

GENERAL DYNAMICS  
Bath Iron Works

# BIW NEWS

Winter  
2017

## *Thomas Hudner Christening!*

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# EXCITEMENT BUILDING FOR HUDNER CHRISTENING, SHIPYARD TOUR

## Michael Monsoor (DDG 1001) Walk-through Also Planned

**B**ath Iron Works is gearing up for a big day April 1.

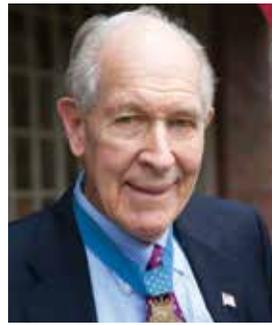
Thomas Hudner (DDG 116), the newest Arleigh Burke-class guided missile destroyer and one of the world's most advanced surface combatants, will be christened on the Land Level Transfer Facility.

The ship is named for Capt. Thomas Hudner Jr., who was presented the Medal of Honor for his efforts to rescue a fellow pilot during the Battle of the Chosin Reservoir in the Korean War.

Capt. Hudner intentionally crashed his own plane to try to rescue his friend, Ens. Jesse Brown, the nation's first African American Navy pilot. Brown had crashed into a mountainside after his plane was damaged by enemy fire.

Unable to free Brown from the wreckage, Hudner packed snow onto the plane to keep fire from spreading to the cockpit. Brown died of his injuries and Hudner had to be rescued off the mountain.

Saturday's events kick off with a special event for employees and their guests. Between 7:30 a.m. and 10:30 a.m., badged employees, their family members and guests, can tour the shipyard's production facilities. A series of stations will explain the production process and discuss the shipyard's focus on health and safety.



Capt. Thomas J. Hudner, Jr.

Michael Monsoor (DDG 1001), the second in the Zumwalt class of next generation destroyers, will be open for visits between 7:30 a.m. and 9:30 a.m. Children must be at least 8 to go on the ship.

Gates open for the public at 10:30 a.m. and the christening gets underway at 11:30 a.m.

Georgea F. Hudner and Barbara Joan Miller will serve as sponsors of the ship, each breaking a ceremonial bottle of champagne on its bow. Mrs. Hudner is the wife of the ship's namesake, Thomas J. Hudner Jr. Mrs. Miller is the wife of Vice Adm. Michael H. Miller, the former superintendent of the U.S. Naval Academy.

While crews have been hard at work completing ship compartments and functions, a BIW team, with representatives from several functional areas of the shipyard, is laying the groundwork for what promises to be an exceptional event.

"We do it for the namesake and for the sponsors, to honor those who the ship is named after," said Kim Parsons, Communications Principal, who is overseeing preparations. "We want the family to feel honored for all their service and the sacrifices they've made for the nation, and it's a proud moment for BIW and the workers who built the ship."



## Bath Built is Best Built

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Thomas Hudner (DDG 116) gets a touch up. Christening is set for April 1.

# SAFETY HUB



By Vince Dickinson

*Learning about safety is part of the job.*

## SAFETY CHATTER

**Safety words and abbreviations heard in the shipyard:**

### **EOP: Eyes on Path**

Looking where you are going and not texting while walking, etc. as well as looking down before descending a ladder to ensure good footing and looking up before climbing to avoid hitting your head.



## 2016 Year in Review and THE PATH AHEAD

*Mechanics working in the Shell Shop where they were able to cut lost time injuries by 43 percent.*

In 2016 we all worked together as a team to improve yard-wide safety. Although we did not achieve the goal we set for reduction in overall injuries, we still achieved significant results. There were over 3,700 “Good Catches” identified in 2016. These are potential safety hazards that are identified by employees and corrected before they result in an accident. More specifically, some significant improvements were made in the Panel Line where recordable injuries were reduced 40% and in the Shell Shop where lost time injuries were reduced 43%.

Another bright spot for BIW in 2016 was Level 2 of the Safety Roadmap. The goal for the company was to complete 90% of Level 2. Led by the Safety Action Teams, the company overall was able to complete 96% of the elements before the end of the year! Achieving this goal required teams to develop action plans, work together to implement them and then pass a verification audit.

Finally, 2016 brought one of the biggest investments in safety training that BIW has had in years. Roughly 95% of the LS6 workforce completed a four-hour Hazard Recognition Course, and 99%

of production management completed the 10-hour OSHA Course. The training aimed to bring awareness to mechanics and management on procedures with high risk, and highlighted behaviors that are likely to lead to injuries.

In 2017 BIW will look to continue to improve lost time and recordable injury rates. BIW’s goal for 2017 is to reduce both our lost time and recordable rates by 10%. We must continue to improve in areas like slips/trips/falls which accounted for 16% of our injuries in 2016. We will also focus on Level 3 of the Safety Roadmap, which will require even more engagement and teamwork. As we move forward we must add a heightened focus on working together through management and employee involvement to create a safer workplace for everyone.

Thank you to everyone for the impact **we all** had on improving safety in 2016, and let’s continue to improve in 2017. The main focus here at BIW still is and always will be to **send every employee home in the same condition they arrived in.**

## DISTRIBUTION CHANGES

*BIW News* is changing its distribution schedule in 2017 as well as making other adjustments. The newsletter will be published quarterly, with winter, spring, summer and fall issues. It no longer includes new hires and In Remembrance.

*BIW News* is published quarterly by the Communications Department (D94) of Bath Iron Works and is produced internally in the BIW Print Shop.

## COMMENTS AND SUGGESTIONS ARE WELCOME

Forward to David Hench at Mail Stop 1210 or by email at [david.hench@gdbiw.com](mailto:david.hench@gdbiw.com).

## INFORMATION CALL LINES

### FACILITY/SHIFT

Toll free information on facility status, work shift delays, and cancellations

1-866-630-BATH (2284)

### AUTOMESSENGER

Sign up (web address below) to receive automatic messages regarding emergent matters, including facility closures  
[asp.schoolmessenger.com/biworks/subscriber](http://asp.schoolmessenger.com/biworks/subscriber)

### MAIN GATE SECURITY (24/7)

(207) 442-2266

### AMBULANCE-FIRE-POLICE

Bath, Main Yard: ext. 2222  
Hardings, CW, EBMF: ext. 1222  
Bissons, CROF, James: 911;  
then call ext. 1222

### MEDICAL (207) 442-2231

### BIW REC ASSOCIATION

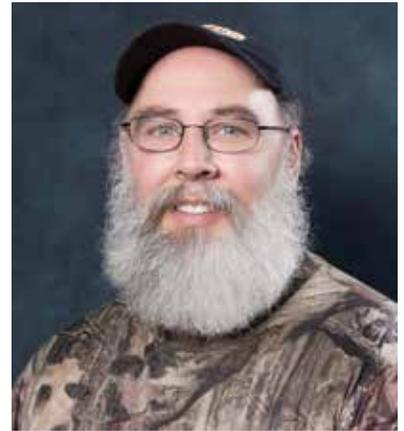
For questions or suggestions regarding BIWRA programs email [biwra@gdbiw.com](mailto:biwra@gdbiw.com)

Check us out on Facebook:  
General Dynamics Bath Iron Works



# EMPLOYEE SPOTLIGHT

## MICHAEL OSMOND



Title **Material Handler III**

Been with BIW since **1978**

Department **81**

### TELL US ABOUT YOURSELF.

I live in Lisbon and have lived there since I was about 5 years old. I've been married 34 years to my lovely wife Barbara. We have 5 children (three boys and two girls) and 7 grandchildren (three boys and four girls).

### DESCRIBE YOUR ROLE AT BIW?

I work in the maintenance stock room on second shift. I receive and order material. I also fill orders for tool cribs and cleaners. My previous positions include the Paint Shop and Decking Crew

### WHAT IS THE BEST PART OF YOUR JOB AND WHY?

I'm so fortunate to work for and with some really great people.

### WHAT IS THE TOP CHALLENGE THAT YOU FACE IN YOUR JOB?

Time—not enough to do the job to my satisfaction. Sometimes it's a feeling of just getting by and not being able to get ahead.

### DESCRIBE YOUR HOBBIES?

I enjoy snowmobiling. I have been a member of the Pejepscot Sno Chiefs Snowmobile Club for the past fifteen years. My children got me involved since they like to snowmobile. When I'm not snowmobiling you'll find me working on the snowmobile club trails, trimming trees and fixing signs. Sometimes my oldest grandson, who's 11, goes out with me and helps.

### WHAT'S THE MOST USEFUL TOOL IN YOUR GARAGE?

I would have to say my air compressor because it has multiple uses.

### WHAT'S THE ONE THING MOST PEOPLE DON'T KNOW ABOUT YOU?

I'm a homebody and I spend most of my free time doing yard work in the non-winter months. My wife and I have a large yard with flower beds and vegetable gardens and there is always work to be done around the house.

### WHAT'S YOUR FAVORITE SPORTS TEAM?

My favorite sports team is the New York Yankees. I attended games years ago and my family took a trip to the original stadium before it closed. My wife is a Red Sox fan, so there's lots of teasing that goes on during a game between the two teams.

### NOMINATE OUR NEXT EMPLOYEE SPOTLIGHT

Want to see someone you know at BIW featured in our next employee spotlight? Nominate them today by emailing [david.hench@gdbiw.com](mailto:david.hench@gdbiw.com)



## *Virtual Reality Welder Saves Time, Money*

**F**or **Ian Waterhouse**, a welder for 29 years, the visuals on the new virtual reality welding trainer were impressive, but it was the sound that really caught his attention.

“You learn as a welder to listen to those sounds,” he said of the distinctive sizzle when a welding rod is held at the right distance from the surface and at the correct angle—and the changes in pitch when it’s not.

The sound coming from the Virtual Welding Trainer was realistic, he said.

The VRTEX 360 is an efficient tool for teaching welding, says **Tom Stevens**, Welding Superintendent.

“The best thing is the ability to be able to train and not use the consumables and have one-on-one training on process along with technique,” Stevens said. “This will allow our trainers to better train future generations of welders using the most up to date techniques and equipment.”

To use the device, the trainee holds a welding tool and wears a hood with

special virtual reality goggles. Through them, the welding rod appears to glow with a white light. As the trigger is squeezed, a silvery bead of weld appears as the tip passes along the joint being welded, even though to onlookers, the rod and the surface appear unchanged.

A computer screen shows the weld’s progress, allowing an instructor to critique the technique. The machine also has the ability to display red, yellow and green lights on the welding tool that help show the welder the correct angle and distance from the surface being “welded.”

Afterwards, the computer gives an overall score for the weld, judging its quality, the time it took and the materials that would have been used. A video of the exercise is preserved so an instructor can point out moments of poor or good technique and give coaching.

The machine also keeps track of how much materials would have been used.

For the time the device has been in

testing, real welding would have used 2,000 pounds of steel, several hundred cubic feet of gas and 30 pounds of wire.

“It will pay for itself,” said **Shon Martin**, Manufacturing CPI Coordinator.

**Catherine Rioux** was a test subject. The Senior Staff Engineer in Operations had never welded before pulling on the training machine’s hood. After a little less than two hours practice, she was able to score an 88 percent.

“Not much to pick apart here because you made a really nice weld,” Martin tells her, pointing out that she maintained a consistent sound throughout the weld. “The sound tells you everything.”

The goal is to purchase three of the trainers. Using them before doing “real world” training will reduce overall training time for new welders and cut in half the consumable material used in that training, leading to significant cost savings.

# New Fire Platoons to Boost Safety

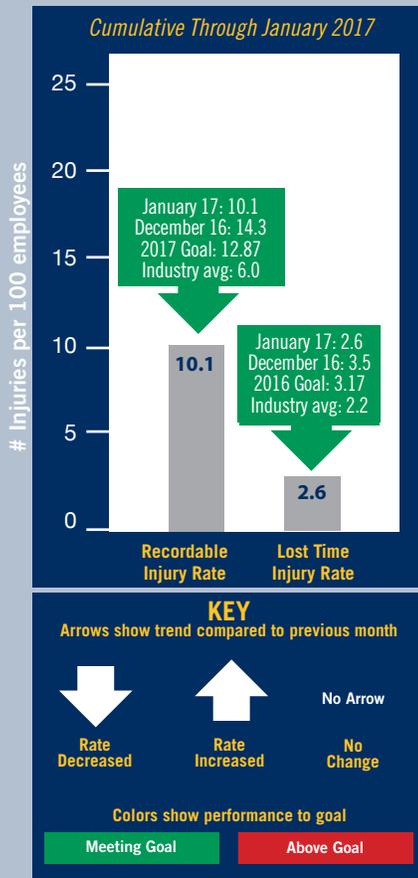


Members of two of the new fire platoons gather on land level. Inset: BIW firefighters train on entering smoke-filled spaces during drills last summer.

## Safety Performance

January 2017

### INJURY RATES



The BIW Fire Department is increasing the number of firefighters available for shipyard fire suppression and medical emergencies.

After labor contract negotiations with the IGA, fire guards have been combined with fire inspectors, with both now classified as firefighters. With certifications in emergency medicine and firefighting, the former fire guards will be able to perform a wider range of fire safety and rescue services in the shipyard, said BIW Fire Chief **Michael Clarke**.

The department now fields four platoons, with five firefighters in each, to provide around the clock coverage for the shipyard and for the ships being worked on.

The change was made easier because many BIW firefighters also volunteer in their own local departments and some are certified in maritime firefighting.

“A lot of them already had certifications that were being underutilized,” said Lt. **Domenic Maccio**. Crews now are better able to work in confined

spaces or do technical rescues with ropes. It also boosts their ability to respond if there’s an emergency like a fire on a ship.

“The chances of us being able to put a team into that ship quicker lets me get some sleep at night,” Clarke said. “By being able to incorporate them into a broader range of day to day tasks, we’ll benefit all employees and the company as a whole.”

Fire guards previously were assigned a single hull to inspect and keep watch over, something the Navy requires 24 hours a day. Now, all certified firefighters rotate through different hulls every few hours. That creates a variety of person-

nel inspecting the ships, more people able to respond to emergencies elsewhere and adds to the number of people familiar with a given hull.

Firefighters prepare a daily housekeeping report documenting each ship’s space visited during a shift, making note of potential hazards and the presence of water.

“I was on 603 yesterday, 604 today and 508 tomorrow,” Maccio said. “It’s bringing a fresh set of eyes” to those daily inspections.

*“The chances of us being able to put a team into that ship quicker lets me get some sleep at night.”*

# 3...2...1...Light off!

## Monsoor Powers Up with GLO

Crews working on Michael Monsoor (DDG 1001) hit a major benchmark March 1, achieving Generator Light-Off (GLO) a month ahead of schedule.

Now the ship can operate without land-based services. Power from the ship's generators runs all the propulsion, computing, and auxiliary systems, said Chief Operating Engineer **Lu Lozano**.

Crews lit off Auxiliary Turbine Generators 1 and 2 and were set to light off Main Turbine Generators 1 and 2 last week.

**Mark Haines**, Chief Superintendent for Ships Completion, said achieving GLO ahead of schedule required strong

contributions from every area.

"There is not one trade or one division that makes this happen. It is the entire BIW team working together," he said.

DDG 1001 achieved Fuel Oil Load in November, showing safety systems were online and functional. Some 9,500 gallons of fuel were used to flush the fuel system so it would be clean enough to operate the ship's gas turbines.

Crews led by Joaquin Nurnberger then loaded 80,000 gallons of fuel on board the second Zumwalt-class destroyer so it could achieve Generator Light-Off and perform generator testing.



Tanker trucks prepare to load 80,000 gallons of fuel onto Michael Monsoor (DDG 1001).

## Thomas Hudner (DDG 116) Bears Down on Aegis Light Off



Jeff Desrosiers

Thousands of hours pulling and connecting thousands of feet of cable paid off recently with *Thomas Hudner* (DDG 116) reaching switchboard light off.

"It's when power gets to the ship the very first time," said **Jeff Desrosiers**, Electrical Test Assistant Superintendent for Hull 508. "It's basically like CMP has arrived and the power is on."

Flipping that switch could not happen without a tremendous amount of hard work by electrical crews pulling cables, then neatly and safely grooming and connecting them into the switchboards, said **Sean McLeod**, Principal Program Manager.

"It's a significant milestone in bringing the ship to life and the start of mechanical systems testing," he said. As a sign of a job well done, the crews received very few trial cards during Supervisor of Shipbuilding Bath's switchboard shock inspection.

Now that power is on board, crews can start activating panels related to the weapons systems, moving the hull into initial activation and functional testing, Desrosiers said. Upcoming milestones include AEGIS Light Off and Generator Light Off, both in the next couple months.



(Above) Power Test Electricians **Mark Cote**, **Ed Blackman** and **Pete McDonald** load electrical cables onto Thomas Hudner (DDG 116). (Below) Cmdr. **Nathan Scherry**, commander of the ship's Pre-commissioning Unit, Power Test Supervisor **Jim Burak** and Cote prepare to light the



## Health Improvements *The wait is over...* Your **HEALTHY REWARDS APP** is here!

We recently launched **Healthy Rewards**, an app powered by Jiff that offers incentives to employees and spouses when they take steps toward better health. Participants earn points by tracking steps, food, and/or sleep. Employees and spouses covered on any of our Cigna health plans can also access our Healthy Partners for personalized help to manage specific conditions, and to make informed decisions that benefit their health and their wallets. The journey to health is a personal one. That's why we offer a range of Healthy Partners to provide the unique support each employee needs.

**Healthcare Bluebook**, for data to shop for low-cost, high quality health care services

**Omada**, to reduce the risk of diabetes and heart disease

**Hello Heart**, to manage high blood pressure and heart risks

**Ovia**, to support women in tracking fertility and managing pregnancies

## Have you registered for the Healthy Rewards app yet? It's easy!

1. Download the free Jiff app from the Google Play or Apple Store. If you don't have access to a smartphone, you can create an account online at <https://app.jiff.com>. Your covered spouse can create an account to help you earn even more Health Rewards.
2. Activate your account by entering **Wellness** as your Jiff Token, your preferred email address, and a password.
3. Enter your date of birth (MM-DD-YYYY) and last name to verify your identity.
4. Access all of your healthy partners and sync your tracking device (like a Fitbit, Jawbone, or the free Health app on your iPhone).

If you have any questions, contact Jiff via:

1. The app: **Jiff Help Center**
2. Email: [support@jiff.com](mailto:support@jiff.com)  
(Recommended for fastest response time. Please tell us which Business Unit you are a part of when initially writing in.)
3. Call: 1-844-432-0032, 8 a.m. to 9 p.m. Eastern Standard Time.



## Helo Netting Gets Quick Fix



*During the 1st incline test of Rafael Peralta (DDG 115) one of the helo nets was damaged by a tug. This metal cable netting had to be repaired quickly and sent back to the ship for the incline test on Jan 28. Rex Eaton, a 35 year employee who is a welder in the Assembly Building, is shown working on the damaged equipment two days before the test.*

# SPARKS FLY

## AS SPONSORS AUTHENTICATE DDG 1002 KEEL



**Luci Baines Johnson** applauds welder **Timothy Trask**, who helped her strike welding arcs into the DDG 1002 keel plate, authenticating it.



**Lynda Johnson Robb**, meets with a group of mechanics during a tour of the 2200 unit of DDG 1002.

The daughters of President Lyndon B. Johnson joined Bath Iron Works on Jan. 30 to celebrate the keel laying of DDG 1002.

The ship is named for President Johnson, the 36th president of the United States, who is credited with enacting major civil rights, education and public welfare legislation, including the Voting Rights Act and the creation of the Head Start Program and Medicare

Assisted by **Timothy Trask**, a 30-year Bath Iron Works welder, President Johnson's daughters, **Lynda Johnson Robb** and **Luci Baines Johnson**, authenticated the laying of the keel by striking welding arcs onto a special steel plate containing the sisters' initials. The pair were decked out in green welding coats and took turns using a star-spangled, red white and blue welding hood.

"This ceremony marks the beginning of a relationship between the shipbuilders who craft the ship and the family that imbues it with the spirit of its namesake," said **Brent West**, DDG 1000 program manager. Addressing the sponsors, he went on to say, "We are honored to have you here and honored that this ship will bear the name of President Johnson—a great statesman, a determined patriot and a committed leader who dedicated



**Luci Baines Johnson** meets with people working on the ship named for her father, President Lyndon B. Johnson.

his life to the service of our country."

Capt. **Kevin Smith**, the U.S. Navy's DDG 1000 program manager, Program Executive Office, Ships, also spoke to the gathering of Navy and BIW employees, from a platform placed in front of the towering 2200 unit of Hull 604.

"As we are present here today with this ship over 50% complete, I have a very important request for the entire government and industry team and the craftsmen and the trades of Bath Iron Works in particu-

lar: do your very best to ensure this ship continues to be built fair and true," he said. "I will be there when this ship gets commissioned. I'm there with you—all in, all the way."

**Luci Baines Johnson** added her own words of encouragement, urging the tradesmen to work hard on the ship so she could see it in the water.

# Accuracy Blitz Boosts Quality

Accuracy early on in the manufacturing process is one of the keys to affordable shipbuilding.

That's why a four-person team spent three months taking thousands of measurements throughout the Hardings fabrication facility.

They found that the first-time quality rate on structures being produced there wasn't good enough. Tolerances often were being corrected farther downstream when it is more expensive and takes longer.

"We were able to work with mechanics on the deck plates and supervisors, to do some training exercises and develop some tech sheets for them," said **Michael Mitchell**, a PDP and member of the team. By the time they left, first-time accuracy had improved significantly, by more than 15 percentage points.

Hardings Plant Manager **Jason Gasper** said they focused first on cut bars and the plate burning machines.

"We worked together nearly a month measuring almost every part that came off them," Gasper said. Then they moved to B Bay, where the plates and shapes come together in smaller versions of the Bath

panel line products.

"We ended up challenging some long held ship fitting conventions on what's allowable," he said. "We spent a bunch of time training the mechanics, explaining why it is important."

Now, the team is measuring accuracy on the Panel Line at the main shipyard. Eventually, the accuracy blitz will progress down along the manufacturing process to make sure first time quality is achieved at each step.

Making changes late in the process adds thousands of hours to the cost of a ship.

"We say it's hard to fix but eventually it will get corrected," Mitchell said. "We better do it right up front, as we find the problem. The sooner we can correct errors in our process, then the less expensive it is for us to repair."

Pieces that are out of tolerance often are identified and reworked in the RSU, before a unit goes to Blast and Paint, he said. Sometimes it's not until they reach the Outfitting Hall where repairs can be time consuming and threaten the smooth flow of units through the facility.

"No problems get better with time. The



*Stiffeners properly aligned in pockets following fabrication at Hardings.*

earlier in the process we fix it, the better off you are and the fewer hours we'll spend building the ship as a whole," Mitchell said.



Accuracy Control Engineer **Timothy Haggerty** takes measurements in the Assembly Building and checks to make sure a component is plumb.



# Process Improvement Corner

## CPI GOING STRONG, Gets a Taste of its Own Medicine

The second full year of a revamped Continuous Improvement Program yielded impressive results and there are more positive changes on the way.

The past year saw 9,558 ideas submitted by roughly 3,780 different people across BIW (approximately 63% of BIW employees). The ideas came from all areas of the yard, all departments and all trades.

These ideas ranged from a simple labeling of shelves to creating jigs that help make complex jobs easier or even what tools we purchase to do a job.

Take for instance the Parlin Surfacing Jig developed by **Craig Parlin**, a Welder at Hardings. This jig helps the welder ensure the beads are tied together when clad welding and helps eliminate rework after grinding. **Ben Bishop**, a Preservation Tech, suggested that instead of using the standard three-inch disposable paint rollers in tight places, that smaller diameter rollers be purchased to improve the paint coverage. When you include Craig's and Ben's ideas, together we were able to implement 6,778 ideas in 2016!

Some ideas submitted also brought us to the forefront of technology.

On hull 508 they are using technology that takes a 360-degree picture of finished compartments to give teams working on similar compartments the ability to quickly identify where items should be installed or how an installation occurred on the previous hull.



**Mike Goss** checks an image of a ship's compartment.

Several ideas submitted in 2016 were directly related to improving our improvement program.

We have taken those ideas and made several changes

to the program. The biggest change is to our weekly PII forum. There will now be two forums – a manufacturing-focused forum and a support organization forum. This will help to ensure the audiences remain engaged and can leverage the most from the ideas that are being shared.

We are excited for the ideas that will be submitted in 2017 and look for your help to identify and implement ideas that can help build ships more safely, with better first time quality and for fewer man hours.



**Ben Bishop**



**Craig Parlin**, welder, with the Parlin Surfacing Jig.

**Call the CPI Hotline at ext. 5171 for help submitting your Process Improvement Ideas**

## From the Fleet

# USS *Wayne E. Meyer* (DDG 108)

PACIFIC OCEAN – The Bath-built destroyer USS *Wayne E. Meyer* (DDG 108) transits the Pacific Ocean on a Western Pacific deployment with the Carl Vinson Carrier Strike Group, part of an initiative to extend command and control functions of U.S. 3rd Fleet into the Indo-Asia-Pacific region. Photo and text courtesy U.S. Navy.

## NEWS FROM OTHER GENERAL DYNAMICS COMPANIES

### *COLORADO (SSN 788) CHRISTENED AT ELECTRIC BOAT*

General Dynamics Electric Boat christened Colorado (SSN-788), the U.S. Navy's newest and most advanced nuclear attack submarine, at a ceremony at its Groton, Connecticut shipyard on Saturday, Dec. 3.

Annie Mabus, daughter of then-Secretary of the Navy Ray Mabus, was the ship's sponsor. Secretary Mabus, attending his final christening as Navy Secretary, was the event's principal speaker.

Seven veterans of WWII service on Battleship Colorado were present at the christening and, as part of the ceremony, presented to the crew pens made of teak decking salvaged from the battleship when it was decommissioned in 1947. The decking, as one veteran put it, was "washed in the blood of our brothers." Battleship Colorado saw heavy action during the war earning seven Battle Stars during which 93 men lost their lives.



Colorado and the other Virginia-class submarines are equipped to wage multi-dimensional warfare around the globe, providing the U.S. Navy with continued dominance in coastal waters or the open ocean.

Electric Boat and its partner, Newport News Shipbuilding, share construction of the submarines under a teaming agreement. A total of 28 Virginia-class submarines have been delivered, are under construction or under contract.

# Snapshot of BIW History by Andy Toppan

## *The racing sloop Ranger*

*The 1937 America's Cup defender is among BIW's most famous vessels*

**T**he racing sloop Ranger, Hull 172, stands out among the list of trawlers and destroyers built at BIW in the late 1930's. Ranger was built to defend the America's Cup, the world's oldest international sporting prize and a source of intense rivalry and great national pride. She was the last vessel built in the machine shop and the only one of her type constructed at BIW.

Design work for the 135-foot Ranger began in 1935, leading up to a planned race in 1937. Her designer suggested that BIW construct the sloop because of the yard's advanced welding skills when many ships were still riveted. By 1936, BIW's role was finalized with a gentlemen's agreement between her owner and Pete Newell, president of the Iron Works, and work began late that year.

Ranger's "keel laying" on December 22, 1936 was unlike anything ever seen at BIW. The keel was a 100 ton lead casting, 39 feet long, 5 feet wide and 5 feet deep, reported to be the largest such casting ever created. Over seven hours, the lead was melted in the machine shop and poured into a massive



*Ranger under sail*



*Ranger's launching with a crowd gathered on the Carlton Bridge*

mold built into the shop floor.

The remainder of Ranger's construction was marked by painstaking attention to detail to ensure an absolutely smooth hull without the slightest imperfection. BIW also built the 165-foot mast alongside Ranger in the machine shop.

Ranger was launched on May 11, 1937, with a crowd of 6,000 spectators along the Carlton Bridge and inside the machine shop. The sloop reached a speed of 16 knots sliding down the ways and was safely brought alongside the pier where her mast was stepped within the hour. Just three days later, Ranger departed under tow to Newport, Rhode Island.

BIW's role should have ended with delivery, but later that night a small part installed after construction failed, and Ranger's enormous mast collapsed overboard. With the races just weeks away and national pride on the line, BIW sprang into action. Special aluminum

plates were shipped to Bath by express train to be used as material for a new mast, which was built in just 25 days.

BIW's effort paid off, as Ranger was proven to be the fastest of her class. She went on to defend the America's Cup against the British challenger, winning the series 4-0. Ranger was hauled out at the end of the 1937 season and never re-launched, as the coming war in Europe prevented another series of races. By 1941, the United States was entering WWII and yacht racing was out of the question. Ranger was broken up for scrap.



*Ranger is launched from the Machine Shop, May 11, 1937*

# BIW Delivers RAFAEL PERALTA



**J**ohn Caouette, a Preservation Technician who has spent his first two years at BIW working on Rafael Peralta (DDG 115), felt a sense of accomplishment as he watched the ship's crew formally take over the vessel.

"It's a lot of hard work starting to pay off," Caouette said, adding that he felt a sense of pride for playing his part in getting the ship ready for the U.S. Navy.

The Navy took delivery of DDG 115 on Feb. 3. Officials with BIW and the Navy signed paperwork at the Supervisor of Shipbuilding (SupShip), Bath, and then held a more formal ceremony on the ship's flight deck, alongside Pier 3.

Sharing Caouette's pride in the ship was **Edward Kenyon**, DDG 51 Program Manager for BIW.

"There's a spirit and pride that goes with the label 'Bath built' and we, the shipbuilders, pass that spirit to you on this day," he told DDG 115's crew, standing in rows on the ship's fantail.

"When the day comes for this Rafael Peralta to go into harm's way—go boldly, drive fast, fight with all of your might. This ship will not fail to answer the call," Kenyon said, "because it is Bath built."

DDG 115 is named for **Sgt. Rafael Peralta**, the Marine whose valor in one of the fiercest battles of the Iraq War was acknowledged with the Navy Cross.

During house-to-house fighting in Fallujah, Sgt. Peralta was mortally wounded. When an enemy grenade landed beside him, the 25-year-old pulled it to his body, shielding fellow Marines from the blast.

The ship's motto is "Fortis ad Finem"—Courageous to the End.

"She's a true honor to her namesake who joined the Marines to be part of something bigger than himself," said Capt. **Michael Taylor**, commanding officer at SupShip, Bath, who earlier had signed the forms taking ownership of the vessel on behalf of the U.S. Navy.



*Rafael Peralta (DDG 115) during sea trials.*

"His spirit is alive and well on this vessel crafted by world class shipbuilding talent."

Cmdr. **Brian Ribota**, DDG 115's Commanding Officer, thanked BIW for building "a wonderful, formidable warship" and praised his crew for bringing the ship to life. "We are proud to serve on it."

The topside ceremony was held under a beautiful blue sky, but chilly enough to leave some on the crew eager to be on their way to San Diego, Peralta's home town and their future home port. The Navy is scheduled to commission DDG 115 there in August.

Bath Iron Works tradesmen laid the keel for DDG 115 in the fall of 2014. It is the first DDG 51 built in Bath since USS Michael Murphy (DDG 112), which was delivered Sept. 4, 2012. Rafael Peralta joins the other 34 active Bath-built DDG 51's defending our country, including DDG-51 itself, USS Arleigh Burke.



**Edward Kenyon**, BIW's DDG 51 Program Manager, addresses the crew of DDG 115.

*"This ship will not fail to answer the call, because it is Bath built."*

# NASSCO and BIW Join Forces in LCS Maintenance Effort

A group of BIW employees worked with a NASSCO team to develop a system to automatically stock materials for scheduled LCS maintenance projects.

The system, using MAXIMO computer software, triggers the automatic purchase of materials six months before a ship's planned availability. That ensures all needed materials are on hand when the ship arrives in port for maintenance.

**Dru Khaira**, BIW Planning Yard Operations Manager, and **Nate Chute**, BIW MAXIMO Project Lead, under the guidance of **Michelle Kruger**, Director LCS Sustainment Execution for NASSCO, worked with a NASSCO repair team on the Planned Maintenance material project.

NASSCO has a contract for scheduled and emergent Planning Yard maintenance

of Littoral Combat Ships. BIW has extensive experience in that type of maintenance.

"Planned Maintenance was a new work type for NASSCO requiring new approaches and innovation," Kruger said. "Through unprecedented BIW and NASSCO collaboration and perseverance we achieved a sustainable process that benefits the LCS Program . . . every day. It was a tremendous effort by all."

The new process was needed because of the high volume of maintenance materials required for ships both at home and overseas.

The system collects information from many sources, allowing NASSCO to allocate material between warehouse loca-



LCS Maximo team, from left, **Nate Chute**, BIW Maximo Project lead, **Dru Khaira**, BIW Planning Yard Operations Manager and **Michelle Kruger**, Director LCS Sustainment Execution for NASSCO

tions, ships and availabilities.

The ability of the shipyards, along with General Dynamics Information Technology, to share expertise is another example of cooperating to improve efficiency.

"This was a great opportunity to team up and work together with NASSCO," **Khaira** said.

## HR SPECIALIST EARNS PATRIOT AWARD

**Mary Dodge**, Senior Personnel Records Specialist, was recently presented with the Patriot Award for her work supporting employees who also serve in the National Guard and Reserves.

"Mary Dodge is an incredibly valuable asset to our organization, and it would be a great disservice to not recognize that fact," said **Tom Beaulieu**, an electrician working on Thomas Hudner (DDG 116), who nominated Dodge for the award.

"It's not just her consistently flawless performance helping service members that caused me to submit this, but also her follow up on issues, and her willingness to consistently go above and beyond to always make sure we have all we need," said **Beaulieu**, who is a staff sergeant with the Army National Guard.

The Patriot Award is presented by Employer Support of the Guard and Reserve (ESGR), a part of the Department of Defense.

"ESGR recognizes employers and individual supervisors or others that are particularly supportive of their Guard and Reserve member employees," said **Matt Collins**, Outreach Director for the Maine ESGR, who presented a framed certificate to Dodge.



**Tom Beaulieu** congratulates **Mary Dodge** on her Patriot Award while ESGR Outreach Director **Matt Collins** applauds.

"Today, nearly half of our nation's military strength resides in the National Guard and Reserve, whose soldiers, sailors, airmen, Marines, and Coast Guardsmen serve in all capacities with the various branches of the military . . . This would not be possible without the support of employers like BIW," **Collins** said.

The certificate says ESGR recognizes **Mary Dodge**, of General Dynamics Bath Iron Works "as a Patriotic Employer for contributing to national security and protecting liberty and freedom by supporting

employee participation in America's National Guard and Reserve Force."

**Jonathan Mason**, Director, Human Resources Services, said that Dodge assists many of our employees when they need to take military leave by helping with processing, directing them to benefits and assisting their spouses with company-related issues while the employee is deployed.

"It is nice to see one of our folks that works tirelessly under the radar be recognized for her actions," said **Andrew Bond**, Senior Director Human Resources.

# BIW Service Anniversaries

## November 2016

Dept	Name	Dept	Name	Dept	Name	Dept	Name
<b>40 Years</b>		<b>30 Years</b>		<b>20 Years</b>			
05	Scott, Aaron Brady	09	Bohunicky, Mark David	86	Valley, Thomas	86	Martin, Mark Francis
06	Vachon, Russell Philibert	38	Collins, Stephen Francis			87	Borucki, Kenneth P
19	Messier, Thomas Leo	40	Foster, Roger Michael			87	Lauderback, Charles Odel
19	Tyler, Michael Lewis	50	Dehahn, Michael James		<b>10 Years</b>		
24	Flaherty, Lani Kakos	50	Ryan, Richard Alan	40	Morris, Matthew Leonard		
86	Caouette, Robert Roger	86	Dubuc, Gary Richard	84	Cotreau, Jeremiah		
86	White, Kenneth James	86	Paquet, Daniel Henri	86	Costa, Lisa		
87	Lallier, Jeffrey Roland			86	Dufour, George John		

## December 2016

Dept	Name	Dept	Name	Dept	Name	Dept	Name
<b>40 Years</b>		<b>30 Years</b>		<b>10 Years</b>			
10	Robbins, Clinton Joseph	17	Cullivan Jr, William Hugh	08	Valliere, Joseph Ernest	86	Krehel, Bradley David
32	Thayer, Colby Arthur	27	Pare, Mark Anthony	10	Hutchison, Stacey Lee	86	Svenson, Erik C
81	Black, Leslie Hervey	43	Keene, Donald Harold	40	Bois, Richard M	90	Skinner, Benjamin Richard
		43	Peaslee, Patrick Stephen	49	Rethi, Patricia Colleen	97	Gleason, Mary Louise
		81	Labbe, Laurie Lee	82	Snow, Jennifer Jane		
				86	Fochesato, Mark Proctor		

# Holiday Haul: BIW goes Big for Toys for Tots

Marine Staff Sgt. **Andres Flores III** and Cpl. **Treven Stoops**, decked out in their dress blues, manned the shipyard gates Dec. 2 along with BIW employees collecting for Toys for Tots.

The Marine Corps charity counts on contributions from the people who work at BIW to support the annual toy drive.

"The amount of support we got was tremendous," said **David Sparks Jr.**, a sandblaster who is community service chair for Local 6. He said along with hundreds of toys, the gate collection took in more than \$16,000 for the effort.

Meanwhile, Manufacturing Superintendent **Ed Jalbert** helped organize a collection from employees in the Insulating, Painting and Sandblasting departments to purchase bicycles for Toys for Tots.

"I was hoping to raise enough money to buy 20 bikes. What a surprise when we finally got all the money in and were able to buy 37 bikes" he said "What a team."

The goal of Toys for Tots is to provide, in addition to toys during the holidays, "a message of hope to less fortunate youngsters that will assist them in becoming responsible, productive, patriotic citizens."



Third shift employees from the Insulating, Painting and Sandblasting Departments.



From left, **Marc Lindval**, **Kirk Douglass**, Staff Sgt. **Andres Flores III** and **Tom Darling**.



Preservation Tech **Dave Latham** and **Norm Nadeau** gather up bicycles purchased with proceeds from a Toys for Tots collection.

## November 2016

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|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>01-40 Michael G. Paquette</b><br/>33 Years<br/><i>Sr Principal Project Manager</i></p> <p><b>10-00 Christopher M. Cramer</b><br/>34 Years, 2 Months<br/><i>Section Manager</i></p> <p><b>10-00 Rhonda G. Cousens</b><br/>26 Years, 6 Months<br/><i>Area Supervisor II</i></p> <p><b>10-00 Danny J. Darling</b><br/>37 Years, 8 Months<br/><i>Front Line Supervisor</i></p> <p><b>15-00 David W. Elder</b><br/>27 Years, 3 Months<br/><i>Pipefitter III</i></p> | <p><b>15-00 Jeffrey C. Elliott</b><br/>28 Years, 6 Months<br/><i>Pipefitter III</i></p> <p><b>26-01 Jere L. Waterman</b><br/>25 Years, 8 Months<br/><i>Industrial Security Officer</i></p> <p><b>27-00 Philip D. Jimino</b><br/>43 Years, 3 Months<br/><i>Preservation Tech III</i></p> <p><b>43-00 Mark A. Foye</b><br/>41 Years, 3 Months<br/><i>Welder III</i></p> <p><b>50-00 Paul F. Carter</b><br/>35 Years, 10 Months<br/><i>Shipfitter III</i></p> | <p><b>84-00 James A. Carr</b><br/>34 Years, 7 Months<br/><i>Director</i></p> <p><b>86-00 Ricky D. Jennings</b><br/>25 Years, 5 Months<br/><i>Technician III, Engineering</i></p> <p><b>86-00 Tony R. Parr</b><br/>28 Years, 1 Month<br/><i>Designer, 1st Class</i></p> |
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## December 2016

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| <p><b>01-10 Frederick J. Harris</b><br/>38 Years, 9 Months<br/><i>President NASSCO &amp; BIW</i></p> <p><b>09-00 Wayne A. Fortier</b><br/>39 Years<br/><i>Outside Machinist III</i></p> <p><b>09-00 Stephen E. Woodhouse</b><br/>35 Years, 9 Months<br/><i>Outside Machinist III</i></p> <p><b>10-00 James C. Caron</b><br/>38 Years, 11 Months<br/><i>Area Supervisor II</i></p> <p><b>10-00 Michael A. Pease</b><br/>30 Years, 2 Months<br/><i>Front Line Supervisor</i></p> <p><b>15-00 Clifford J. Brown</b><br/>43 Years, 2 Months<br/><i>Pipefitter III</i></p> <p><b>15-00 James C. Earley</b><br/>28 Years, 3 Months<br/><i>Pipefitter III</i></p> <p><b>15-00 David D. Jensen</b><br/>29 Years, 2 Months<br/><i>Pipefitter III</i></p> <p><b>15-00 Alfred J. Thiboutot</b><br/>36 Years, 9 Months<br/><i>Pipefitter III</i></p> <p><b>19-00 Michael T. O'Hearn</b><br/>25 Years, 1 Month<br/><i>Electrician III</i></p> | <p><b>19-00 Roger E. Roy</b><br/>25 Years<br/><i>Electrician III</i></p> <p><b>19-00 James A. Waterman</b><br/>27 Years, 8 Months<br/><i>Electrician III</i></p> <p><b>24-00 Paul M. Lemont Jr.</b><br/>42 Years, 9 Months<br/><i>Senior Buyer</i></p> <p><b>24-00 Jarine A. Lombardo</b><br/>29 Years, 9 Months<br/><i>Senior Buyer</i></p> <p><b>25-00 Thomas W. Bolster</b><br/>9 Years, 3 Months<br/><i>Carpenter III</i></p> <p><b>27-00 Barbara A. Betts</b><br/>34 Years, 3 Months<br/><i>Preservation Tech III</i></p> <p><b>32-00 John R. Fournier</b><br/>27 Years, 6 Months<br/><i>Yard Rigger III</i></p> <p><b>43-00 Giles F. Landry</b><br/>43 Years, 2 Months<br/><i>Welder III</i></p> <p><b>43-00 Michael J. Reid</b><br/>30 Years<br/><i>Welder III</i></p> <p><b>66-00 Paul A. Barrett</b><br/>37 Years, 7 Months<br/><i>Insulator III</i></p> | <p><b>71-00 Carl E. Johnson IV</b><br/>23 Years, 5 Months<br/><i>Sr Principal Project Manager</i></p> <p><b>80-00 Frank W. Grover Jr</b><br/>41 Years, 8 Months<br/><i>Crane Operator III</i></p> <p><b>81-00 Sherry L. Cox</b><br/>37 Years, 3 Months<br/><i>Material Handlers III</i></p> <p><b>81-00 Ardenne S. Haines II</b><br/>41 Years, 4 Months<br/><i>Material Handlers III</i></p> <p><b>81-00 John A. Mains</b><br/>48 Years, 2 Months<br/><i>Material Handlers III</i></p> <p><b>81-00 Peter L. Thompson</b><br/>30 Years, 4 Months<br/><i>Material Handlers III</i></p> <p><b>81-00 Blaine F. Wallace</b><br/>43 Years, 6 Months<br/><i>Material Handlers III</i></p> <p><b>87-00 Timothy C. Rioux</b><br/>40 Years, 2 Months<br/><i>Associate Engineer</i></p> |
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# Keeping American Technology Safe

**B**IW doesn't seem like a big-time exporter to foreign countries. We sell destroyers to the U.S. Navy.

But we do export internationally, just not usually 'things.'

"The exports we do here are primarily technical data," said **Jessica Watson**, BIW's Export/Import Compliance Administrator. Watson makes sure BIW employees comply with ITAR, the International Traffic in Arms Regulations, as well as the Export Administration Regulations.

"One of our greatest exposure risks is people unintentionally exporting technical data."

For instance, taking a picture inside the shipyard—which is against company policy—could lead to a violation.

"Posting a picture (taken inside the company) to social media would be an export," Watson said "Depending on what the picture is of, it very well could be a violation. BIW certainly doesn't want to be fined because somebody posted a picture to Facebook."

A number of BIW employees also travel internationally or work with international partners in a way that requires sharing information.

Watson, who came to BIW as a Contracts

Specialist and has a degree in international studies, spends a lot of her time reviewing technical data. She has been Export/Import Compliance Administrator for a year.

Watson works closely with Chief of Industrial Security **Donald "PJ" Jackson** and Security Specialist II **LeeAnn Jenkins** whenever reviewing international travel, foreign visits or technical data being shared outside the company.

Businesses like BIW are periodically audited to ensure they have robust training and procedures to prevent unauthorized export of sensitive information. Internal auditors are scheduled to come in April.

"BIW must comply with export regulations to help maintain the technological superiority of the U.S. Navy," Watson said.

Need help understanding export regulations?

If you create a new email in Outlook you'll see the ITAR Help icon at the top of the page that links to more information.

Many departments also have a member on the ITAR Export Working Group, a team of employees which meets quarterly.

"We talk about process improvements a lot," Watson said, "so we can best comply with the regulations we have to adhere to."

*"BIW must comply with export regulations to help maintain the technological superiority of the U.S. Navy."*



From left: Security Specialist II **LeeAnn Jenkins**, Export/Import Compliance Administrator **Jessica Watson**, and Chief of Industrial Security **Donald "PJ" Jackson**.

## The ITAR Export Working Group:

The Linda Erskine	Materials
Roberta Floccher	Legal
Kim Foster	Strategic Planning
John Grant	Engineering
Charles Griebel	IT Security
Jim Harper	Production Control
Debbie Hinds	International Programs
PJ Jackson	Security
Tammy Jawdat	HR
Bruce Kaake	Planning Yard
Robin Liller	Contracts
Kim Richards-Mace	Materials
Dave Smart	IT Systems
Jessica Watson	Contracts
Brian York	Shipping

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to receive automatic messages regarding emergent matters, including facility closures.



# Quality Work in Facilities Division

**Tracey Duffy**, who works in Maintenance, got some well-deserved recognition recently from her appreciative customers. Duffy has been with BIW for eight years. She raised two sons as a single mom, owns a home in Brunswick and likes to remodel and make improvements.

A few years ago, she offered to take care of the Church Road Office Facility (CROF). **Terry Freeman**, who oversees Duffy's team, knew the first-class work she did and agreed to try it. Duffy's commitment to quality has made it a success. "Maintaining a clean and healthy environment where they work helps keep them coming in every day so they can do what they do best," Duffy says.

Her dedication is appreciated by those working at CROF. "People have left me notes or perhaps candy or cookies once in a while," she says. "Sometimes, I would ar-

rive to begin my shift and the folks on days would thank me as they were leaving before I even had a chance to do anything!"

Just before last Christmas, the people at CROF went one step farther.

To Duffy's surprise, they got together and gave her a large number of Christmas cards with hundreds of signatures. They also left her a gift to show their appreciation for what she does.

Duffy was extremely grateful and now wants to extend a "thank you" back to those responsible.

Duffy understands that one of the key quality measurements of a service organization is customer satisfaction. The people



*L to r: Tracey Duffy and Terry Freeman.*

who work at CROF provided Duffy some feedback on how they feel about her work.

People like Duffy are role models for many of us here at BIW. While they aren't in Manufacturing and don't do the actual work of putting ships together, they represent why "Bath Built is Best Built."

## United Way Incentive Winners

Following a record-setting campaign, the winners of the United Way of Mid Coast Maine incentive drawings were announced in December.

The United Way incentive winners are:

**Jason Heath**, Preservation Technician, Sebasco Weekend Getaway.

**Paul Moline**, Shipfitter, \$100 Hanford gift card

**Bret Williams**, Electrician, Sebasco Couples Golf Membership

Bath Iron Works incentive winners are:

**Eric Schwerdt**, Engineer, 100 gallons of fuel oil

**Jeff Stone**, Shipfitter, \$150 Walmart gift card

**Kevin Franks**, Shipfitter, \$100 gas card

The real winners are of course the families that benefit so much from the programs supported by United Way—improving lives by mobilizing the caring power of communities.

BIW employees increased their donations 21 percent, pledging more than



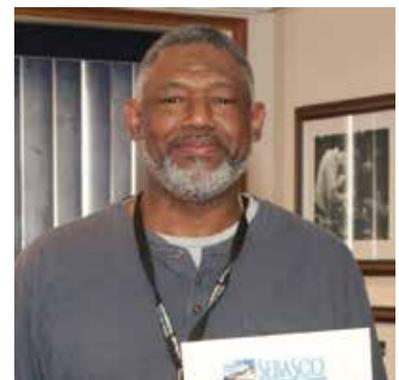
*L to r: John Portela, Bob Murray, Eric Schwerdt, Jeff Stone and Steve Cornish.*



*Tom Blatz, Director of United Way of Mid Coast Maine, and Jason Heath*

\$730,000.

"It was a critical time in our community," said Project Manager **Bob Murray**, who co-chaired the BIW campaign along with Sandblaster **John Portela** and



*Bret Williams*

Material Handler, **Steve Cornish**. "This increase ensured that the United Way could continue funding our community agencies that so many people count on."

# GENERAL DYNAMICS

Bath Iron Works

700 Washington Street  
Bath, ME 04530

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## Faces of BIW



Preservation Technicians **Patty McAdam** and **Gary Thibodeau**.

Pipefitter **Steve Wright**, Shipfitter **Tim Garland** and Front Line Supervisor **Ken MacDonald**.