

YARD LINES

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TAKE A BOW

CVN 77 AND VCS MEET MAJOR MILESTONES


Key Objective: *We Must Secure Our Future By Meeting Schedule And Budget Expectations*

Newport News employees can take two well-deserved bows. Bow sections, that is.

On a cold, wet, windy morning in March, CVN 77 employees moved the 700-ton lower bow unit of *George H.W. Bush* into place, and in February, Submarine employees delivered Modules 1 and 2, the bow section of *Hawaii* (SSN 776), to General Dynamics Electric Boat. One week earlier, the Submarine program also delivered the Auxiliary Machine Room (AMR) for *North Carolina* (SSN 777) to Electric Boat.

Becky Stewart, sector vice president, Submarine Program, commended

employees for meeting their major programmatic deadlines. "We're committed to meeting schedule and budget expectations, so this is a significant achievement," she said. "This is a real milestone for us."

Bob Gunter, sector senior vice president, Aircraft Carrier Program, was equally complimentary of the employees who worked on the *Bush* bow lift. "This event was a real testament to the skill and dedication of our workforce," he said. "It also gave a real view as to the kinds of weather and conditions in which these ships are built." 



Above: A transporter loads the Auxiliary Machine Room (AMR) for *North Carolina* (SSN 777) on to a sea shuttle bound for General Dynamics Electric Boat in Groton, Conn., in February. Right: The 700-ton lower bow unit of *George H.W. Bush* is lowered into dry dock in March.



"The biggest factor that day was the weather," said **David Rushing** (X36), who operated the 900-ton crane for the *Bush* bow lift. "It did about everything that day." Rushing said the crane sways in high winds, just like a skyscraper. "It has to flex or it will break."



Martha Willis has worked in the shipyard for 22 years, all of them in the Pipe Dept. (X42). She helped build the AMR for SSN 777. "I feel I can stand back and say, 'I helped build that,'" she says. "That feels pretty good."

Photos by Chris Oxley and John Whalen

