WIB GROTON

GENERAL DYNAMICS
Electric Boat

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Looking Ahead - First of a Class

What does quality mean to you? What does first of a class mean to you? What does committing to excellence mean to you?

As we stand on the finish line of delivering the 21st VIRGINIA Class submarine SSN795 PCU RICKOVER, we are reminded of what it really means to fully commit to quality and excellence. INSURV Sea Trials and subsequent delivery to the Navy has been delayed due to a technical concern in how design and ordering data is used to procure material that builds the most complicated and robust war fighting machine on the face of the earth. We will not be certifying this ship until we prove to ourselves that the material ordered and installed on the boat is what is expected to ensure it will operate as designed. After over 20 years of successful building and delivering the VIRGINIA Class, we are reminded that the complexity of what we do, every day, still present's challenges for us to overcome with the highest technical rigor and standards.

So what does quality mean to you? In my words, quality is the act of doing it right (and knowing you are doing it right) each and every time regardless of who is watching. This means having the right training, procedures, tools and materials and, if you do not, asking for help. This means having the courage to raise your hand when you find a problem, no matter how big or small or what the consequence may be. This also means knowing why we do things and not just doing them because it is the way we always have. Quality is pride in what we do and this commitment to quality is pride that runs deep at EB. With so many new faces and shipbuilders coming on board each day it is more important than ever to teach and reinforce the same sense of pride and reinforce this commitment. When we design and build submarines with the quality and standard of excellence we have demonstrated for over a century, we build a machine that takes upwards of 130 sailors, a nuclear reactor and a weapons system to a place that does not support human life, and brings them back every time. This capability sets the United States apart in the world, which is now more dynamic, unstable and unpredictable than it has been in many years. The machines we produce can take a punch and still come home safely and the Navy needs that capability now more than ever. To this day, whenever I see a picture of the USS SAN FRANCISCO or USS HARTFORD after their collisions I am humbled by the robustness of the product we design and deliver.

So what is ahead of us? With the South Yard Assembly Building (SYAB) coming on line and seeing COLUMBIA products arrive, and working through the largest overhaul in our history with the HARTFORD while simultaneously continuing to increase shipbuilding velocity to hit the pace of two VIRGINIA Class deliveries per year, no one can deny that there is growth, opportunity, and exciting work at every turn. For those who have not had the chance to visit the Quonset Point (QP) site, the scale and scope of the COLUMBIA Class modules will be humbling when they begin arriving in Groton later next year. To offer another sense of scale we are expecting to have just as many if not more shipbuilders working on the COLUMBIA at peak production in Groton as we have working on all the VIRGINIA Class hulls in Groton today. I, for one, am already thinking about how proud I will be to see the SSBN 826, COLUMBIA Class delivered, however, with that thought comes the question of what will it take to get there. Fewer folks remain at EB that were around when we built SSN 774 VIRGINIA and can recall the challenges of a first of class. I was not here but absorbed the war stories from those that were. We have been seeing the challenges emerge at, Groton, QP, Huntington Ingalls Industries – Newport News Shipbuilding (HII-NNS), and the supply base that are inherent to a first of class. Despite the technical rigor that goes into the design of such a complicated machine, there will inherently be issues with fit up, build sequence and interference, and interfaces that need resolving to make the entire product work. These challenges are expected and will be at a much higher volume for the first of a class than we are accustomed to today on a VIRGINIA Class. What will this mean for the Groton team? Just like today, the level of effort, coordination, commitment to quality, and the pursuit of excellence that spans every organization on the waterfront and beyond to get a VIRGINIA Class delivered is critical. There is no one group or person that builds the boat today; it truly takes a team that is willing to learn and back each other up. The skills and teamwork we are building today to support delivering VIRGINIA Class boats will be the backbone that enables us to work through the coming challenges of delivering the first of the COLUMBIA Class. Although it will not be without problems and challenges, I know we can do this. We must look at what is ahead of us as a remarkable opportunity to prove we are the best submarine shipbuilder.

I would like to leave everyone with a thought… As we start to see more and more COLUMBIA Class work arrive in Groton, we need to resist the urge to approach it with the mentality of the way we always do it on a VIRGINIA Class. The COLUMBIA Class will have differences and more challenges. Our commitment to quality and commitment to excellence requires higher levels of critical thought, planning, coordination, and team work to execute the Final Assembly and Test of the first COLUMBIA Class submarine. That said, I cannot think of a more capable team to embark on this next undertaking with and look forward to being part of the team that delivers this critical asset on schedule to the Navy in 2027.

Kirk Scheel

Director of Submarine Materials & Lab Services

The Groton WIB is produced by EB Communications.
To submit ideas, contact ebcommunications@gdeb.com

CONTINUOUS IMPROVEMENT

Making a Lasting Impact

Over 19,000 employee ideas have been implemented in the last year alone. You and your coworkers have come up with many ways to improve safety, make jobs easier, and do them more smartly, and they are being acted on.

Every week dozens of these improvements are put in place. While some will fade away as even better process improvements surpass them, others are fading away just because they were not locked in, and that is something we need to fix.

Consider the case of the suction lifter. Three years ago a mechanic and their supervisor got some of these to make moving their bulky material around easier. Now the mechanic and supervisor both have different jobs, and a new mechanic and supervisor who had never heard about it, separately came up with the same idea, got some, and showed them at a demo. That's when it was discovered this had previously been implemented, but knowledge of it faded away over time, because it wasn't locked in.

How do we keep these good ideas from fading away? Grab a team of employees and review some changes that have already been implemented. Then ask some questions.

- Was the improvement good enough that it should stick around?
- How can we ensure everyone in our group knows about it? Some groups post new tools acquired in the past month right at the tool crib door to let more people know. Others will add these new tools to their weekly stand down briefs or musters.
- How can we ensure it doesn't fade out over time due to lack of knowledge? Some groups incorporate the changes into the trainings and refreshers. Some add them to templates or even replace the tools/equipment they used to use before. You can also easily add a note in a work order, checklist, or directive to include the new way.

Finding these types of improvements is particularly easy for newer hires, they can contribute great easy suggestions for how it would have been easy to make sure they knew about these things.

Ultimately, not only will focusing on how to make sure things stick will make sure you and your teammates get long term benefits from them, they also will help ensure every employee can identify two things they can do to help improve the way we do things.

Have a process improvement idea, or simply just want a board to bounce ideas off? Discuss your idea with your supervisor. If additional resources are required for implementation, your supervisor can contact Process Engineering.

Electric Boat's Digital Shipyard

E-TIRs and E-Ripouts Coming to the Shipyard in 2023

The landscape of our Shipyard is changing, and employees on the deckplate are at the forefront of this change!

More and more shipyard employees are now working from tablets. This change support Electric Boat's Digital Enterprise Vision, which drives the digital transformation within our shipyard. Tablets are just one example; shipyard employees will continue to receive updated tools and processes equipping them for the digital transformation.

One such application will enable Electronic Test Inspection Reports (E-TIR) and Electronic Ripouts (E-Ripouts). Coming to our shipyard in late 2023, employees will begin using E-TIRs and E-Ripouts to request/generate work and close out TIRs and Ripouts all from your laptop, tablet or desktop!

- Access E-TIRs in Desktop/Electronic Work Package (EWP) just like today
- Close out Unsats using the same process as today
- Access E-Ripouts from a new web application, which will be found on HOMEPORT

Keep a look out for more information as we prepare you for go-live. The project team and your management are working together to identify the personnel who require training.

User support for go-live will include:

- **Instructor Led Classroom Training:** Interactive training tools using the new applications and videos
- **Supplemental Training/Support Material**: User guides, videos and interactive demos via the Build Authority and Deckplate Assistance Resource Page
- **Deckplate and Real Time Support (DARTS)**: Deckplate representatives supporting the devices, network, and the training rollout to ensure you are successful with the digital transformation

If you have questions about the upcoming E-TIR / E-Ripout rollout or have general questions regarding Electric Boat's digital transformation at our shipyard, please contact the Deckplate Assistance and Real Time Support (DARTS) Team at EBDarts@gdeb.com or visit the Build Authority and Deckplate Assistance Resource Page for more information.

- **First Edition NEW SSN 778 USS New!! Now Carrying ROCKY Brand Boots!! Styles Made In The USA!!**
- **North Dokota and California Apparel In Store NOW!!!!**
- **Explore Our Selection Of Seawolf Apparel!! Adult & Youth Sizes Available!**
- **We Build Freedom Gear Back in Stock!! Going Fast!! Hurry In!!**

Hours of Operation
Bldg 4: 9:30am to 4pm
Bldg 104: 8am to 4pm
New London: 7am to 2pm
7am to 1:30 Th.

Weekly Safety Briefing
09/24/2023 – 09/30/2023

200% ACCOUNTABILITY

DON'T WAIT FOR AN INJURY TO USE THE RIGHT TOOL THE FIRST TIME

Week 40

GENERAL DYNAMICS
Electric Boat

EBP-02852: EB has established health and safety as the company's number one priority.

DIRECTORY

When calling from an outside line, remember to dial 433 and the last four digits of the numbers below.

EMERGENCY	3-3333
Ambulance	3-3344
Fire Department	3-3617
EEO Officer	3-4167
Benefits	3-4201
Employment	3-7386
Environmental	3-2791
Ethics Hotline	1-800-433-8442
Payroll	3-3702
Safety	3-2811
Security	3-5530
Van Tran	3-7603
Timekeeping	3-6604
Training	3-0591
Yard Hospital	3-3470
Rad Con	3-5019

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