

Evergreen Topic - Strip Heater Safety

Strip heaters are widely used across Quonset Point and are the most common form of standard preheating. It is imperative to ensure safe operations during the use of strip heaters to prevent accidents and injuries. Properly securing strip heaters is crucial to minimize risks. One essential safety measure is to ensure that the strip heater is mechanically secured on its intended surface. Loose or unstable mounting can lead to the heater falling or shifting unexpectedly, posing a hazard to nearby personnel or equipment.

It's essential to maintain a safe distance between the strip heater and any flammable materials or substances. Adequate clearance should be maintained to prevent accidental ignition or overheating of nearby combustible materials. Additionally, ensuring that the strip heater is positioned away from any obstructions or barriers can facilitate proper airflow, preventing overheating and potential fire hazards. Regular inspection of the heater's surroundings for any signs of overheating, damage, or deterioration is also essential for early detection and prevention of safety risks.

If strip heaters are going to be used during multiple shifts, they must be secured to structures by means of shot studs, clamping or banding to insure the heaters do not have the potential to fall off, become displaced or moved while being unattended.

If strip heaters cannot be properly secured as mentioned above, it must be documented on a clear and safe as a medium to high risk evolution. During the pre-job brief, an open discussion between the mechanic and supervisor must include securing the strip heaters during breaks, lunch or any length of time unattended.

Proper electrical safety precautions must be observed when installing and operating strip heaters. This includes ensuring that the heater is appropriately attached to the product with the product being properly grounded. Additionally, it is important to insure that all electrical connections are secure and insulated to prevent short circuits or electrical shocks. Regular maintenance and adherence to manufacturer's guidelines for installation, operation, and maintenance are fundamental aspects of strip heater safety and proper securement.

Thanks for your time, and stay safe!

Billy Thurman

Manager of Operations - D917

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To submit ideas, contact rmarques@gdeb.com



Continuous Improvement

Defects

Ever get a part or assembly that can't be used without having to rework it? It can be more than aggravating; it is a waste of our time and money. In manufacturing these are referred to as Defects.

Defects occur when a part, assembly, or product is found to not meet specifications or have flaws in it after production occurs. They must be reworked, resulting in additional costs, delays and possible safety issues, or scrapped. In addition they are often one of the most costly forms of waste because they can snowball into other forms of waste such as additional Transportation, Overproduction or Extra Processing.

Defects absorb resources such as time, money or material that produces no, or negative, business value. This means that defects destroy value by using more resources than should be required, or by using resources that produce parts or components that are not useable.

So what can be done? First, ask how often this happens. Is this a one-time occurrence or is it frequent? Next, reach out to the source (department /vendor) and explain the problem to help prevent it from recurring.

A one-time issue (e.g.: an inexperienced worker, etc.) can be addressed by Supervision to prevent it from repeating. A recurring problem usually requires a team effort and often the people with their hands on the parts can tell you a lot about what is creating issues:

- a lack of standards or poor documentation
- poor quality controls
- a lack of a defined process altogether
- poor product design
- undocumented design changes that don't marry to related parts
- poor inventory control leading to "as needed" manufacturing process adjustments

So what can you do? You can:

- review the part or product design for 'designed-in' defects
- check for standardized work plans and QC job aids such as checklists
- check for a full understanding of product requirements and consider training
- and ask the people in that area!

(From an article—Types of Waste in Lean Manufacturing—Part 1—Defects Waste by Emilie A Lachance—April 13, 2018)

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.

YOU'RE INVITED



QUONSET POINT HEALTH FAIRS

Apr 23, 2024 | 9:00 am to 6:00 pm | Waterfront: Warehouse 7

Apr 24, 2024 | 9:00 am to 6:00 pm | 60-side Medical Hallway

Apr 25, 2024 | 5:00 am to 12:00 pm | 60-side Medical Hallway



American Flag Maintenance Volunteers Needed!

The Electric Boat Veterans Network (EBVN) is looking for volunteers (EBVN membership not required) to support servicing the flags displayed in several production areas around Quonset Point.

Going forward, the lowering of the flags to be cleaned, and the hanging of their clean replacements, is planned to take place twice a year (roughly every six months). As much as we show pride in the work that we do here every day, we should take pride in the flags we display, so if you are interested in volunteering for this effort, please reach out to the EBVN contacts at the bottom of this article. Fall protection, JLG, and Scissor Lift qualifications are not required, but are sought after and preferred.

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EBVN Committee Member

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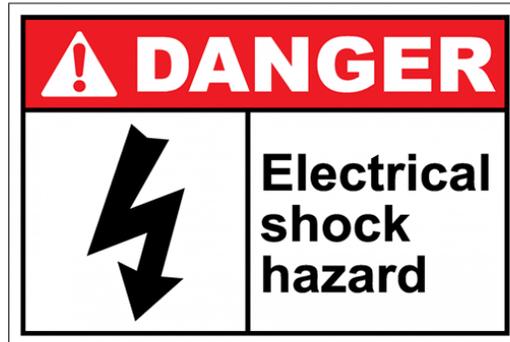
EB Weekly Safety Briefing

04/07/2024 – 04/13/2024



Electrical Safety Stand Down

April 11, 2024



GENERAL DYNAMICS
Electric Boat

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

Week 15

**CELEBRATING 50 YEARS OF THE
WORLD'S BEST SHIPBUILDERS**



**ELECTRIC BOAT QUONSET POINT
EST. NOVEMBER 23, 1973**

Obtaining the land from the recently closed Quonset Point Naval Air Station, the Electric Boat Quonset Point Facility opened its doors on November 23, 1973. Ten days later, eight trainees and a handful of supervision and management began work as jacks-of-all trades to begin to bring production into the facility in one half of what is known today as Building 17.



Quonset Point Circa 1971