

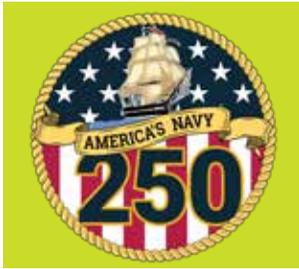
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SHIPYARD LOG



PLUGGING IN!

PHNSY'S ELECTRICAL SHOP TAKES CHARGE AND STAYS CURRENT



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



Vol. 79, Issue #2

Taking Charge and Staying Current

Shipyards 'Ohana,

As we continue to drive forward in our mission to keep the Fleet Fit to Fight, I invite you to take a moment to enjoy this edition of the Shipyards Log. Our teams have been working hard, and their dedication, technical excellence, and commitment to mission success deserve to be recognized and shared.

This month, we shine a spotlight on the Code 950 Electrical Shop. From complex troubleshooting to precision installations, this team plays a vital role in powering our operations. We'll also take a closer look at one of their key maintenance groups—the Battery Team—whose work is essential to ensuring operational readiness. In addition, Code 950 Electrical Superintendent Ron Tome shares his perspective on what makes working at the shipyard such a unique and rewarding experience.

Also featured in this issue is our first-ever coverage of an emergency response drill with our Honolulu community. The Transportation Emergency Response Team (TERT) recently partnered with local civilian emergency agencies to conduct a coordinated response to a simulated incident that could happen outside the Joint Base fence line. The outcome was a successful demonstration of collaboration, preparedness, and professionalism.

These stories are just a few examples of the outstanding work being done across our shipyard every day. I encourage each of you to read, reflect, and take pride in all that we accomplish together. Stay safe, stay focused, and as always—thank you for your service.

Capt. Ryan McCrillis
 Shipyards Commander

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Shipyard Conducts Coordinated Transportation Accident Exercise with State and Local Authorities

Story by Lauren Matakas Arita
Public Affairs Specialist

Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility and partners from across the City and County of Honolulu and the State of Hawai'i successfully completed a joint transportation accident exercise Feb. 26, 2025.

The exercise, held at Joint Base Pearl Harbor-Hickam, tested the abilities of multiple organizations to respond to, and recover from, a simulated transportation accident that involved a shipment of hazardous material.

The Shipyard's Emergency Response Organization maintains a robust program of training and exercises to regularly practice how to respond to a variety of different emergency situations. Although the Shipyard often trains internally, it is critical to work with local first responders and environmental specialists to make sure the entire team is ready to respond together.

Exercises like these are invaluable for increasing coordination, refining communication methods, and practicing response skills in collaboration with one another, said PHNSY & IMF Commander Capt. Ryan McCrillis.

"These exercises provide validation that everyone knows what to do in the unlikely event of an accident like this," McCrillis said. "It was exciting to see the whole team, including our state and city partners, in action. Hats off to all of our Shipyard and local responders for their hard work to plan and execute this important training event."

The exercise scenario simulated a multi-vehicle accident between a commercial delivery truck, civilian car and a tractor trailer from the Shipyard carrying hazardous material for disposal. Initial responders from Honolulu Police Department, Honolulu Fire Department and Honolulu Emergency Services Department had to make sure role-players' injuries were addressed, secure the scene to protect the public, and extinguish a simulated fire. Responders from the Shipyard's Transportation Emergency Response Team (TERT) and State of Hawaii Department of Health deployed in a second wave to monitor for material involved with the accident and developed plans to clean up the simulated accident site. At each phase of



The exercise scenario simulated a multi-vehicle accident between a commercial delivery truck, civilian car and a tractor trailer from the Shipyard carrying hazardous material for disposal. Initial responders from Honolulu

the simulated emergency, responders from multiple organizations had to coordinate and act to keep the role-players and exercise responders safe.

The exercise was a year in the making, with all organizations working together to make sure that the training scenario would realistically test the knowledge, skills, and abilities of every responder participating in the exercise.

"The Honolulu Fire Department thanks the Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility for inviting the City and County of Honolulu's emergency response agencies to participate in a well-coordinated, multi-agency drill," said Honolulu Fire Department Battalion Chief Ricardo Yost. "This invaluable exercise allowed us to train together and handle a variety of incidents. It's always a win when city, state, and federal agencies collaborate to practice mitigation techniques for large-scale emergencies, ensuring we're well-prepared for real-life situations,"



Organizations that participated in the exercise included: the Honolulu Fire Department, Honolulu Police Department, Honolulu Emergency Services Department, Honolulu Department of Emergency Management, Hawaii Emergency Management Agency and the Hawaii Department of Health's Hazard Evaluation and Emergency Response team and Indoor and Radiological Health Branch.

The Shipyard's Outreach Manager, Grant Sato, said he was extremely grateful for the level of effort and commitment from all who supported planning and execution of the joint exercise.

"The primary objective of the Shipyard's Outreach Program is to build and sustain robust relationships with our state and local partners," said Sato. "Working together at exercise planning and joint training events has been exceptionally rewarding. We have been able to reinvigorate our partnerships and look forward to working closely together on future emergency preparedness efforts for the program."



Photos by Justice Yammatta



In Focus: Code 950 Electrical Shop

(Electrical / Calibration / Electronics)



Shop 51 Electrician Apprentice Jonathan Kim performs a physical inspection on a nuclear system breaker with an extension mirror to look for discrepancies in hard to reach/see areas.

Code 950 Electrical Shop

Mission: Code 950 Electrical Shop’s mission is to provide accurate and timely repair services of the latest electromechanical technologies in support of Navy fleet readiness. The Electrical and Electronic Zone is responsible for the repair and adjustment of all shipboard electrical and integrated circuit equipment and noise reduction analysis. It is also responsible for the repair, installation, testing, alignment and maintenance of general electronic equipment, test equipment, and mechanical instruments. Code 950 works on various electrical platforms in support of U.S. Navy submarines and surface ships.

Shop 51 Electricians

Shop 51 Electricians are responsible for the construct, installation, testing, troubleshooting, maintenance and repairs of various electrical wiring systems, electrical controls, electrically operated equipment or instruments, lighting and heavy electrical machinery installation.

Shop 52 Calibration

Shop 52 Calibration provides accurate and timely calibration and repair to electronic, mechanical, physical-dimensional, and radiation detection equipment for the Navy’s metrology, radiological controls, and safety program. Shop 52 inspects, troubleshoots, repairs, overhauls, modifies, tests and calibrates complex electrical/electronic/electromechanical instruments and equipment.

Shop 67 Electronics

Shop 67 Electronics are responsible for the installation, troubleshooting, repairing and testing of electronic equipment and systems including sonar, radar, fire control, communications copper/fiber optic, radio, photonics mast and antenna and periscopes. Shop 67 manufactures, repairs and tests sonar transducers and arrays. They work on and upgrade Power Conversion Modules.



Shop 67 Electronics Mechanic Work Leader Jeffery Fortner poses proudly with a CIWS (Close-in Weapon System) gun that is refurbished in the Shop 67 Ordnance Section.



Code 950 Nuclear Electronics Apprentice Jonnah Rae Quiacusan tests a fiber cable assembly with an optical time domain reflectometry (OTDR) machine.



Shop 52 Instrument Mechanic Ted Nguyen calibrates a torque wrench utilizing a torque calibrator.



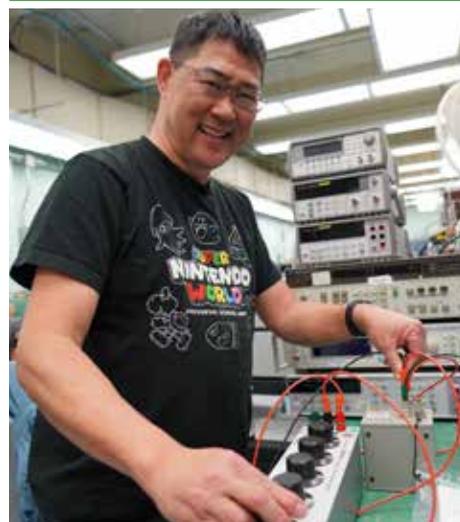
Shop 67 Electronics Mechanic Robert Wong uses a mixing board in the shop's computer repair section to perform sound checks in preparation for a public addressing event.



Shop 67 Electronics Mechanic Apprentice Allen Oshiro begins removing the mold from an outboard cable assembly EHP (electrical hull penetration) connector that was manufactured in the shop's transducer lab.



Shop 67 Electronics Mechanic Jacob Balatico begins overhauling a CIWS (Close-in Weapon System) gun in the Shop 67 Ordnance Section.



Shop 52 Electronic Measurement Equipment Mechanic Travis Hosaka calibrates a decade resistor utilizing a standard resistor.



Shop 52 Electronic Measurement Equipment Mechanic worker Justin Perreira calibrates a height gauge utilizing standard gauge blocks.



Shop 67 Electronics Mechanic Nathan Tayros completes fabrication of a Fiber Optic MQJ (Measurement Quality Jumper) by performing videoscope visual inspections in the shop's FOCRS (Fiber Optic Certification and Repair) Section.



Shop 52 Electronic Measurement Equipment Mechanic Apprentice Micah Leong calibrates a thermocouple simulator utilizing an ice bath and a voltage calibrator.



Code 950 Nuclear Electronics Mechanic Spencer Shiroma uses an interferometer machine to measure the endface geometry of the fiber connector surface after polishing.



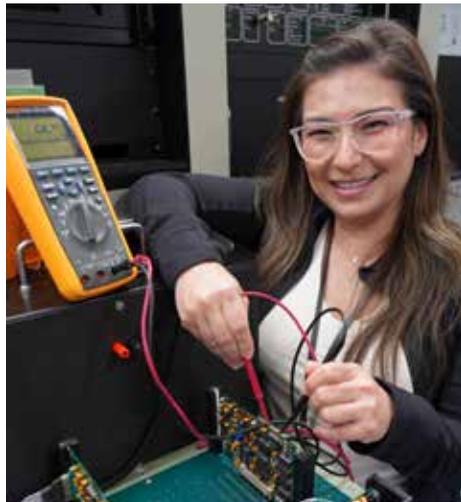
Shop 52 Electronic Measurement Equipment Mechanic Apprentice Noah Zuniga calibrates a thread plug gauge utilizing a linear measuring machine.



Shop 67 Computer Repair and Instrument Issue Work Leader Ian Johnson performs an electrical safety check to certify that shop equipment is safe for use in the shop's instrument issue section.



Code 950 Nuclear Electronics Mechanic Donovan Hammann utilizes a fiber polishing machine to refine the surface of multiple fiber connectors.



Shop 67 Module Screening and Repair Activity Electronics Mechanic Paige Skonecki troubleshoots a circuit card in the shop's computer repair section.



Shop 52 Electronic Measurement Equipment Mechanic Apprentice Andrea Santos calibrates a clamp-on ammeter utilizing a 50-turn coil.



Code 950 Nuclear Electronics Mechanic Aryele Ufano operates a handheld fiber polisher to polish the surface of the fiber connector.



Shop 51 Breaker & Controller Section Supervisor Ian Yamamoto re-verifies electrical checks on associated breaker equipment.



Code 950 Nuclear Electronics Mechanic Lawrence Lapenas preps an audio and video camera system to be utilized in monitoring ship systems.



Shop 52 ET1 Vinh Vandarth calibrates a pressure gauge utilizing a precision pressure calibrator.



Shop 51 Electrician Mechanic Ship System Tester Ryan Suzuki ensures all electrical cable connections are tight to prevent electrical hazards while load testing a 1600 Amp DC Breaker.



Code 950 Nuclear Electronics Apprentice Dustin Ambrocio terminates a fiber optic connector.



Shop 51 Electrician Mechanic Ship System Tester and Temporary Code 900T Skills Instructor Lucion Holyfield performs electrical checks on a ship service motor generator.



Code 950 Nuclear Electronics Apprentices Kasey Sugano and Roberta Arakawa perform an electrical check with a meter on an electronics module.



Shop 51 Electrician Mechanic Ikaika Higa prepares a hydraulic pump motor to be shipped out to project.



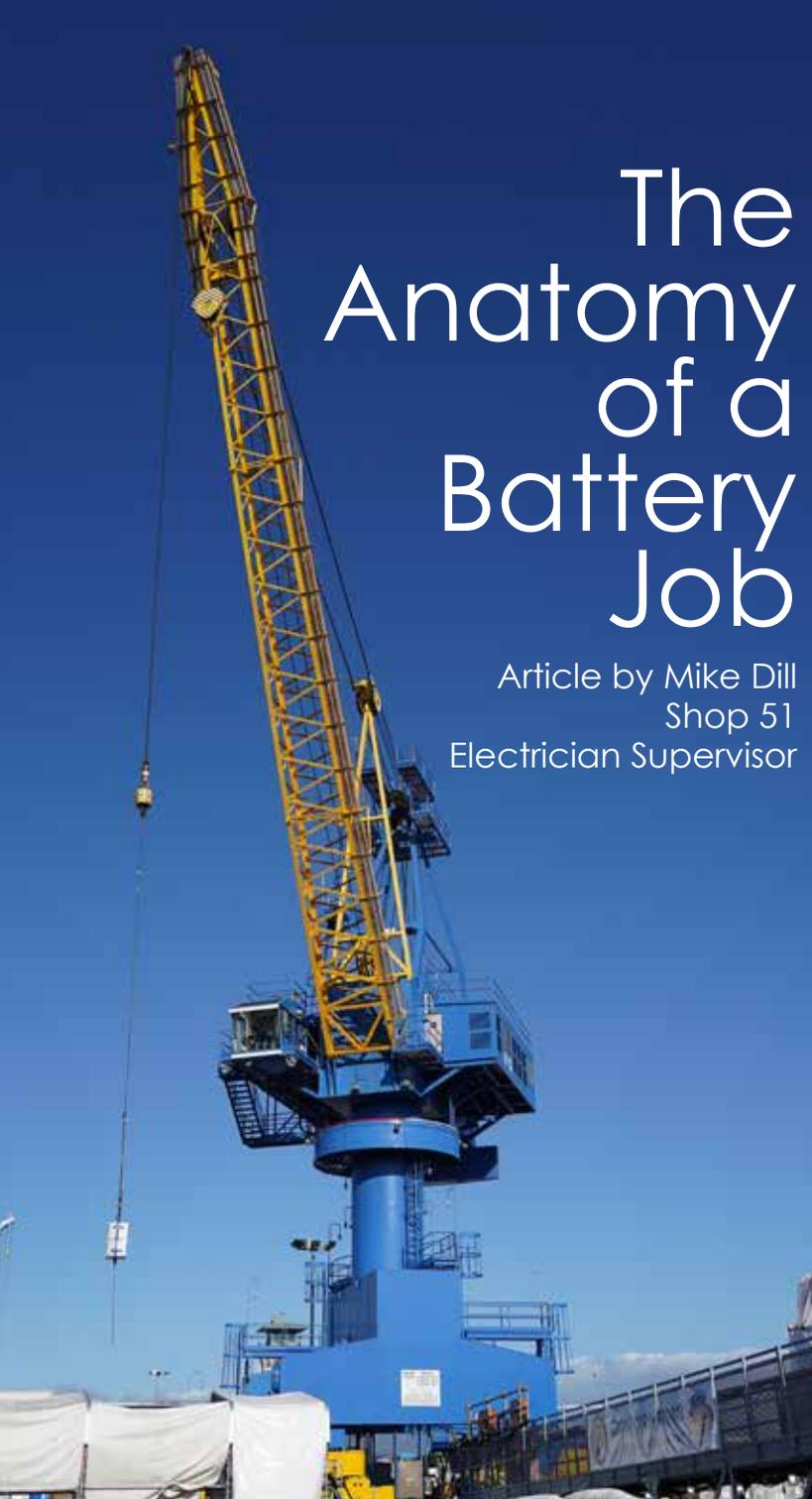
Shop 51 Electrician Mechanic Taylor Matsumoto performs electrical checks with a VOMH meter on tank level transducers prior to installation shipboard.



Shop 52 Electronic Measurement Equipment Mechanic Work Leader Crystal Dawson calibrates an optical flat utilizing a interferometer.

The Anatomy of a Battery Job

Article by Mike Dill
Shop 51
Electrician Supervisor



1 Shop 72 Riggers Fouina Haskins and Daven Kaopua assist with craning the Vertical Lift Jig (VLJ) into the Logistics Plug Trunk. The VLJ attaches to the Dual-cell Tray that encases and secures the batteries.

2 Shop 51 Electrician Neil Ishii and Shop 72 Rigger Ranger Lopes hoist the Dual-cell Tray out of the battery well.



3 Shop 72 Riggers Kaleo Kaopua-Medeiros and Hercules Kahooilihala drift the Dual-Cell Tray onto the battery cart and transfer it to Auxiliary Machine Room (AMR) where they attach the Vertical Lift Jig. Then the Riggers guide the Dual-Cell Tray as it is craned out of AMR and up the Logistics Plug Trunk.

Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility designates a Battery Team, led by Shop 51 General Foreman Tommy Miguel, to remove, install, maintain, and charge submarine batteries.

Battery maintenance is one of the most important tasks in Shop 51 Electrical Shop. A battery change-out on a submarine is also the most dangerous job that the electrical engineers write for Shop 51. It is one of only four jobs that the Shipyard Commander must sign for prior to performing the change out.

Over 40 people make up a Battery Team which consists of a dozen core members. The other teammates interchange throughout different battery jobs depending on availability from the resource shops. The Battery Team includes forklift drivers, electrical engineers, crane operators, gas-free workers, riggers,

wood and plastic fabricators, electricians, and marine machinery technicians.

In addition to doing battery work at PHNSY & IMF, the Battery Team also supports the demands of the U.S. Pacific Fleet by traveling to San Diego and Guam to do battery changes.

Shop 51 began performing Virginia-class battery replacements eight years ago. Since then, the Battery Team has refined their process and have become the corporate leader in battery changes. What used to take 27 days now takes 21, an increase in efficiency of more than 22%.

The Battery Team plays a vital part in submarine maintenance and their expertise is a testament to committing to the shipyard mission. They are a great example of quality and dedication to the PHNSY & IMF Culture of Excellence.



4 Shop 72 Riggers Kaleo Kaopua-Medeiros and Hercules Kahoolihala assists in lifting the Dual-Cell Tray out of the Auxiliary Machine Room and out of the Logistics Plug Trunk.

5 Shop 72 Riggers Fouina Haskins and Daven Kaopua assist with craning the Dual-cell Tray out of the Logistics Plug Trunk.



6 Shop 72 Rigging Supervisor Tim Farias works with a Code 740 Crane Operator to guide the Dual-cell Tray dockside.



7 Shop 72 Rigging Supervisor Tim Farias, Shop 72 Rigger In Charge Treves Keohokapu, Shop 72 Rigger Joseph Nacario, Shop 38 Machinist Ryan Guillermo, and Shop 64 Woodworker Rodney Nono assist with targeting the offloaded batteries onto the tilt platform and on to the pallet.



8 Shop 64 Woodworkers and Shop 51 Battery Tiger Team designed and built this unique tilt platform which enables the Battery Team to land and store the batteries with the terminals side up.



9 Shop 38 Machinist Kevin Nguyen places a heavy duty canvas tarp over the batteries to keep them protected from various weather elements.



10 Shop 38 Machinist Kevin Nguyen, Shop 64 Woodworker Rusty Kauhikaua and Shop 72 Forklift Operator Randy Casabar cover and prep the batteries for transport back to Bldg. 394 Battery Shop.



11 Shop 72 Forklift Operator Randy Casabar offloads the Dual-cell Trays at the Battery Shop in preparation for the Battery Team to remove the batteries from the Dual-cell Trays.

12 Shop 51 Electrician Jacob Martin performs a clean, inspect and repair process on the Dual-cell Trays after the Battery Team removed the batteries from the trays.



13 Naked Cells getting prepared to be packaged for recycling.

PEOPLE'S PERISCOPE

Question of the day:

If you were king for a day, what would you improve upon in the shipyard?



Mike Carreiro
Code 305 Fleet Maintenance Submarine
Assistant Project Superintendent

"If I were king for a day, I'd keep it simple, I'd tour the shipyard and just thank everyone that I come across for what they do. I'd remind them that no matter what their job is, no matter how big or small or important it may seem, from the highest office to the tightest bilge, we all have a key part to play on our team in this crazy world of ship/submarine maintenance/repair."



Rich Lau
Code 100TO.2 System Improvement Execution
Division Management Analyst

"If I were king for a day, the first thing that comes to mind and is probably problematic to almost all is the gate traffic in the morning. A couple of ideas that I have discussed with co-workers is having staggered shifts for the shipyard so traffic doesn't bottleneck all at one time in the morning. Another possible idea is to have badge scanners at each gate with rising arms, so all gates are always accessible."



Chad Nishida - Code 300 Submarine Program Manager

"If I were king for a day, there are several areas that I would be inclined to improve upon. One area would be the condition of our waterfront bathrooms for our folks. To have properly functioning soap dispensers, paper towel dispensers and clean flooring is important for our folks. One of the other areas would be our parking situation. Although there is no easy solution for this, our workforce should not have to arrive over an hour before the start of shift to secure a parking spot that is a considerable distance from their worksite. This also goes hand in hand with the timeliness of manning the entry gates on to Joint Base Pearl Harbor to prevent traffic from backing up onto the H1 Freeway and adding 20-30 minutes to our commute. At the end of the day, there is no better shipyard than Pearl Harbor as is evident in the performance of our people. Day in and day out, doing whatever is necessary to get to the worksite on time and work through the deckplate issues to keep Pearl Harbor Naval Shipyard the No Ka 'OI Shipyard in the world."

Code 950 Electrical Terms

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

- Alkaline
- Alternator
- Amplifier
- Bandwidth
- Battery
- Byte
- Calibration
- Current
- Electromagnet
- Frequency
- Hertz
- Inductor
- Kilowatt
- Modulation
- Neutron
- Photon
- Regulator
- Resistor
- Terminal
- Transducer

Photos by Justice Yannatta



Q&A

Ron Tome

Code 950 Electrical Superintendent

Where were you born and raised?

I was born in Honolulu, Hawaii and raised in Pearl City, Hawaii. I went to Pearl City Highlands Elementary, Pearl City Highlands Intermediate and then graduated from Pearl City High School.

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

Yes, I am married to my wife Judy, and we have two beautiful daughters Emily (17) and Miley (15).

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

I got hired into Pearl Harbor Naval Shipyard in 1995 as an electrician helper but got caught in the RIF (reduction in force) that same year and worked for PWC (Public Works Center) now known as NAVFAC (Naval Facilities Engineering Systems Command) as a high voltage electrician. I got back into the shipyard in 2001, as an electrician mechanic, as the shipyard started the apprentice program again.

How long have you been superintendent at Code 950 Electrical?

I have been the Code 950 Electrical Superintendent for three years now.

What motivates you to come to work every day?

I am motivated by the people I work with every day, and I get to see the great things they continue to do for our shipyard's mission, it is very inspiring.

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

As my career matured, a leader that I looked up to was former Project Superintendent Joe Mendonsa, for his leadership and knowledge. Throughout my career I have spent many hours talking and learning from Joe about how to manage resource needs, how to schedule work and how to cater to our civilian and military workforce.

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

The biggest change I've seen in my career is our people, our workforce. We have gotten a lot of new apprentice helpers throughout the years. They bring a new dimension to the shipyard's workforce with innovation and creativity. They are always trying to find new and improved ways to do the work with tooling, 3D printing and new technologies.

What do you enjoy doing in your free time?

I enjoy spending time with my family and supporting our daughters' activities.

What's your favorite quote and why?

My favorite quote is, there is no such thing as no can.

If you could do your career over again, what would you do differently?

If I could do my career over, I wouldn't change a thing. I am very grateful for this career that I have.

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

If I retired tomorrow, my personal message would be to continue to make a difference every day and always support one another and our commitment to the Navy's mission.



Tome 'Ohana

Photo courtesy of Tome 'Ohana

Congratulations!

Safe Shop of the Month Shop 11 NN Shipfitters



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: Why are different types of birds in the shipyard handled in different ways? For example birds in building vs. birds in parking lots?

Answer: Bird Control is requested in buildings where bird droppings in work areas creating unsanitary work areas. These birds are typically pigeons that make their nests in the rafters of tall buildings. We will ask Bird Control if there are more humane means of displacing the pigeons nesting in the buildings.

In the case of the White Tern nesting near the second shift parking lot, these birds are nesting and not creating any unsafe or unsanitary working conditions necessitating them to be relocated. Additionally, White Terns are federally protected under the Migratory Bird Treaty Act and also recognized as "threatened" by the State of Hawaii which makes it illegal to hunt, take, capture, kill the bird or their eggs as well as disturbing or harassing nesting White Terns.

Comment: Please address the problem with people using government vehicles to reserve stalls or just to take up parking spaces for workers behind building 1 (between building 1 and water tower).

Answer: I have been having my CDO and Parking Wardens checking handicapped spots for the last few weeks. We obviously have a lot of them, so missing some is unfortunate, but I have them refocused on BLDG 1.

I have been aggressively pursuing the parking of government vehicles. Continue to submit the license plates you see and I will figure out who owns them and deal with the department heads directly to correct the behavior.

Comment: Request to establish and implement an Automated External Defibrillation Program.

Answer: Code 106 will establish a formalized AED program for the Shipyards and draft an instruction for review/concurrence and routing for Shipyards CO's approval. The program will be monitored by Code 106 but individual departments/codes that have or want to purchase AEDs will be responsible for procurement and management of materials to include pads/batteries and maintaining qualifications of users. Code 106 will maintain an accurate inventory and ensure communication between Federal Fire Department and Naval Health Clinic Hawaii along with compliance of both the Navy Region Hawaii Instruction and the SECNAVINST.

Photo by Inga Crockett

Service Awards

20 Years

Bunnarith Buth
Shannon Covington
Stacie Sakai
Leahi Castro
Jesse Imamura

25 Years

Michael Gonzales
Kamuella Alesna
Marc Au
Donavan Barcenilla
Chris Leong
Randall Lim
Timothy Miller
Chad Nishida
Christopher Santamonica
Dan Ikeda
Ryan Kodama
Jarrett Liu
Dannia Mabini
Erik Smith
Brian Uyehara
Nicole Banash
Michael Garania
Dee Gray
Tim Harai
Maryjane Masuda
Erik Pearson
Alexander Sanford
Erin Sueyoshi
Edward Telles
Patrick Tohara

30 Years

Jose Asuncion Jr
Scott Barber
Mason Coelho
Lawrence Defrancia
Jensen Kanno
Stevan Kitterman
Glenn Piniol
Abraham Timas
Harry Wasa Jr
Donald Reinholz

35 Years

Tautiaga Faletoi
Teddy Muyano
Deanna Oshiro
Dale Chin

40 Years

Joseph Padilla
Glenn Tonai

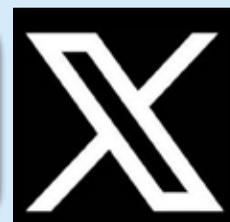
45 Years

Charlene Keanini

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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