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Detail Pipe Shop Makes History
Piece of History Unveiled
*Gerald R. Ford* Reaches New Milestone
Since November 2009, the lead ship in the new class of carriers has been under construction at Newport News Shipbuilding. Reaching this ship milestone puts shipbuilders on track to meet the scheduled launch in 2013 and delivery to the U.S. Navy in 2015.

“Seeing this start at the bottom and now seeing it get to the halfway point of ship erection is great,” said shipfitter Elrod Vann, who joined the company when George H. W. Bush was at its halfway point in construction.
Gerald R. Ford is being built using modular construction, a process where smaller sections of the ship are welded together to form large structural units that are outfitted and then lifted into the dry dock. Of the 500 total structural lifts needed to complete the ship, 250 have been accomplished.

Stubbs and his team have built bulkheads, side shells and box units. “We’ve been tackling one right behind the other,” Stubbs said. “The teamwork is great. I feel stronger ownership on this boat. We put the first piece in and many more after it. It feels good leaving at the end of the day, watching it as it keeps rising.”

About 860 feet of the ship’s total 1,092-foot length is in dry dock, and the ship has been built up to the main deck level, which is about 64 feet above baseline. About 23,000 tons of the Gerald R. Ford’s total steel weight of 48,000 tons is currently in the dry dock.

“Meeting our work package goals for the units we’re putting up is really important,” Vann added. “Communication on our team is key. Every Tuesday, we go over what we’ve done and we look at different scenarios to see what we can do better. We also review any injuries so we can be better prepared.”

“...have a tremendous team of shipbuilders. The hard work, dedication and pride that this team brings to the job site every day is inspirational,” said Rolf Bartschi, vice president of the CVN 78 Program. “Achieving the 50 percent structural completion milestone is a great achievement for the team.”

Gerald R. Ford represents the next-generation class of aircraft carriers. The Ford class features a new nuclear power plant, a redesigned island, electromagnetic catapults, improved weapons movement, an enhanced flight deck capable of increased aircraft sortie rates, and growth margin for future technologies and reduced manning.

Manpower is expected to peak at 3,000 before Gerald R. Ford is completed. And, as with all aircraft carriers built by Newport News Shipbuilding, suppliers from more than 40 states across the nation are contributing to the ship’s construction.

Vann said there are three things the Navy can count on. “We are going to be here. We’re going to get the job done and, we’re going to build a good ship in the most cost-efficient way possible.”

The aircraft carrier Gerald R. Ford (CVN 78), shown under construction in March at Newport News Shipbuilding, is the first in a new class of ships being built for the U.S. Navy. Photo by Ricky Thompson
On Aug. 2, Newport News Shipbuilding (NNS) unveiled a new plaque attached to the back of the historic “Rock.” The plaque, constructed by the Foundry and Pattern Shop, is an exact replica of the Rock’s original plaque and is inscribed with the famous quote from NNS founder Collis P. Huntington.

“We shall build good ships here
   At a profit - if we can -
   At a loss - if we must -
   But always good ships”

Construction of the new plaque included pattern makers taking impressions of the original plaque and using modeling clay to make the letters mounted to the new pattern. The pattern was then used to make a sand mold leaving the impression of the plaque.

The melt crew then melted metal to match the chemistry of the original plaque and poured the metal to make the plaque replica. “It is an honor to be a part of this creation,” said Tim Pruitt, pattern maker at the Foundry. “Being a third generation shipbuilder, it means a lot being able to say I helped create this plaque that will be a part of the shipyard for years to come.”

The plaque was commissioned to allow visitors and shipbuilders to view the historic message from both the street and as they enter the shipyard.

A shipbuilder uses an air hammer to “shake out” the new “Always Good Ships” plaque that was cast at the Foundry. Photo by Chris Oxley
In 1963, when the submarine Thresher sank, our department began the calibration program to ensure quality control for all optical and mechanical calibrated equipment used in the yard. I was the first person trained in that area of work, and I am still at it. Over the years we have changed the way we maintain our records with computer data, etc. However, the basic work of calibrating the measuring equipment is still the same. Today, we calibrate, test and repair more than 20,000 tools a year.

Wayne Green, Calibration Technician

“Always act with integrity in everything you do. Your word should be your bond. Integrity is the one thing you have that no one other than you can control. Trust your gut; it is most always right. Find someone who needs a helping hand and extend it. We all need some help at sometime in our careers and it’s easier to ask for help when you know someone who is there for you. I am very proud and honored to be a shipbuilder.”

John Wall, Inspector, Quality Control

“We were building the Enterprise in Dry Dock 11 when I started at the shipyard 50 years ago. I remember when I was sent to work in the “Big House,” which is now the Main Machine Shop. It was like getting called up to the major leagues. This shipyard holds many memories for me and I am very proud to be a part of its history and prouder to be a shipbuilder.”

Mike Brothers, Calibration Technician

“I enjoy what I do every day. I find the pleasure of doing my job, and doing it well, is what has kept me here for 51 years. Also, the tremendous joy and the pride of being a shipbuilder.”

Tommy Johnson, Machinist Specialist

“I enjoy teaching what I know to the shipbuilders coming up behind me. I want to be confident that they will carry my passion and drive to deliver only the best quality products.”

Jimmy Witt, Machinist Specialist

“I work hard and give the company an honest, good solid eight hours of work every single day. I do the very best that I can and I’m proud to be a shipbuilder.”

Robert Sealey, Machinist Specialist

In addition to its many accomplishments, the Machine Shop has the distinction of being home to more Master Shipbuilders with 50 years or more of continuous service at Newport News Shipbuilding than any other department. This year, six of the Machine Shop’s more than 300 employees are celebrating shipyard careers that span more than a half century.

Mike Brothers, Wayne Green, Tommy Johnson, Robert Sealy, John Wall and Jimmy Witt became the first members of the Machine Shop’s new Half Century Club. To recognize this group of long-serving employees, the leadership team presented each shipbuilder with a grey sports jacket. Here’s what they each had to say about their shipbuilding careers:

L to R: Wayne Green, John Wall, Mike Brothers, Tommy Johnson and Jim Witt. Not pictured is Robert Sealey. Photo by John Whalen
Shipbuilders working on pipe details for the Gerald R. Ford (CVN 78) are giving new meaning to working efficiently. At the start of CVN 78’s construction, the Detail Pipe Shop was presented with some steep challenges and goals. The shop was given 21 percent less operating budget than on the previous ship, CVN 77. So how did it respond? The team brought the cost per pipe detail to a historic low.

“As of July, the team’s work is coming in 28 percent under budget,” said Earl Massenburg, the detail pipe shop bending foreman.

Another measurement that brought recognition to the team is the shop’s Cost Performance Index (CPI). It has been a little more than 1.0 for the past 10 months. CPI is calculated by dividing the budgeted cost of work by the actual cost of work performed.

Massenburg attributes much of his team’s cost and quality performance to working together to get the job done. “It’s been an overall team effort with each process lane striving to meet its weekly output and demand goals,” he said. “We’ve had support from CVN 78 engineers and the Detail Pipe Shop Production Control, Planning and Inspection departments.”

Pipe fitter Shirley Younger agrees. “With everyone pulling together, it’s made a big difference and it’s showing in the numbers,” Younger said. “Working together, we are producing great results and making history at the same time.”
Chief of Naval Operations (CNO) Adm. Gary Roughead visited Newport News Shipbuilding (NNS) on Aug. 18 to meet with NNS leadership and see first-hand construction progress on Gerald R. Ford (CVN 78).

The CNO’s tour included visiting several work areas in the north yard, where construction of CVN 78 is taking place, shaking hands with CVN 78 shipbuilders and participating in a demonstration of the carrier’s three-dimensional design tool. Adm. Roughead last visited NNS on May 20 for the ceremonial keel-laying of the Virginia-class submarine Minnesota (SSN 783). His wife, Ellen Roughead, is the Minnesota ship’s sponsor and she served as the keel authenticator for the ceremony.
For the past four years, **Nancy Kellum**, a 27-year Newport News shipbuilder, has faithfully taken yoga classes provided by HealthWaves – the Huntington Ingalls Industries' wellness provider that offers a variety of support programs to help employees improve their health and learn about their health risks.

“In the past, I often suffered with severe lower back pain,” Kellum said. “Since taking the yoga classes I no longer have that issue. I even bike ride and that is amazing because the pain used to limit my riding.”

Kellum is not alone. Almost half the attendees in the free weekly yoga classes cite chronic back pain as one of the reasons they enrolled in HealthWaves classes.

**Steve Reilly**, a member of the electrical team working on the **Gerald R. Ford** aircraft carrier, joined the yoga class in 2005 because of back pain. Reilly said, “I’m here because of the results. The class has helped to eliminate my back pain.”

In addition to the muscular and therapeutic benefits, Kellum also finds that yoga helps keep her blood pressure in check. “I try to get my blood pressure checked each time HealthWaves offers a screening in my building,” Kellum added. “I think it’s great to work for a company that values employees’ health and provides the type of classes we have. They’re beneficial and convenient.”
Virgie Beck, Procurement Dept. material planner agrees. “My health is very important,” she said. Yoga is relaxing and it helps to keep my stress level down. If I had to pay for these classes on my own, it would be very expensive so I’m proud of the company for making the classes available.”

This fall, in addition to the yoga classes, HealthWaves will continue offering an exercise class at Noland Trail. New classes being added are a Zumba class at the Midtown Community Center and an exercise Boot Camp at the shipyard. Throughout the year, shipbuilders may also benefit from mammograms and health screenings for blood pressure, blood serum cholesterol, blood glucose and body fat analysis.

Other HealthWaves programs include weight control seminars, nutrition advice and education on many other topics. The “Take an Hour” wellness program that includes an influenza vaccination will begin in October.

All HealthWaves programs are coordinated and administered by qualified health professionals. To learn more about health screenings, class schedules and wellness events, visit the HealthWaves website at http://yardnet/projects/health_waves/calendar.stm or call 757-534-3906.

NNS employees participate in a free weekly yoga class in Victory Landing Park. The class is one of many health and wellness programs available through the company’s wellness provider – HealthWaves. Photo by John Whalen
Over the last 125 years, moving people, equipment and material around Newport News Shipbuilding has required transportation of all shapes and sizes.

In 1889, shortly after the shipyard was founded, the transportation department was established with the purchase of a mule, cart and a set of harnesses for $180. Shortly thereafter, the department added a horse, top buggy and two-seated wagon. And as the four-legged fleet grew, a brick stable was built to berth them when the day’s work was done.

A couple of years later, the yard brought in its first locomotive and the rail system that was put in place still winds its way throughout the shipyard today. Soon automobiles became a familiar sight and sound in the yard as they puttered up and down the waterfront.

One mode of transportation has changed little over the last century - the oft used two-wheeled option – the bicycle. Today, about 5,000 bikes carry shipbuilders to and from shops, buildings and meetings each day. Warren Doyle has been doling out bikes to employees for more than 25 years. “I’ve taken care of bikes ever since I can remember,” he said. He affixes each with an identification tag and sends it on its way. It’s Doyle’s job to take care of those bikes, ordering new ones when needed and sending older ones off to the repair shop. They are highly-coveted items among workers, he said.

Today, the Transportation Department’s equipment doesn’t nay, it hums, with 24-foot long stake body trucks, passenger vans, semi tractors, straddle carriers and farm tractors. Locomotives (and more than 100 railroad cars) still ride the shipyard rails.

Add in numerous industrial trailers that can carry up to 50 tons and van trailers that measure some 53 feet long, and a picture of a 21st century transportation department emerges. But, it never seemed to matter whether the transportation was four-legged or two wheeled, the job of building good ships always got done.

A mule-drawn cart and driver alongside dry dock two on March 29, 1906. Photo from Newport News Shipbuilding Archives
The Machine Shop has been Jimmy Witt’s home for half a century. It’s where he started working when he first came to Newport News Shipbuilding from his home in Elkhorn, W.Va. And, it’s where he’s worked ever since. “I have a lot of good friends here and this shop has been a really nice place to work,” said Witt.

He always liked working with his hands, so while still in high school Witt became certified in machine shop work and followed a friend’s advice to apply for a job at the shipyard. It was 1961 when he arrived at a boarding house on 35th Street, where for $25 a week he got a room and three meals a day. Witt was making $2 an hour as a third-class helper. “For a machinist, the shipyard was the highest paying place on the peninsula,” he said.

“Back then there weren’t even pocket calculators. We used slide rules,” Witt says of how much things have changed since he arrived at the yard. “Now most all of our machines are modern, high-tech machines,” he says. But whatever tools he may have used, since 1966 Witt has played a part in constructing all shaft work, including propeller shafts, for every ship in the fleet.

“An aircraft carrier used to have 40 shafts,” he said, so Witt had plenty of opportunity to perfect his craft. And he takes pride in his work, making sure parts are polished to a “mirror finish” before they leave his shop. While building a career at the shipyard, Witt also built a family. He and his wife have raised a son and two daughters and have six grandchildren. But the Machine Shop will always be his home away from home.

As a Master Shipbuilder, Witt says he likes working with some of the younger shipbuilders to transfer and share his deep knowledge and experience. “I enjoy teaching what I know to the shipbuilders coming up behind me. I want to be confident that they will carry on my passion and drive to deliver only the best quality products.”

“I’ve honestly enjoyed the 50 years I’ve been here. I really have,” said Witt. “That’s why I’m still working. At 68, I’m still here.”

History Maker:

Jim Witt
Long Service

MASTER SHIPBUILDERS

AUGUST

50 YEARS
William A. Badgett O43
James M. Brothers M53
Howard S. Hall Jr. E63
Robert S. Hawk O53
James E. Witt M53

45 YEARS
Edwin T. Dise O22
Dwayne M. Duval E25
Earl L. Edwards X32
George R. Frangoulakis X58
Wallace L. Hardy Jr. X43
John L. Luton X10
Roy A. Stutts Jr. O43
Joseph R. Ward Sr. X58
Lanier M. Whitley X31

40 YEARS
Louis C. Bagley Jr. X89
Michael S. Bailey X67
Charles R. Barlow Jr. X11
Jimmie L. Bishop X11
Bobby E. Boone X11
Willie M. Bracy X32
James K. Brandau O31
Isaac L. Brown X42
Willie G. Carde Jr. X18
Jesse L. Coleman X18
Charles W. Dixon X18
Stanley E. Dixon X11
James L. Ferguson O43
Samuel E. Fields X42
Roland A. Gatling Jr. X11
William R. Harris X11
James M. King X36
Johnnie L. Knight X11
Michael D. Lane X88
Mark S. Lewis X84
Carlton E. Lockley X36
Danny D. McCain X42
Ray G. Nelson X75
John R. Owney O43
Lacy N. Pihliss D27
David S. Pogorelec T55
Maurice R. Riddick X11
James W. Shearn O43
Russell E. Smith T53
Maurice E. Thompson X42
Michael H. Trussell X74
Pernell Watson X67
Herbert L. Young X43

35 YEARS
Thomas L. Bailey X33
Calvin G. Barnhart Jr. X31
Herbert P. Bradshaw O46
Charles W. Burchett X19
David L. Burrell X18
Timothy E. Dustin X33
Floyd E. Eure X31
Curtis L. Jackson X18
Ernest T. Jeter X36
Dennis R. Joyner X18
Donald F. Leviner X36
Keith A. Martin X82
Thomas C. McAllister Jr. X54
James J. Miller O46
Gary L. Musselwhite O36
Lois Purdie X33
Terry M. Riley X88
David A. Steely X71
Robert J. Skaps X11
Michael H. Stevens X89
Terence N. Tereska O45
James R. Thornton D12
Adrean E. Tolson Jr. A572
Joseph L. Verville Jr. O39

30 YEARS
Rolf Bartschi O11
Robert C. Blackwell D19
Ben T. Chapman T55
Paul W. Crocker E03
Joel S. Davis E25
Allen L. Grant Jr. O19
Myrtle E. Green X88
Walter L. Greene N40
Stanley E. Gresham X74
Manuel Hammond O19
Jimmy H. Hodge O53
Barbara B. Holland O55
Robert B. Hutton X18
Edward S. Jennings O64
Nicholas J. Labowskie O43
Michael W. Nelson X76
Lester J. Perez Daple O19
Henry E. Reynolds D17
Gregory S. Scott X36
Robert L. Shamblin E03
Don W. Sibbers X71
Thomas P. Swanson E24
Kenneth E. Wilburn O46
Brian C. West O43

25 YEARS
Mark M. Adams O22
Michael R. Anderson X71
Warren L. Berry E86
Richard D. Hammett E83
Joseph E. Kujawski X73
Anita R. McCray O19
John E. McGowan E25
Shanda B. Mitchell X54
Gerald E. Paxton Jr. E62
William T. Pope O45
Carl C. Rosser E26

20 YEARS
Angelo Eley X18
Dale A. Kuykendall X76
Steven M. Lessord X88
John W. Lewis III X32
Rodney Pierce E85
Scott J. Shoun M30
William S. Woods E63

15 YEARS
Paul W. Crocker E03
Don W. Sibbers X71
Thomas P. Swanson E24
Kenneth E. Wilburn O46
Brian C. West O43

10 YEARS
Rolf Bartschi O11
Robert C. Blackwell D19
Ben T. Chapman T55
Paul W. Crocker E03
Joel S. Davis E25
Allen L. Grant Jr. O19
Myrtle E. Green X88
Walter L. Greene N40
Stanley E. Gresham X74
Manuel Hammond O19
Jimmy H. Hodge O53
Barbara B. Holland O55
Robert B. Hutton X18
Edward S. Jennings O64
Nicholas J. Labowskie O43
Michael W. Nelson X76
Lester J. Perez Daple O19
Henry E. Reynolds D17
Gregory S. Scott X36
Robert L. Shamblin E03
Don W. Sibbers X71
Thomas P. Swanson E24
Kenneth E. Wilburn O46
Brian C. West O43

5 YEARS
Angelo Eley X18
Dale A. Kuykendall X76
Steven M. Lessord X88
John W. Lewis III X32
Rodney Pierce E85
Scott J. Shoun M30
William S. Woods E63

0 YEARS
Angelo Eley X18
Dale A. Kuykendall X76
Steven M. Lessord X88
John W. Lewis III X32
Rodney Pierce E85
Scott J. Shoun M30
William S. Woods E63

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2011 MOE Award Recipients

Congratulations to the 2011 President’s Model of Excellence (MOE) award recipients for their outstanding performance. The team and individual projects exemplify Newport News Shipbuilding’s commitments of Safety, Quality, Cost and Schedule.

CUSTOMER SATISFACTION
USS GERALD R. FORD (CVN 78) EMERGENT MAIN LUBE OIL PUMP REPLACEMENT
Katina Adams
Donnette Brumback
Paul Mulherin
Pat Smith

USS GERALD R. FORD (CVN 78) STEAM GENERATOR INSTALLATION TEAM
Willis Blow
Alan Boone
Mike Byrd
Phillip Diddy
James Evans
Donnie Fultford
Stephen Haywood
Russell Holland
Jimmy King
Kelvin Larrimore
Carl Lawrence
Johnny Marsh
Carlton Outlaw
Jason Wiley
Jack Wright

INTEGRATED WASTE TREATMENT UNIT SUPPORT TEAM - IDAHO
Mike Babjak
Paul Cotter
Phil Grawey
Jimmie Herber
Adam Lavoie
Ernestine Lowery
Tim McHugh
Colin Meigs
Walt Moretoni
Bob Rediak

SAN DIEGO IN-SERVICE CARRIERS TEAM
Michele Cook
Barry Haskins
Richard Jamison
Burton Livingston
Tamara Mansol
Jeffery Rigby
Edward Scott Jr.
John Sieger

INNOVATION & TECHNOLOGY
USS GERALD R. FORD (CVN 78) AUTOMATED PIPE PLANNING
Terence Burns
Ron Chisholm
Mike Ferguson
Greg Heinrich

TESTING REQUIREMENTS
SAFETY/DAMAGE AVOIDANCE
Johnny Giles

OPERATIONAL EXCELLENCE
USS THEODORE ROOSEVELT (CVN 71)
FWD PEAK TANK STRUCTURAL REPAIR
Michael Allen
Joshua Cantrell
Robert Carmichael
Steven Crowe
Talbert Dunn
Charles Estes
Kenneth Freeman
Scott Gibson
John Gregory
Leroy Jones
Dave Keene
Zachery Robertson
Jeffrey Tuppence
Khoury Waltrip
Benjamin Waycaster
Cecil Womble

USS GERALD R. FORD (CVN 78)
DESIGN LEADERSHIP
Ray Montgomery

SAN DIEGO IN-SERVICE CARRIERS
Anthony Gonzales

USS GERALD R. FORD (CVN 78) DRY SHAGING RECOVERY
Shawn Britt
Gilbert Bryant

Wesley Copling
Lewis Hedgepeth
James Hiles
John Johnson
Jen Marshall
Joey Perry
Dan Rouleau
Bill Smith
Steve Terry
Kenney Walker
Bobby Widgeon
Jimmy Witt

SFA WEAPONS CRADLE
IMPROVEMENT TEAM
Peter Block
Brian Bradshaw
Angela Bryant
William Conner (Posthumous)
Steve Harrell
Daniel Hogan
John Kraft
Barbara Lam
Brian McDonald
Andrew Moore
William Wooldridge

USS THEODORE ROOSEVELT (CVN 71)
CATAPULT LINERS WORK AND INSTALLATION
Theresa Andressen
Marcel Bethany
Marcus Curtis
CH Edwards
Anthony Garrison
Elwood Jackson
Mike Mathews
Stacy Miller
Steve Moody
Tony Moore
Darryl Mullen
Evelyn Neville
Robert Sachs
Charles Smith
Lawrence Wilson

Retirements

JULY

Clyde E. Baker
Alex B. Baxter Jr.
Robert C. Blackwell
Richard C. Boutwell
Elworth H. Bowden

Walter L. Bradley
Samuel H. Brockman Jr.
Alton J. Burrell
Clarence C. Chamblee
Burwell J. Cullipher

Michael W. Douglas
Michael F. Fields
Thomas A. Gaskell
Kenneth E. Gilliam
William S. Hawver

Gregory W. Hill
Lawrence R. Hill Jr.
Phillip L. Hobbs
William R. Johnson
Philip G. Lawrence

Byung Y. Min
William L. Perdue
Lynwood E. Pryor Jr.
Kenneth A. Sawyer
Thomas W. Swingle

Chaim Tor
James R. Waddell
Michael V. Ward
Clarence E. Whiteley
David J. Wright

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Deck Yourself Out
Spear and Gear Style

A variety of Newport News Shipbuilding merchandise with the “Spear and Gears” logo – ranging from shirts, hat, mugs, and backpacks to baby bibs – is now available online 24/7. Visit the NNS Online Logo Store at www.huntingtingalls.com/nns/store or call 1-800-229-4677, ext. 319 to place an order. For a specific item or a customized order, ask for Bob Cary at ext. 302.

NNS Night at Admiral’s Hockey

Saturday, Oct. 8 is NNS Employee Appreciation Night at the Norfolk Scope. The Norfolk Admirals will face-off against the Charlotte Checkers in this second match to a season opening series. When the two teams met in February, the Admirals won in an overtime shootout.

The Norfolk Admirals are extending two special offers to NNS shipbuilders, retirees and their family and friends. A package deal is available for $15 per person, which will include the game, two hot dogs, soda, chips and popcorn. Food for Red-Level ticket holders will be served between 5:30 p.m. and 7:15 p.m. in a private room. Shipbuilders who only want to enjoy the game may purchase single tickets for the discounted price of $10. A NNS ID badge must be shown to purchase the package and single tickets.