

BIW NEWS

Spring
2017

DDG 116 Christened... and Launched!

INSIDE

2017 Master Shipbuilders Day / 2

Apprenticeship Graduates Saluted / 5

Healthy Choices, Healthy People / 8

Monsoor Powers Up in Record Time / 15



From the Helm

Dirk Lesko, President, Bath Iron Works

BIW began delivering ships 127 years ago and with the departure of DDG 115 our shipyard has delivered 435 “Bath Built” ships.

I’m proud of that legacy.

As we look toward the future we can be confident that the accomplishments of the men and women who built this shipyard are the same as the demands we must meet for it to continue.

- We must build a quality product – in every stage and in every step.
- That product must be done on time.
- And we must look out for ourselves and for one another as we do it.

Easy to say. Much harder to accomplish. But I’m confident that we will, and that through your efforts, many others will have the opportunity to follow in our footsteps.



Thank you for your contribution to “Bath Built is Best Built.” It’s making a difference.

Save the date! 2017 Master Shipbuilders to be honored

On Saturday, July 29, BIW will honor its 2017 Master Shipbuilders, employees who have worked 40 years with the company.

The shipyard will host an open house for the 40-year service honorees, an opportunity for their families, friends and coworkers to recognize this significant achievement and the indelible mark each of them has had on this company and the essential work they do for our U.S. Navy customer.

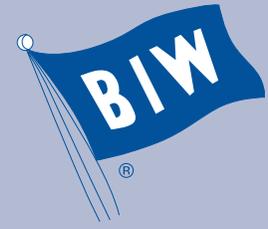
The event will feature live music, a buffet lunch and an awards ceremony at which time each honoree will receive a gift to mark this significant accomplishment. Volunteers from different areas of BIW shipbuilding will host tables throughout production areas demonstrating the work that they do.

Employees and their guests also will have the opportunity to tour Michael Monsoor (DDG 1001) the second ship in the Zumwalt class of destroyers.

The 2017 Master Shipbuilder Recognition Open House will be held rain or shine from



10 a.m. to 2 p.m., with the awards ceremony beginning at 11:45 a.m. Please mark your calendars and come share this important milestone with our Master Shipbuilders.



Bath Built
is
Best Built

CONTENTS

- Safety Hub / 3
- Employee Spotlight / 4
- Hudner Translation / 5
- Engineering Day / 7
- United Way Award / 7
- Hudner Christening / 10
- Wendy Karkos: Sandblaster / 12
- History Snapshot / 13
- PII Corner / 14
- The Tupper Method / 15
- Retirees / 16
- Service Anniversaries / 17
- Material Acquisition Requests / 18
- Green Belt Grads / 18
- Run the Rinways and The Murph / 19
- BFKS Goes Back to the 80s / 19



Thomas Hudner (DDG 116) sits in drydock waiting to be translated to the water.

SAFETY HUB



By Vince Dickinson

Learning about safety is part of the job.

SAFETY CHATTER

Safety words and abbreviations heard in the shipyard:

Fall Protection Plan

Form documenting required method and equipment when requesting trades work in a fall restraint/fall arrest situation. Required for jobs with fall hazards above 5 feet.



Preservation Technicians Carl Pinkham, left, and Trevor Ward apply 6S principles of organization to the 603 Rubb tent.

HOUSEKEEPING and the Six 'S's

Driven by the Safety Roadmap, BIW has recently implemented the 6S program in a few pilot areas. These areas have been successful and show the benefit of having a clean and organized work space.

The six 'S's are:

1. Safety—Incorporate safety into the standard of work.
2. Set in order—Everything has a place, everything in its place.
3. Standardize—Define systems, processes and procedures.
4. Sort—Define tagging process, rules and log file.
5. Shine—Enhance clean processes, see and solve problems.
6. Sustain—Stick to the processes and assess performance.

The 6S system is not just a program, it's a way of life, a culture we must institute. This system is not intended to be an overnight success and these changes will take time to perfect. With your help, the 6S system will improve safety, quality and productivity.

The D09 storage rack in the south bay of Ultra Hall recently went through a 6S housekeeping event.

"This activity really emphasized the power behind 6S when you set achievable goals," said **Ryan McNulty**, Area Supervisor of the Ultra Hall.

The 603 Rubb tent has been engaging in a 6S cleanup. **Carl Pinkham** and **Trevor Ward**, Preservation Technicians, are leading the charge in organizing the storage space on the racks.

"Good housekeeping has made it a lot easier to maneuver and locate material in the space," Pinkham said. "This has also made it safer to access the tent because we're not tripping over pallets to find material."

"This 6S effort helped cut costs for BIW because we were able to remove overstocked items and send them back to the vendor," Ward said.

BIW NEWS

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.

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

MAIN GATE SECURITY (24/7)

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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

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General Dynamics Bath Iron Works



EMPLOYEE SPOTLIGHT

CARL FERRIS



Title **Front Line Supervisor**

Been with BIW since **1980**

Department **Facilities**

TELL US A LITTLE ABOUT YOURSELF?

I live in Woolwich with my wife of 36 years, Veda. We have two children, a daughter Karli Mae in San Diego and son Sean in New Jersey.

DESCRIBE YOUR ROLE AT BIW?

I'm responsible for the facility inventory and controls in the Maintenance Stockroom. I have the Respirator Room and the furniture movers and am the point of contact for several outside vendors who do service work in the yard like scales and elevators.

WHAT IS THE BEST PART OF YOUR JOB AND WHY?

The people I work with. We've all worked well together as a team for a long period.

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

There is a large amount of material that comes and goes in the yard. Frequently, we move many employees throughout the yard.

DESCRIBE YOUR HOBBIES?

I enjoy traveling with my wife, Veda. We have upcoming trips to San Diego and England planned. I also enjoy running an open mic event once a week and playing my guitar.



WHAT'S THE MOST USEFUL TOOL IN YOUR GUITAR CASE?

I would say the most useful tool in my guitar case would be my capo.

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

My wife Veda, son Sean and I are all Comic-Con geeks.

WHAT IS YOUR FAVORITE AUTHOR, BOOK OR MOVIE AND WHY?

Well I have three, two movies and a book. The first movie, **Salmon Fishing in Yemen** because of the dialogue, and **Love Actually** because there is no such thing as a bad Richard Curtis movie. My favorite author is **Tana French**, who wrote a series of books called the Dublin Murder Squad series.

WHAT'S YOUR FAVORITE SPORT'S TEAM?

The Boston Red Sox. Since 2003, I've had a 10-pack of tickets, which is four tickets to 10 games for each season.

WHAT IS THE ONE THING YOU COULDN'T LIVE WITHOUT?

I could not live without going on new adventures with my wife.

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

Apprentice Program Grads Saluted

Graduation ceremonies for the BIW apprenticeship class of 2017 were held on May 4, as 45 manufacturing and two maintenance apprentices were recognized for their achievement.

Family and friends of the graduates, as well as representatives of BIW leadership, Maine Maritime Academy and the State of Maine were on hand at the ceremony held at the Taste of Maine to congratulate the graduates for their achievement.

"The most important thing I want to do tonight is thank each of our graduates and their families who have supported them as they've worked and studied to reach this significant milestone," BIW President Dirk Lesko told the group.

Apprentices complete a rigorous four-year training program of 8,000 hours of on-job training and college level academics. The academic program is accredited through a partnership with Maine Maritime Academy (MMA) and each graduating BIW employee



receives a diploma from BIW, journeyman certification from the State of Maine and an Associate of Science degree from MMA.

Many members of this graduating class attended the MMA graduation ceremonies in Castine in May.

Joe Kelly, machinist, was named class valedictorian for achieving the highest grade point average in the class. **Randy Johnson**, Superintendent of machinists and outside machinists, presented a framed print of the Last Launch on the Ways to honor Joe's accomplishment.

The class of 2017, which began on March 11, 2013, was the first class to take the ACT National Career Readiness Certificate exam for placement into the program. Since 1994, 341 apprentices have earned their degree through this program.

Apprenticeship programs will continue to provide BIW with skilled tradesmen and women who contribute to maintaining our legacy of Bath Built is Best Built. BIW's class of 2020, with 20 manufacturing and nine design apprentices, began their apprenticeship last year.

Smooth Translation: **HUDNER** MOVES TO PIER 2

The weekend of April 21, Dockmaster **Jeffrey Neale** oversaw the intricate task of using the hydraulics of the Total Transfer System units to lift Thomas Hudner (DDG 116) six inches off the Land Level. Slowly, at about three feet a minute, the ship was rolled into the dry dock.

The dry dock was floated and its large chains and powerful winches then pulled it into the middle of the Kennebec. There, the dry dock was ballasted, sinking it into the river and allowing water to rise around Thomas Hudner until she floated free of her cradle.

Tugs then moved the ship to Pier 2 where crews are now preparing it for sea trials this coming winter.



Hardings Cuts Steel for Hull 522

Dale Giles, a 44-year employee, pressed the button that activated a burning table at Hardings, cutting the ceremonial first piece of steel for what will become John Basilone (DDG 122).

His son, Welder **Trevor Giles**, looked on as his father, a material handler three days shy of retirement, started work on BIW's 39th Arleigh Burke destroyer. Dale Giles had started his career working on Oliver Hazard Perry (FFG 7).

During the ceremony held May 23, **Michelle Riley**, Structural Design Manager,



told the production workers, company leadership and Navy officials gathered for the ceremony that the design group has been working over the past two years to improve the way BIW orders steel, plans work, cuts parts, and assembles units.

Historically, DDG 51 construction relied on different information sources that were maintained manually, creating the possibility for errors. Going forward, changes will be made in the design, which will be able to automatically generate the part sketches going to the fabrication floor.

"We know how important it is to fix the design products and to get it right for Production and we have been making fundamental changes to improve the information," she said.

The Navy's DDG 51 program manager, Capt. **Casey Moton**, told the group that while the world's hot spots may seem far away, they are closely related to the work being done today at BIW.

"Everything you're doing is very important to the Navy," he said. Moton said the Navy will take delivery of DDG 122 in 2021.



BIW Gets Healthy One Step At A Time

Throughout May, more than 300 BIW employees took part in the Jiff-Step Into Spring Challenge.

The challenge consisted of teams of five individuals from BIW or other General Dynamics Business Units competing to see which team could walk the most steps during the month as well as who could meet and exceed their own personal goals.

Of the 931 teams involved, BIW had four teams in the top 10, each with a total of more than three million steps. That's roughly 1,300 miles or the distance from BIW to Jacksonville, Florida.

"Rapid Monkeys"—**Adam Page (D13)**, **Tanya Marin (D86)**, **Allie Milligan (D10)**, **Terry Jackson (D20)**, and **Stephen Cohen (D05)**—was in fourth place overall, followed by BIW Fab Five, PY Destroyers and AC & Survey. Stay tuned for the next challenge slated for this fall!

BIW Safety Performance Through May 31			
Company Safety Metric	2017 YTD	Top Watch Items	Trend
Recordable Incident Rate Goal: 12.87	12.47	1) Hands 2) Knees 3) Shoulders	●
Lost Time Incident Rate Goal: 3.17	3.54	Behaviors: 1) Eyes on Path 2) Heavy Lift / Forceful Exertion	●
Safe Site Program Goal: 96%	95.4%	1) Trip hazards 2) Poor Housekeeping	●
Personal Protective Equipment Goal: 98%	96.7%	1) Hard Hat Usage 2) Hearing Protection 3) Eye protection	●
Safety Roadmap Level 3 Year End Goal: 90%	28.0%	1) 87% Complete with PPE Element 2) Housekeeping 3) Employee Involvement	●
Good Catch Program Average per Week: 88	2032	1) Housekeeping 2) Risky Behavior / Poor Judgement 3) Fall Protection	●

Future Engineers: Planting a Seed Early



Members of BIW's Engineering team helped make Expo a Success.

What do you want to be when you grow-up? It's a question most kids get asked at some point during their formative years.

It's tough to answer when you don't know what's out there.

To help with this question, several BIW Engineers participated in the Engineering Exposition held on March 4 at the University of Southern Maine's Fieldhouse in Gorham where a record 2,700 people—many of them kids ages 9 to 11—attended.

"This Expo gives youth an opportunity to start thinking about the broad spectrum and possibilities in Engineering," said **Andrew Cote**, BIW Engineer and a board member on the Maine Engineering Promotional Council, which sponsored the event. "We are planting a seed early."

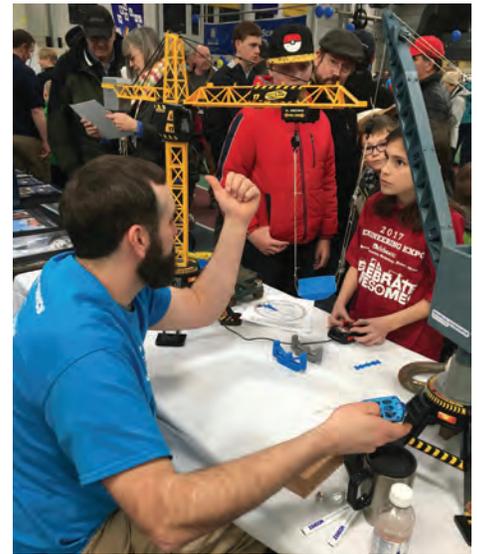
Saturday's Expo consisted of demonstra-

tions and activities showcasing engineering and technology innovations.

BIW had a booth with 3D printing and virtual reality demonstrations, several big tools to examine and a hands-on crane rigging and lifting task.

They were joined by Engineering students from the University of Maine System and Maine Maritime Academy and local engineering businesses, all working to pique the interest of children in science, technology, engineering and math.

Mark Poitras, Manager of BIW's System Engineering, said it is important for BIW to attend this type of event "to expose kids early to engineering and possibly develop future engineers. BIW does great things when it comes to Engineering and by showcasing these capabilities we hopefully keep these future Engineers in Maine."



A crane lift activity engages a student at the Expo.



A student experiences virtual reality.

Hilary Henry, Manager of Electrical Engineering, was the keynote speaker at the opening banquet the night before. Hilary talked about BIW history, the Maine workforce and the different types of ships we build. She also showed a video on the careful engineering involved in ship translations and the record-breaking deckhouse lift.

BIW Employees Benefit United Way Programs Across Maine

BIW employees received a warm thank you from the United Way of Kennebec Valley at a presentation June 1 at the Manufacturing Support Center.

Executive Director **Rob Gordon** and Marketing Director **Courtney Yeager** presented their Cornerstone Partners recognition to United Way campaign co-chairs **Bob Murray** and Sandblaster **John Portela**, the Local 6 loaned executive.

"Thank you on behalf of all of the 10 United Way chapters in Maine," Gordon said. "Every single one of those 10 chapters

is strongly supported by people at BIW who give generously during the annual campaign."

With the company drawing workers from all 16 counties, it's not surprising that BIW is a major supporter of the United Way efforts across the state.

"Although we work with the Midcoast chapter of the United Way during our yearly campaign, employees have an option to choose a different chapter of United Way that they send their contributions to," said this year's campaign co-chair Karen Race,



Project Manager in the DDG 1000 program.

Gordon said that BIW United Way contributions help support 49 programs in Kennebec Valley, including Meals on Wheels, shelters for the homeless and programs for disabled children.

Health Improvements

Healthy Choices, Healthy People...

STORIES OF SUCCESS



Mike Hoyt

After smoking for 40 years, **Mike Hoyt**, a Material Representative for the Planning Yard based in Norfolk, was ready to quit and become healthier so that when he retires, he can enjoy it. He tried to quit at least six times, but nothing worked. He decided to meet with TrestleTree Health Coach **Jen Ziegler**. “I figured why not? Health coaching is free,” he said.

Jen listened to Mike’s story and helped him identify his smoking triggers and habits. They developed a quit plan together. “Jen genuinely cares about my health and well-being. She made time for me, gave me support and encouraged me every step of the way,” Mike said. He quit smoking

almost a year ago and has no desire to smoke again.

Mike continues to meet with Jen to focus on other areas of his health. She tracks his weight monthly and while many people gain weight when they quit smoking, Mike has lost 7 pounds! He learned a lot about healthy eating and has developed a great exercise routine. He says he has more energy and ambition to get out and enjoy doing things that he loves, like hiking and fishing. “This is absolutely the best that I have felt in 30 years!” he said. “Give health coaching a try. You get so much out of it. I know that without a health coach, I would still be smoking.”



Jeanne and Dan Sutton

Dan Sutton, Fire Inspector Specialist, had been seeing a health coach, so when he learned the free program is available to BIW spouses, he mentioned it to his wife, Jeanne. Jeanne and Dan had been struggling with their weight and Type 2 Diabetes. “Once I got the diagnosis, I knew I needed to put myself on a healthier path,” says Jeanne. “I was terrified of the idea of giving myself insulin shots!”

Dan’s health coach suggested he and Jeanne enroll in the Diabetes Prevention Program (DPP) together. The class was exactly what they needed. “I love to cook and every week, the instructor would bring in a snack and recipes for us to try,” Jeanne said. “Dan used to eat donuts

for breakfast, but now I make egg muffins instead. It’s a healthier meal that’s more satisfying.” The couple also started exercising together. Every Sunday, they go for a walk—even in bad weather!

Participating in the Fit for Life program has paid off. Dan is now off his diabetes medications—and after Jeanne’s most recent bloodwork, her doctor was pleased with how much better her numbers are! For others who have not participated in BIW’s Health Coaching and DPP classes, the key, says Jeanne, is to give it a try. “I never thought that working with a Health Coach would make such a big difference in how I do things, and Dan never thought he could lose weight and get healthier. But because we did it together we were, and continue to be, successful.”



Jeff Veilleux

Sometimes it takes a wake-up call to make changes around our health. For **Jeff Veilleux**, Facilities Manager, this came when he lost his wife unexpectedly. He decided to make changes that would keep him in good health to be around for his children and grandchildren. So Jeff started meeting with TrestleTree Health Coach **Brianna Monahan**.

Jeff tried health coaching and various diets in the past, but it was a challenge to implement lasting change. This time, he took a new approach by making small changes that add up over time. Jeff started paying closer attention to his hunger throughout the day. He stopped

eating when he was full. He learned that he didn't need as much food and could be satisfied with smaller portions—even with ice cream! “You can still have what you want in moderation,” he said. Jeff also increased his physical activity with home projects—burning calories and saving money!

By getting in touch with his hunger cues, paying attention to portion sizes, and staying accountable to himself and his health coach, Jeff lost 23 pounds and has maintained his weight loss for five months. He has some great advice to anyone considering a weight loss journey: “The changes don't have to be huge and it does pay dividends if you keep up with it”.



Andrea Bannister

In 2015, **Andrea Bannister**, Planning Technician, had a wake-up call when she was hospitalized after having an anxiety attack.

“I was working 50 hours a week, sleeping very little, drinking copious amounts of coffee and only eating one large meal a day that was packed with calories. I was so busy taking care of everyone else, that I didn't realize I was neglecting myself.”

Andrea decided to take better care of herself, signing up for free health coaching at work. She met with Jacqueline, a TrestleTree Health Coach. “Jacqueline was so positive, never judgmental, and so supportive.” Andrea received a Fitbit for her birthday and used it to track and increase her exercise. “I walked in my first 5K in December 2015 with my dad. My husband and the kids were waiting at the finish line cheering me on.

Completing my very first 5K gave me the confidence to do it again.” She continues to run and even got her family involved in running.

Andrea also signed up for BIW's Diabetes Prevention Program. “This class taught me a tremendous amount about food, exercise, negative thoughts, and my entire outlook on life. I have learned how to cut my calories and not feel like I am depriving myself.”

“I hope that my story encourages more people to take advantage of TrestleTree health coaching and the other programs offered through Fit for Life so they, too, can have a long, healthy and happy life.”

Hero Namesake Attends **CHRISTENING**



Capt. **Thomas Hudner Jr.** was wrapped against the cold in a blanket bearing the seal of his ship, his Medal of Honor hanging from a blue ribbon around his neck.

He watched through flurries as the ship's sponsors—his wife, **Georgea Hudner** and **Barbara Joan Miller**—broke champagne bottles on its bow and christened Thomas Hudner (DDG 116), the nation's newest Arleigh Burke destroyer. Sitting nearby was **Fletcher Brown**. He is the brother of Ensign **Jesse Brown**, who Hudner had risked his life to save

Capt. Hudner is the oldest living Medal of Honor recipient. A carrier pilot from USS *Leyte*, anchored off the east coast of

North Korea, Hudner was one of the pilots providing air cover for the Marines retreating from a surprise Chinese offensive at the Chosin Reservoir. The leader of his group of planes was Ens. Brown, the nation's first African-American Navy pilot.

When Brown was shot down and couldn't get out of his cockpit, Hudner intentionally crashed his own Corsair in the deep snow to try to rescue him. Hudner stayed with Brown for hours in the frigid cold waiting for help, but they were unable to save him.

At the christening ceremony, wet snow fell on the audience but did little to dampen the enthusiasm or the pride. The state's congressional delegation and Navy



Proud Shipbuilders Brave the Weather

officials spoke to Hudner's heroism and his loyalty and to the importance of the ship named for him to national security. Listening in the audience were veterans of the Korean War as well as more recent conflicts.

BIW President **Dirk Lesko** told the crowd: "Today is a wonderful occasion, the celebration of a great man and of a great ship. When the future USS Thomas Hudner goes to sea as part of the Navy fleet, it will do so with the fearless spirit of an American hero, backed by the promise of Maine's shipbuilders that Bath Built is Best Built."



Despite the forecast for 6" of snow, hundreds of BIW employees, family and friends braved the storm to tour the shipyard on April 1.

The tour, which took place right before the Christening of Thomas Hudner (DDG 116), included a building tour and a ship tour.

Guests accompanied by a badged employee walked through the Assembly Building (AB), Ultra Hall and the Outfitting Hall, with proud shipbuilders describing what they do and units they helped build. Volunteers from each of the buildings and the ship were on hand to discuss the shipbuilding process and answer questions.

"History is made here and that lasts forever," said **Mike Sewall**, a supervisor in the AB building, who volunteered to tell visitors about the operation. "I like talking about what we do." He said people were particularly interested in how units in the AB are worked upside down, then flipped right side up by the shipyard's massive cranes.

The event also offered visitors and employees the chance to walk through the latest state-of-the-art destroyer, Michael Monsoor (DDG 1001). The all-electric, radar evading ship is the second in its class.

Dan Nadeau, Off-shift Director, who coordinated the employee tour, said he was pleased with how much people enjoyed the chance to visit the shipyard in spite of the lousy weather.

"I thought it went great," he said.



Peralta Praised as it Sails to Join U.S. Fleet

Rafael Peralta (DDG 115) sailed away April 28, the U.S. Navy's newest ship and the latest chapter in BIW's service to the country's defense.

Peralta is the 35th BIW-built Arleigh Burke-class guided missile destroyer, the first since the Navy restarted the DDG 51 program after a four-year break.

"As these brave sailors now leave to defend our shores, they can draw strength from knowing they serve on one of the best-made ships in the world," BIW President **Dirk Lesko** said prior to the departure. "Every facet of our business contributed to the construction of this remarkable ship: engineers, planners, designers, mechanics and support staff that keep the entire team functioning at a high level."

Cmdr. **Brian Ribota**, commanding officer of DDG 115, praised the ship in a let-

ter to BIW shipbuilders.

"Thank you for the amazing instrument of power projection you built for the United States of America," he wrote. "The warfighters of USS RAFAEL PERALTA will sail her with pride and always be reminded that Bath Built is Best Built by the quality of every detailed weld and rivet."

Ribota said the U.S. Navy is the world's greatest fleet "because of the sailors that serve and equally because of the shipbuilders that get us to the fight!" The ship is headed to its commissioning in San Diego, the hometown of the ship's namesake, Marine Sgt. Rafael Peralta.

"Hull 507 has laid the foundation for the follow hulls," said **Dana McIntire III**, Chief Superintendent for the ship. "After the learning curve for the restart ship, we've ironed out a lot of issues early with



this hull, passing that on to our other hulls so we can continue improving schedule and cost."

Peralta was McIntire's last ship, as he ended a 39-year BIW career that began in the pneumatic department, the old "air gang." His father logged 42 years with the shipyard, his mother 18.

'Girls don't do that.' Yes we do.

Wendy Karkos says she's always been one to challenge herself. So keeping her balance while wielding a three-inch diameter hose firing high-pressure steel grit—well that's an opportunity.



Karkos is the only female sandblaster working at BIW and possibly the first.

Sandblasters scour ship units clean of any rust so they can be painted. It's a difficult, labor intensive job. They wear protective clothing, including a heavyweight black hood with a small window to see through. Inside the blast room, it can be hard to tell who's who.

That's fine with Karkos. "I'm one of the guys," she said. "I don't want special privileges. I want to do what they do, work as hard as I can."

The job is very rewarding, she said. "You work really hard and when you're done you're exhausted. You feel like you earned your day's pay."

David Kinee said sandblasting is a very physically demanding job that requires a lot of upper body strength.

"It's like standing in a sandstorm that's coming out a firehose," he said. Kinee said when he interviewed Karkos, she was the most qualified.

"She had such a great attitude and she had some good experience that leant itself well to what we did so I thought she'd be a real good fit," he said.

"Wendy is very good at her job and by far one of the hardest working members of my crew," added her supervisor, **Tim Bruce**.

Karkos said there's a lot to learn and starting out as a sandblaster was the hardest part.

"I had to work up to it," she said. "Your body hurts in every place it could. Then it gets easier, you stop fighting the job." Karkos demonstrated how sandblasters learn to put one foot against a railing or wall to brace themselves so they don't get bowled over by the hose pressure.

Karkos has almost always worked in an industrial atmosphere and at one point



was sandblasting the insides of airplane wings. She came to BIW about a year ago and worked as a laborer, where she was exposed to different trades. After three months, there was an opening for a sandblaster and she went for it.

"I love my job, and love my coworkers. They're like family," she said. "Whether you're a girl or one of the boys, they're going to help you out. They accepted me."

Snapshot of BIW History by Andy Toppan

The Yacht Aras / Williamsburg

The yacht Aras, later known as Williamsburg, had a long and varied career lasting more than 80 years

Hugh Chisholm, president of Oxford Paper Company, took delivery of the first yacht Aras, BIW hull 96, in 1924. He was apparently pleased with BIW's work, and soon ordered another, much larger vessel bearing the same name. The opulent new Aras, 243 feet in length and 1,800 tons displacement, was launched on Dec. 8, 1930.

In 1941, after a decade as a yacht, Aras was among the many vessels purchased by the Navy for service in WWII. Trading luxury for utility, she was converted to a gunboat and armed with two 3-inch guns, depth charges, and various smaller guns. Aras became USS Williamsburg and was commissioned on October 7, 1941.

Showing her versatility, the former yacht was initially pressed into service as a headquarters ship for U.S. forces establishing new bases in Iceland. With that duty completed in May of 1942, Williamsburg operated on patrol and escort missions from Iceland until early 1943, when she returned to the U.S. as the flagship of the training command. By mid-1945, she was selected for conversion to a command ship for amphibious landings in the Pacific, but that work was cancelled when the war ended a few months later.



President Truman relaxes aboard USS Williamsburg in Key West.



The yacht Aras at anchor.

Williamsburg returned to her yachting origins, undergoing conversion to serve as the presidential yacht for President Truman. Assuming her new role in late 1945, Williamsburg cruised the U.S. East Coast and the Caribbean and hosted world leaders including British Prime Minister Winston Churchill. Although President Truman enjoyed his time aboard Williamsburg, his successor chose economy over luxury, and President Eisenhower ordered the yacht decommissioned in 1953.

After several years idle, the Williamsburg was turned over to the National Science Foundation in 1962, assuming a new role as an oceanographic research ship. Under the name Anton Bruun, she made 18 cruises to distant corners of the Indian and Pacific Oceans, conducting biological and fisheries research and working with scientists from many countries.

In 1968 Anton Bruun, now nearly 40 years old, was drydocked for repairs prior to a planned transfer to the government of India. Those plans suddenly changed when the drydock collapsed, seriously damaging the ship and ending her seagoing career.

The former yacht, now named Williamsburg again, was sold and operated as a restaurant in New Jersey for several years. Williamsburg was sold again in 1979 and entered into a series of plans for reuse, restoration, or conversion to a small cruise ship, none of which came to fruition.

By 1994 Williamsburg was rusting away in an Italian port, far from her origins and her glory days as President Truman's yacht. The rusted hulk sank in early 2016 and was broken up for scrap, ending her long and colorful career.



USS Williamsburg as a gunboat during WWII.



Process Improvement Corner



Cory Daigle, Welder.

Let There Be Light....

Last year, employees submitted thousands of ideas on better use of buildings, innovative tools, better methods of communicating and ways to work safer. Those ideas are directly impacting Safety, Quality, Schedule and Cost. Improvement methods aren't always obvious. Should more detailed information be provided? Should we change the stage of construction for certain work?



Terrance Gerow,
Preservation Technician

Sometimes finding better quality is as easy as shining a little light on the subject.

James Millett, welder, submitted an idea to use small LED lamps to improve lighting inside tanks. James is working with **Shon Martin**, manufacturing CPI coordinator, to try the LED lamps. They attach by magnet and swivel so the light can point.

"We needed more light and these LED lights fit the bill," Millett said. "We're now getting feedback from other mechanics in different trades so we can evaluate their effectiveness."

Welder **Cory Daigle** is a fan. "Love the lights. They show up the spatter a lot better than the headlamps which are not as bright."

Terrance Gerow, Preservation Technician, prefers the LEDs to his headlamp. "I've been using these lights for a couple weeks mostly in the bilges under the deckplates. They're also ideal in the overhead."



James Millett, Welder.

Critical Connections

During the activation phase of DDG 115, the process to get electrical connectors for power and communications was falling short for the hookup crews trying to bring the ship to life.

"The process for planning, receiving, kitting, and delivering cable connectors was convoluted and sometimes results in disruption during the hookup phase," said **Jeffrey Dagneau**, Electric Shop Superintendent.

Pat Thomas, Vice President of Programs, led a team of people from Engineering, Design, Procurement, Warehousing, Programs and Manufacturing that worked to identify problems and create plans to solve them. Over 20 improvements, like better coordination between Design and Purchasing, are being worked now to ensure that DDG 118 (Hull 520) benefits.

The improvements will ensure that connector material requirements are in sync and inventory is on hand prior to the hookup mechanics needing them, Dagneau said.

Respect the Paint

Following a surge in repainting, the paint shop became frustrated at seeing their hard work damaged during latter stages of construction, and because of the delays and cost of having to redo it. What might seem like minor things, like writing on or leaning items against a painted bulkhead, can result in the paint shop having to redo work.

They started a "Respect the Paint!" campaign with pamphlets, signs, and magnets to remind others of the importance of protecting painted surfaces. The paint shop now attaches "Respect the Paint" magnets on units when they move to another building.

"It's like putting expensive hardwood floors in your home - you would protect them against damage," said **Ed Jalbert**, Superintendent. "The painting process is an engineered process" and rework on damaged paint can cost tens of thousands of dollars, he said.

Ideas that focus on Safety, Quality, Schedule and Cost continue to come in from across the company. What can you change about your work that impacts one of the focus areas? Talk to your supervisor and submit your idea today!



Bill Collins, Front Line Supervisor, shows off one of the Respect the Paint magnets.

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

“The more organized you are, the more valuable you become”

Material Handler **Peter Tupper** checks a parts list at the panel line and lays out each piece on a rack, so he knows the order is complete and everything is easy for a mechanic to find.

“I try to make it as easy as possible for the mechanics,” he said. “If I do my job, they can do theirs.”

Tupper says this kind of approach has an impact on all of downstream production.

“If we’re not running hot, then PO2 and Ultra are running cold and that’s where you really start paying some money,” he said. “If we’re running at 100 percent” (in Main Structural Assembly), “production should be running at 100 percent.”

Other material handlers are approaching their job in the same way, as they work to stay ahead of production so mechanics aren’t waiting for parts or looking for material, said Supervisor **Nate Cottle**.

“By checking (the parts list) and laying out the parts, they find if anything is

missing before the mechanic goes to build it,” he said. If so, the mechanic’s lead man may assign him a different project for that day.

“This is the Peter Tupper method they’ve been calling it,” Cottle said.

The technique is appreciated.

“It’s a lot easier than picking through pallets,” said Electrician **Garrett Lucas**. “It’s a lot quicker.”

One of the keys to making the system work is a series of racks where parts can be laid out. Different shelves correspond to different jobs. Some pieces that are too big for the racks are still stored outside, but the approach cuts down on searching through



Peter Tupper, Material Handler

a bin or pallet.

Operations is adding more racks to the Assembly Building to support the technique.

Tupper said he didn’t devise the system on his own—he learned it from the guys he worked with in the 1980s.

“The more organized you are, the more valuable you become,” he said. “It’s not the Pete Tupper way, it’s just the right way.”

Chief Test Engineer to VP Ops: “ALL SYSTEMS GO” on DDG 1001

When test crews brought Main Turbine Generator (MTG) 2 to steady idle speed on March 29, it didn’t just mean the power systems for Michael Monsoor (DDG 1001) were up and running.

It was a clear sign that a wide variety of teams and trades had done their job according to schedule, making it possible to achieve full Generator Light Off much sooner than on Zumwalt (DDG 1000).

“We achieved our objective. We lit off four turbine generators in 4 weeks,” said **Lu Lozano**, Chief Operating Engineer.

What had taken five and a half months on Hull 601—the time from the first generator light off until the fourth—took just 28 days on Hull 603.

Meeting schedule offered benefits along the way.

When Auxiliary Turbine Generator (ATG) 1 had issues, the test team was able to move on to ATG 2. Information from

the ATG 2 tests helped solve the ATG 1 problem.

“Days of schedule and hundreds of labor hours have already been saved,” Lozano said.

In addition to solving procedure and software issues that affected the first ship, Lozano credited four achievements for the improved performance:

- Main machinery rooms were finished
- Met schedule for completing intake and uptake spaces
- Built and tested the ship’s power and network infrastructure
- And finally...

“We set a goal, made a plan, *followed the plan* and worked as a team,” he said. “It can be done. We did it. Let’s go do more.”

Monsoor is scheduled to undergo Alpha trials later this year.



Activating a generator on DDG 1001



Retirees

January

- | | | | | | |
|-------|---|-------|---|-------|---|
| 07-00 | Russell M. Stevens
43 Years, 5 Months
<i>Machinist III</i> | 19-00 | Jeffrey C. Wyman
28 Years, 11 Months
<i>Electrician III</i> | 43-00 | Dennis L. Gordon
29 Years, 5 Months
<i>Welder III</i> |
| 07-00 | Leo A. Lebrun
28 Years, 5 Months
<i>Machinist III</i> | 19-00 | Andrew P. Capponi
36 Years, 10 Months
<i>Electrician III</i> | 43-00 | Lucien R. Thibodeau
43 Years, 4 Months
<i>Welder III</i> |
| 07-00 | Kenneth A. Garland
39 Years
<i>Machinist III</i> | 19-00 | William J. Willard
27 Years, 4 Months
<i>Electrician III</i> | 43-00 | Dale E. O'Reilly
29 Years, 8 Months
<i>Welder III</i> |
| 09-00 | Kenneth V. Stanley
34 Years, 8 Months
<i>Outside Machinist III</i> | 20-00 | John R. Neff
30 Years, 5 Months
<i>Maintenance Mechanic III</i> | 50-00 | John H. Black Jr.
38 Years, 5 Months
<i>Shipfitter III</i> |
| 10-00 | Scott B. Taylor
37 Years, 5 Months
<i>Sr Craft Administration
Spec</i> | 20-01 | Bruce R. Parent
34 Year, 3 Months
<i>Sr Engineer, Facilities</i> | 80-00 | Randy R. Otis
37 Years, 10 Months
<i>Crane Operator III</i> |
| 10-00 | Basil H. Bowen Jr.
43 Years 4 Months
<i>Front Line Supervisor</i> | 25-00 | Michael J. Zubiato
37 Years, 10 Months
<i>Carpenter III</i> | 81-00 | William W. Stover
34 Years, 11 Months
<i>Material Handler III</i> |
| 15-00 | Robert F. Baum
40 Years, 11 Months
<i>Pipefitter III</i> | 26-05 | Michael E. Anderson
11 Years, 7 Months
<i>Chief Pilot</i> | 81-00 | Robert A. Greenleaf
37 Years, 3 Months
<i>Material Handler III</i> |
| 15-00 | Charles S. Cogswell
27 Years, 9 Months
<i>Pipefitter III</i> | 26-05 | Michael J. Mora
10 Years, 9 Months
<i>Pilot</i> | 81-00 | Gerald R. Geyer
43 Years, 1 Month
<i>Material Handler III</i> |
| 17-00 | Michael A. Dickey
37 Years, 8 Months
<i>Tinsmith III</i> | 40-00 | Dennis S. Gallant
39 Years
<i>Principal Technician, Engr</i> | 86-00 | Paul A. Berry Jr.
36 Years, 4 Months
<i>Sr Project Engineer</i> |
| 19-00 | Daniel T. Dowling
32 Years, 5 Months
<i>Electrician III</i> | 40-00 | Robert D. Percy Jr.
26 Years, 8 Months
<i>Principal, Engineering</i> | 87-00 | Timothy B. Chubbuck
41 Year, 11 Months
<i>Supervisor</i> |

February

- | | | | | | |
|-------|--|-------|---|-------|--|
| 10-00 | Jeffrey L. Fields
38 Years, 11 Months
<i>Sr Engineer, Welding</i> | 20-00 | Calvin D. Johnson
45 Years, 5 Months
<i>Maintenance Mechanic III</i> | 84-00 | Mark A. Cheetham
43 Years, 10 Months
<i>Sr Planner</i> |
| 10-00 | Richard L. Mank
45 Years, 4 Months
<i>Front Line Supervisor</i> | 20-00 | Clayton E. McLaughlin Jr.
33 Years, 8 Months
<i>Maintenance Mechanic III</i> | 87-00 | David O. Morrill
43 Years, 7 Months
<i>Associate Engineer</i> |
| 19-00 | John A. Upham
38 Years, 5 Months
<i>Electrician III</i> | 40-00 | David W. Avery
26 Years, 5 Months
<i>Sr Principal Engineer</i> | | |

March

06-00	Gerald K. Giordano 11 Years, 1 Month <i>Sr Engineer, QA</i>	15-00	Alan K. Mott 35 Years <i>Pipefitter III</i>	66-00	Richard F. Mitchell Jr. 29 Years, 2 Months <i>Insulator III</i>
08-00	Michael R. Duquette 43 Years <i>Front Line Supervisor</i>	15-00	Arthur E. Rideout Jr. 39 Years, 6 Months <i>Pipefitter III</i>	81-00	Georgia A. Hamlin 38 Years, 4 Months <i>Material Handler III</i>
10-00	Steven W. Scott 37 Years, 7 Months <i>Section Manager</i>	19-00	John A. Casey 28 Years, 2 Months <i>Electrician III</i>	86-00	Stephen A. Perry 29 Years, 6 Months <i>Designer, 1st Class</i>
10-00	Robert M. Hayward 17 Years, 6 Months <i>VP Ships Completion & Test</i>	20-00	Emery E. Nickerson Jr. 34 Years, 4 Months <i>Maintenance Mechanic III</i>	86-00	Linda L. Wood 10 Years, 6 Months <i>Designer, 1st Class</i>
10-00	Louis D. Levasseur III 38 Years, 11 Months <i>Assistant Foreman II</i>	30-00	Alan A. Gosselin 35 Years, 11 Months <i>Sandblaster III</i>	87-00	Kenneth W. Malsch 37 Years, 5 Months <i>Designer, 1st Class</i>



Service Anniversaries

January

Dept	Name	Dept	Name	Dept	Name	Dept	Name
30 Years				10 Years			
01	Colfer, Steven Bruce	43	Berry Jr, Leon Herbert	86	Callahan, Matthew Michael	87	Flannery, Dennis Earl
17	Pinoski, Daniel Michael	43	Lake, Tony Duane	86	Fontaine, Lorraine J.	87	Mazurkewiz, Brandon Alan
19	Maxim, Darin Galen	43	Langer, Howard Norman	86	Hall, Jason C.	87	Moulton, Gregory Francis
19	Packard, Jeffrey Scot	66	Michaud, Perry Albert	86	Lewis, Michael Malvern	87	Perez, Salvador Rubio
27	Cote, Denis Joseph	84	Colby Jr, Donald Arthur	86	Lindley, Max Everatt	87	Rucker, Charles Hardy
27	Gagne, James Alan			86	Wayashe, Joseph Francis	87	Soong, Ruth
27	Morse, Teresa Ann			87	Akhmedov, Gassan	07	Do, Hung Duy

February

Dept	Name	Dept	Name	Dept	Name	Dept	Name
40 Years				20 Years			
01	Colby, Jane Marie	43	Howe, James Edward	40	Quintana, William Vincent	86	Jorgenson, Roger C.
10	Adams, Dana Edward	43	Rhodes, Mark Edward			86	Thibeault, Vincent Adam
		43	Trask, Timothy Scott	10 Years			
		50	Davis Jr, Richard Allen	82	Holmes, Erin Graviett	05	Sawyer, James Warren
09	Erickson, Daniel Lee	86	Batchelder III, Paul Seldon	82	Ireland, Debra J.	13	Wood, Glenn D.
32	Beaulieu, Patrick Paul	81	Langevin, Mark Allen	82	Stephenson, Christine M.		

March

Dept	Name	Dept	Name	Dept	Name	Dept	Name
40 Years				10 Years			
80	Daigle, James Vernon	45	Baker, Tammy Sue	10	Goulette, Benjamin Hartford	86	Spring, Nathaniel Stephen
86	Lemont, David Leon	50	Daley, Patrick Bedford	40	Lund, Eric John	87	Bailey, Margaret Small
		50	Salazar, Steven	82	Alexander, Elizabeth Helen	87	Benson, Andrew S.
		40	Molboski, Darlene Ann	86	Beagan, Robert Brent	87	Collins, Carmen M.
09	Lamontagne, Roland M.	40	Perry, David Orbeton	86	Collins, Adam Scott	87	Gladue, Matthew Robert
32	Libby, Craig Scott	86	Dickinson, Louise P.	86	Cormier, Jonathan Lewis	87	Therault, Danuta B.
43	Dow, David Daniel	86	Emerson, Donald Preston	86	Delano, Andrea Louise	87	Weymouth, Ian Millbrook
43	Michaud, Patrick David	87	Baxter, Michael Everett	86	Juliani Jr, Anthony Vincent	97	Lavoie, Ruth T.
43	Wallace, Jeffrey Fredrick	08	Hein-Hansen, Carl	86	Marquis, Steve Michael	13	Petrie, Brian
		05	Chamberland, Michael A.	86	McKinnon, Joseph Jerome	91	Bechard, Deborah J.
				86	Norris, Casey C.		

Materials Acquisition Request: Spreads Knowledge, Efficiency



After nine months in action, the Materials Acquisition Request (MAR) program is starting to pay major dividends.

The method for replacing lost or damaged material—everything from a broken or faulty electrical connector to a missing motor operated valve—is now streamlined and information through the new process is more universally accessible than the MDR (Material Discrepancy Report) and Shop Req databases which the MAR program replaced.

Now, if a part is broken or missing, the information is entered into the JIRA work flow tool. The tool routes the material request to the appropriate people to get the issue resolved as quickly as possible. Because all computer users can access JIRA, the people who need the part can monitor status and plan work accordingly.

It also enables others to analyze what led to the material issue and how to prevent it from happening again.

“That’s really when your savings come—

down the line. When you fix the root cause problems, then you fix avoidable costs down the road,” said **Matt Fisher**, MAR Project Manager.

“A lot of good things come out of this for the shipyard as a whole”

Having all the information in a single database helps show whether a problem is a vendor responsibility or BIW’s, whether there have been other examples of that problem or similar ones or whether the design needs changes. It also creates the ability to see which type of material problem is having the greatest impact on schedule.

Trade management, planners, coordinators and buyers are interacting in order to learn about and solve issues. “It has drasti-

cally increased the communication of everybody in the yard,” Fisher said.

The program took a collection of separate databases tracking different kinds of material order information and consolidated them into a single process managed through JIRA. It allows issues to be tracked by trade, area or hull and helps identify bottlenecks and deficiencies.

The process improves the ability for people across the company to get information about material acquisitions and is facilitating conversations between people about how those acquisitions can be done better, Fisher said.

“A lot of good things come out of this for the shipyard as a whole,” he said, adding that employees have welcomed the chance to get more up to date information and solve recurring problems. “The support from the company as a whole has been overwhelming and positive as we become more efficient and streamlined here at BIW.”

Green and Yellow Belts...Driving CPI

More than three dozen BIW employees earned green and yellow belts when they graduated from recent Lean Six Sigma classes. Now they tackle their jobs with a new appreciation for how to find efficiencies and solve problems.

Lean Six Sigma is an approach to eliminating waste and boosting quality, Continuous Process Improvement principles that are helping BIW be competitive.

Employees who earned green belts this spring say the training made them think critically about improving their areas.

Once they returned to work, the training allowed them to identify waste and inefficiency and ensure that their departments operate better as a whole. They also encourage others to do the same.

Yellow belts, green belts and black belts—terms borrowed from martial arts—designate certain levels of training in the Lean Six Sigma skill set, including analysis,



March Green Belt graduates.

facilitation and leadership skills.

Green Belt certified employees lead initiatives in their own areas along with their other job responsibilities.

Jerry Cashman, Vice President, Engineering, told the February green belt class at its graduation that continuous improvement is the foundation of Lean Six Sigma.

“Continuous improvement never ends,”

Cashman said. “Even when you think you’ve improved on something, a short time later it needs to be relooked at . . . not only at Bath Iron Works but around the globe.”

“Continuous improvements is and needs to be one of BIW’s key strategies, especially here in 2017,” he said, adding that such a culture helps increase efficiency, lower costs and help sustain our workload.

The Murph: Muddy and Marvelous

The fifth annual Murph Trail Race was held on May 6 along a five mile route through the woods of Bath in gentle rain.

Runners ran, walked, slipped and slid on the Whiskeag Trail, encouraged along the route by volunteers from Michael Monsoor (DDG 1001), Thomas Hudner (DDG 116) and Big Brothers Big Sisters.

Some of the top finishers in their age brackets included **Justin Seamans**, Associate Engineer, 1st among men 30-39, Cmdr. **Nathan Scherry**, commanding officer Thomas Hudner (DDG 116), 1st among men 40-49 and **Stan Lothridge**, Project Manager, 2nd among men 60-69.

The race is in memory of Navy SEAL, Lt. **Michael Murphy**, namesake of the Bath-built DDG 112.

The race was started by the ship's crew and funds raised support the Lt. Michael P. Murphy Memorial Scholarships, Big Brothers Big Sisters of Bath/Brunswick and the Bath Parks & Recreation Department Scholarship Fund.



Mike Pocock, Program Manager, rounds a bend in the course.



Teri Smith, Electrician, helped organize the original Murph Trail Race.

BIW Runners... Cleared for Takeoff

Nearly 1,000 runners turned out for Race the Runways on April 29. Sponsored by BIW and the Fit for Life Team, the event featured several race distances on the flat tarmacs of the former Brunswick Naval Air Station. The event's co-director, **James Favreau**, Pre-Outfit Manager, said the weather was perfect for running, with sunny skies and light winds.

Some of BIW's half marathon runners included **Robert Ashby**, Welder, overall winner with a time of 1:19:23, **Hans Brandes**, Project Manager, 2nd in age group, and **Brent West**, DDG 1000 Program Manager, 3rd in age group. **Jesse Jean**, Sr. Engineer ran the half marathon, **Dale Turner**, Sr. Planner, the 14.1-mile Airport Challenge and **Eric London**, Design Director, the 5k. **Bobbie Touchin**, Shift Sergeant, was second in her age group in the 10k.

Beneficiaries of the fundraiser include Veterans No Boundaries, Coastal Humane Society and Brunswick and Mt. Ararat athletic programs.

BIW Teams Top \$18,000 at Bowl For Kids' Sake



Bath Iron Works employees recruited 36 fundraising teams for Big Brothers Big Sisters of Bath/Brunswick's annual Bowl For Kids' Sake events March 30

and April 1. BIW bowlers raised more than \$18,000 through pledges from friends, family and co-workers to support one-to-one mentoring programs for local children facing adversity.

"We could not complete our important work without this incredible showing of support," said BBBS of Bath/Brunswick Executive Director, **Lindsay MacDonald**. "With \$18,000 we can pair 18 children

with caring older students or adult volunteer mentors."

Despite a day-long snow storm, this year's event was the organization's most successful fundraiser in its 36 year history. More than 600 people attended the Bowl For Kids' Sake "Back To The 80s" themed party. Including BIW, 157 fundraising teams raised more than \$83,000.

The funds enable Big Brothers Big Sisters of Bath/Brunswick to support local children, many living in low-income, single-parent homes or facing other life challenges. For more information, visit: www.bbbsbathbrunswick.org



BIW bowlers celebrate at Yankee Lanes in Brunswick



GENERAL DYNAMICS

Bath Iron Works

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PERMIT NO.31



Faces of BIW



From Left: **Brett Williams**, Electrician, **Joe Henry**, Manufacturing CPI Coordinator and **Richard Lea**, Electrician.