NN Electronics



PHNSY & IMF Feedback

Shipyards 'Ohana, here is a recap of some of this month's Commander's Corner subjects. Keep your comments coming, we are truly interested in hearing your ideas, concerns and requests!

Cmdr. Marcus Machart, Executive Officer

Comment: Can we get designated stalls for motorcycle parking near building 2.

Answer: There are no plans to reserve motorcycle parking at this time as there is no requirement on JBPHH.

Comment: What about designated parking stalls for expectant mothers?

Answer: Expectant mothers should submit a Reasonable Accommodation (RA) request for a parking space directly to Code 1120 with a doctor's note. In each case we would provide the closest possible space to the applicant's work location and place a clearly marked stanchion indicating reserved. We never indicate a space is reserved due to RA. To have spaces in random locations reserved for expectant mothers would benefit some more than others based on proximity to work. They would also be susceptible to fraudulent use or infrequent use. The RA application also helps us track when the space should no longer be needed. Parking will get worse before it gets better as we continue construction on Dry Dock 5. Parking is a challenge that we work on everyday, more than any other single quality of life issue.

Comment: The bus system used to be good, but now the routes have changed. There are no routes to the shipyard except the express bus routes in the morning and afternoon. The route I used to the Nimitz Gate has been discontinued.

Answer: You are correct that the Bus #9 route via Nimitz has been discontinued, due to lack of ridership. Currently, there are no plans by the City & County to reinstate a bus route that serves Pearl Harbor or operates outside of the Nimitz Gate, except for the Express Buses and the PH8 route from Aloha Stadium.

We were told that employees interested in having the route reinstated should submit formal requests through the customer service department at (808) 848-5555 or through the website at:

www.thebus.org/CS/CustomerService.asp.

Photo by Justice Vannatta

Service Awards

10 Years

Evegelio Balan Jr
Steffan Brand
Kelsey Cheng
Thomas Hart
Tyler Hee Wai
Kelii Mento
Jon-Ross Okuda
Marc Roman
Weng San Sio
Danielle Zalopany
Adam Akui
Colby Benito
Ronald Bresell
Christopher Burner
Christopher Calpito
Steven Ching
Toranaga Copeland

20 Years

Alberte Belisle
Jason Ikehara
Kelley Ono
Nicole Takemura
Ronald Gideon
Valerie Loreda
Tylor Pavao

25 Years

Ferdinandjohn Gudoy
Steve Hoagbin
Lorne Miller
Carson Peapealalo
Ryne Sonoda
Lance Uyema
Gerald Orosco
Leslie Ramiscal
Paul Szlosek

30 Years

Bert Fagaragan
Rudy Hufana
William Gelinas

35 Years

Eric Kobashigawa
Kelly Natividad

40 Years

Collins Takaki
Regina Mae

45 Years

Chandra Ishii

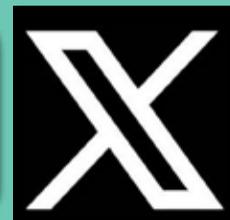
50 Years

Donald Oshiro

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:
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