A Crowning Achievement: LBJ Gets Steel Deckhouse
Gene Miller, Vice President of Operations, talks challenges, successes and the future

Gene Miller came to BIW in 1998 as an engineer working on the DD21 program. He later worked on the LCS program, first as the technical director then becoming the program manager—including spending more than three years overseeing the building of the first LCS in Alabama. He returned to Maine in 2009 to oversee Pre-Outfit, before returning to Engineering and Design as the Director. Gene became the Vice President of Operations in January of this year, responsible for roughly 3,000 people who manufacture and assemble our ships from fabrication of parts to ships completion. He lives in Yarmouth with his wife and two children.

How did you come to be at BIW?
I grew up in Maryland, received my undergraduate degree from the Webb Institute and Masters degrees from MIT before coming to BIW. At the time, BIW was competing for the DD21 program and I wanted to be involved. I've always liked surface combatants.

What are some challenges facing Operations?
One is the restart of the DDG 51 production line, with an older infrastructure, design, plans and tools. Restarting that ship class with today's workforce is a challenge because our workforce hasn't grown up with it.

The 1000 program is a challenge because it's such a complex ship. Even so, we've demonstrated really good ship to ship learning. Clearly we understand what it takes to do it better. We now need to drive that same learning into the DDG 51 program.

What are some bright spots?
We have made really good progress on first time quality, although there is still a lot to do. Not everybody sees it yet because we're starting at the beginning and it takes time before the quality improvements work their way to the finished product. We've also started getting fabrication areas closer to schedule. We are implementing fabrication process improvements that will yield a lot of benefits in the coming year.

What is important for the Operations workforce to know?
Above anything we want them to work safely. We want them to be able to go home in the same condition they showed up. Secondly we want them to get the job done right. We want first time quality. Third, we want them to share their knowledge. We have some very experienced people with great knowledge to share, and some less experienced folks who have great ideas. We aren't always as receptive to inputs as we should be, but I would like people to keep providing them. All of these contribute to improving schedule and cost performance, which is critical to winning future work.

Our supervisors are relatively young and less experienced. How does that affect manufacturing?
Seventy-five percent of our front line supervisors have less than five years of experience supervising. It makes things difficult because they haven't done it before. On the other hand, they bring fresh approaches to old problems. We need to put them in a position to succeed. We need to give them good support and an opportunity to do the same job more than once. We need to listen to their ideas and encourage them to listen to their experienced team members. That's how we'll get better together.

Why don't more of the experienced employees take on supervisory responsibility?
There are a lot of experienced people that are comfortable doing what they're doing. I think we have some work to do to show that being part of the leadership team is just as rewarding. Leading a team can be very satisfying. We need to do a better job getting more people interested in leading and further developing their careers as leaders in Operations.

What are your thoughts on the future at BIW?
Shipbuilding is a tough business. It can take a long time to see the results of our actions. We need to remain confident that if we do the right thing, the results will come. Keep working on the fundamentals: work safely, with first-time quality, meet schedule and we'll achieve our cost targets. I am confident that working together we will maintain our reputation as the leading surface combatant shipbuilder.

I look forward to continuing to supply our Navy with more “Bath Built is Best Built” ships.
When you ask someone “Who is responsible for safety?” you often get the answer “Everyone.” While this is true at the most fundamental level, the reality is there are many unsung heroes in the BIW family that have jobs and accomplish things that make the rest of us safer.

There are jobs at BIW—often taken for granted—that focus directly on ensuring we all have a safe place to work. The Environmental, Health & Safety Department, which includes Environmental Operations, Safety Engineering, Safety Inspection, Industrial Hygiene, Fire Department and Laboratory, is one of the first that comes to mind but do you know just how much they do for us?

Safety Department conducted over 4,200 audits and inspections this year and trained over 3,200 persons on various topics and equipment;

- Lab Techs checked over 4,000 confined spaces to ensure they were safe for entry, issued over 10,000 hot work permits to ensure it was safe to do hot work on ships; and issued over 2,000 spray painting permits;
- Over 330 Industrial hygiene assessments were completed and another 140 facility assessments;
- The Fire Department responded to over 200 emergency medical issues this year;
- The Environmental Department conducted over 1,200 audits and inspections

This vital work helps ensure that people go home in the same condition they arrived in. There are many more unsung 'safety' champions here at BIW. Here are some great examples of their work:

- Keeping Critical Equipment Safe—Every day the Maintenance Department conducts Preventive Maintenance on critical equipment ensuring it operates safely. This year over 1,200 EHS Critical PM’s were performed. They also completed over 400 Safety Work Orders.
- Lock-out/Tag-out—Shipbuilding requires many people to work on systems that contain hazards such as electricity, steam, and high-pressure piping. This requires a group effort by the mechanics working the systems, the system operators and the Lock-Out/Tag-Out Coordinators to ensure the energy is isolated so work can be done safely. This year over 69,000 Lock-Out/Tag-Out transactions have taken place!
- Scaffolding—Every day we have people working on scaffolding and platforms built by our Stagebuilders. We rely on them to ensure staging is built and maintained properly. Checks are performed weekly on platforms and monthly on scaffolding to make sure they remain in good condition. At any given time, there are over 300 staging locations getting regular inspections.
- Good Catches—Everyone is responsible for safety and employees are encouraged to find and resolve safety issues. We call these “Good Catches.” We have had over 10,000 good catches this year.

These are just a few examples of the many things individuals and groups do every day to make sure everyone goes home in the same condition they arrived. We all have jobs to do, and each of us impacts the safety goal, whether it’s through good job set-up, adhering to polices, wearing our PPE or doing more specific safety-related tasks.
Tell Us a Little About Yourself?
I grew up and live in South Bristol and went to Lincoln Academy. I grew up in the commercial fishing industry with my family. I went to trade school then started at BIW in 1974. I’ve been married to my wife Esther for 43 years, have three children (Ralph, Holly, and Matthew), and three grandchildren.

Describe Your Role at BIW?
I started in Dept. 39, then became a supervisor for seven years, then shipfitting for the last 23 years. I’ve been out to Hardings the last 10 years. I’ve worked all three shifts, but my preference is days.

What is the Best Part of Your Job and Why?
The best part of my job is delivering a safe ship for young people to go to sea and protect our country.

What is the Top Challenge That You Face in Your Job?
Getting older—the wear and tear on the body.

Describe Your Hobbies?
Hunting and fishing with my family and building turkey call boxes. This year, while turkey hunting, I came across an all-white deer. That was really neat. I really enjoying saltwater boating and this past summer took my family down to Boston Harbor to show them where my grandfather was a lighthouse keeper.

What’s the Most Useful Tool in Your Garage?
My carving tools. For my daughter’s wedding I carved a bride and groom for them. It took me six months to make.

What’s the One Thing Most People Don’t Know About You?
That I love being out on the sea and I’ve been an amateur archaeologist on John’s Bay for the past six years. I work with the state and help monitor deterioration of the banks.

What’s your favorite sport’s team?
The Boston Red Sox and high school sports. I really enjoy watching my grandchildren playing sports like soccer.

Anything Else You Would Like to Share?
Back in the 80’s I was a lead man, third shift and was working on the spy array when a parrot flew in and landed on a crew member’s shoulder. He put it in his lunch box and took it home. He gave it to his aunt and last I knew, it is still alive today.

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

Ralph Norwood III
Title: Shipfitter
Been with BIW since: 1974
Department: 50 Structural Fitting

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The plate yard at the Harding structural fabrication facility in Brunswick is bustling with activity as railroad cars loaded with steel plates arrive for the first time in four years.

Mark Kendrick, a front line supervisor, smiles as plates—48 feet by 10 feet—are lifted by a crane with magnets and placed in specific piles based on when and how they will be used.

“When the workforce out here sees the rail cars coming in, you know what that tells them—there’s work,” said Kendrick, who has been at Harding for 20 years and the main yard for 20 years before that. “You start filling up with steel, that means Bath Iron Works has work.”

The steel plates that will be delivered through December will be used to build hull 523, the future USS Harvey Barnum Jr. This hull will be the first to use a new nesting philosophy, the pattern for cutting different parts from the same sheet of metal, during the fabrication process.

Peter Barrett, materials handler, and James Borkowski, crane operator, are working to unload the cars and to systematically position the steel in the large outdoor storage area behind the building.

The steel plates range from 3/16 inch to greater than 1 inch thick, and weigh up to 32,000 pounds. Each rail car is loaded with some 90 tons.

Yard riggers Mike Merrill and Ryan Merrill, crane operator Bob Dwinal, and front line supervisor Mike Wallace are organizing stacks of completed bulkheads and assemblies, ready for installation, so they can be stored and retrieved more efficiently. Helping that process is the crawler crane, which was installed less than a year ago.

“The improvements we are implementing should reduce material handling and material waste which could potentially save costs,” said Nathan Power, Materials Section Manager at the Harding plant.

Peter Barrett, Materials Handler, watches the crawler crane, operated by James Borkowski, use magnets to lift sheets of steel from a flatbed rail car.

A train pulls up beside a flatbed carrying steel sheets on rail siding in front of Harding.

BIW Key Part of United Way Campaign

Next year, a child will go to Head Start, an at-risk teen will get a caring mentor and an elderly widower will get a friendly delivery of food from Meals on Wheels—just some of the life-changing programs made possible by United Way and BIW employee pledges.

This year’s United Way of Mid Coast Maine’s campaign raised more than $1.6 million with BIW employees and retirees raising $473,278. BIW’s volunteer campaign team included: Dana Cochrane, Matt Degroft, Brett Milliken, Patty Marcotte, Lori Francisco, Tammie Holman, Pauline Cornish, Steven Chabot, Cristina Boyle, Wade Caplinger, Haley Todd, Tammie Ser-


At the Campaign Finale at Bowdoin College Nov. 9, the BIW Division Award was presented to Chris Waaler on behalf of Planning, IT and Program Controls.

Incentive winners were: 100 gallons of fuel oil from Dead River: Emily Farel, Designer, and Chris Berlew, Principal Planner; $50 Irving gas card: Sonnie Knapik, Shipfitter, and Jack Ware, Pipefitter; $50 Shaw’s Gift Card: Paul Johnson, Preservation Tech, and Pat Hennessey, Environmental Engineer; Jonathan Young, Front Line Supervisor, and Larry Rowe, Designer, each won overnight stays for two, with golf, from Sebasco Harbor Resorts in the Sustained Givers raffle.

Campaign Chair Bill Brillant of Downeast Energy, said of BIW: “Thank you for your incredible generosity, hard work and dedication to our community.”

From left, John Portela, Karen Race, Chris Waaler and Steven Cornish
Capt. Thomas Hudner, the namesake of DDG 116 who earned the Medal of Honor for his heroic efforts to save a fellow pilot, died on Nov. 13 at his home in Concord, Massachusetts at the age of 93.

Capt. Hudner had a long and distinguished Navy career highlighted by his effort to save Ensign Jesse Brown, whose plane had crashed on a Korean mountainside on Dec. 4, 1950 during the Battle of Chosin Reservoir. Capt. Hudner intentionally crashed his own Corsair in an effort to rescue Brown, the nation's first African-American naval aviator.

Capt. Hudner's bravery had a profound impact on our nation and stands to this day as a model of courage and devotion. Capt. Hudner and his wife Georgea—the ship's sponsor—visited BIW in April for the christening of his ship. The ceremony was attended by his children, friends who he had served with in the Korean War as well as members of Ensign Brown’s family. Capt. Hudner will be buried at Arlington National Cemetery.

BIW is honored to be building the future USS Thomas Hudner and will deliver a ship worthy of his legacy.

BIW Year To Date Safety Performance

<table>
<thead>
<tr>
<th>Company Safety Metric</th>
<th>2017 YTD</th>
<th>Top 2 Watch Items</th>
<th>Overall Trend</th>
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<td>Recordable Incident Rate</td>
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<td>1) Hard Hat</td>
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<td>2) Heavy Lift/Forceful Exertion</td>
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<td>Goal: 95%</td>
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<td>2) Poor Housekeeping</td>
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<td>Goal: 98%</td>
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<td>2) Risky Behavior / Poor Judgement</td>
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Above: The future USS Thomas Hudner, (DDG 116) at her christening April 1.
Left: Capt. Thomas J. Hudner Jr., 1924–2017

Capt. Thomas Hudner—“Above All Others”

Ken Tillges, from BAE Systems, models the new fluorescent green hardhats vendors have started wearing. The change from white hardhats was requested by SupShip Security to help them distinguish between SupShip or BIW supervisory personnel and contractors and vendors, according to BIW Security.
**TILE TEAM EARN TOP HONORS**

Left to right: Mike O’Neal, Jason Zimba, Ben Matthews, Eric Severy, Danny Card Jr., Fred Brouillet, Mark Rogers, Natasha Purington, Scott Plaisted, Chelsea Janelle, Matt Sirois, John Raio, Derek Freeman and Jeff Spaulding. Not shown: Geoffrey Whiteley

**Natasha Purington** spreads adhesive on a large, gray tile then hands it to **Danny Card Jr.** who places it against the steel structure of the DDG 1002 deckhouse. **Fred Brouillet** fills in the gaps between the next tile with sealant and **Eric Severy** follows along to clean off any excess.

They work swiftly because the tiles can’t sit for long before immense pressure is applied to cement them in place. While one group sets tiles, another prepares an area so that uniform pressure can be applied while the adhesive sets.

“There’s a lot of teamwork here,” said **Matt Sirois**, part of the RAM tile team that has been assembling the surface of the deckhouse since the spring.

This is the first time BIW was responsible for building the 1000-class deckhouse, a steel structure rather than the composites built in Pascagoula and barged to Maine for Zumwalt (DDG 1000) and Michael Monsoor (DDG 1001). RAM stands for radar-absorbent material and the deckhouse tiles help the Zumwalt class have a low radar profile.

Five members of the RAM tile team trained last December and became the team’s instructors when they began the project, said Front Line Supervisor **Mike O’Neal**.

“They took ownership,” O’Neal said. “We wanted to prove to everybody we can do it and be the best at it.”

“It was new to the whole yard so there’s a lot of learning curve, a lot of trial and error,” said Purington. “It was cool to see the crew go through it all together.”

The group worked closely with Industrial Engineer **Steve Blake** whenever problems cropped up.

The project won top honors at the General Dynamics Manufacturing Council Symposium as a prime example of accelerated learning.

“These people work as hard as any crew I’ve had at BIW,” said O’Neal, who has been with BIW more than 29 years. “The customer is extremely happy with the quality of their work. They can’t believe the quality and quantity of work we’ve done in such a short period of time compared to our competitor.”

On the final day of tiling the unit, **Rich Harris**, Quality Assurance Engineer, leaned in close to the deckhouse surface to inspect the recent work with a flashlight, while **Jeff Spaulding** followed to tend to any blemishes.

O’Neal said they treat the inspections like a competition. “They don’t want the QA guy to find anything,” he said.

The crew placed the final tiles in November in preparation for the unit to be moved to land level and then onto DDG 1002. The mechanics earned praise for beating their budgeted hours by 25 percent and everyone who worked on the steel deckhouse helped set a new standard for the industry, according to **Jason Mitchell**, Director of Ground Assembly.
Brandon Glazier, started using tobacco years ago. “Smoking is not something I have ever been proud of—in fact I have tried to cut back for a while now. I got up to around a pack a day at one point. Then my wife and I found out that we were going to have a baby boy, so I really wanted to quit for my family.” Brandon got together with the Fit for Life team and found out about the new quit-smoking app called 2MorrowQuit. This free smoking cessation app is available through the Jiff Healthy Rewards app. Brandon offered to help test the new program, and a few weeks later he was logging smoke-free days on the app and experiencing what it’s like to be tobacco-free. “Setting a quit date, and tracking my urges and smoke-free days are really easy on the app.” Brandon also was able to get a prescription for smoking cessation medication from his doctor and that has really helped cut his urges down.

“The stars aligned for me; the app and the medication helped me with the urges and I wanted to do this for my wife and my new son. If you are ready to quit, maybe the stars are aligned for you too!” Brandon’s wife Sarah, also a BIW employee, is proud of her husband. “I am excited. He has been trying to quit for a while now. And I am excited that he will be done smoking when our son comes into the world.”

Ashley Lenz
In today’s busy world, it can be challenging to meet life’s demands and stay healthy. When Ashley Lenz (spouse of employee Michael Lenz) found her health taking a back seat, she decided to get back into the driver’s seat. “I realized that the things I did to stay healthy when I was younger and didn’t have a growing family were no longer working. That’s when I decided to start meeting with a TrestleTree Health Coach. These meetings gave me time to place the focus back on me and my health so that I could be there for my family.” Ashley started paying more attention to the types of foods she was choosing and found ways to be active daily. She was even able to exercise while playing with her toddler. She noticed that the more she did, the more her weight and energy levels improved. Over time, she was able to avoid high-calorie foods at home and while traveling for work. She also recruited support from her family, friends and colleagues. - from getting together to walk or workout to planning healthy meals and snacks while on work travel. Today, Ashley’s health is in a better place and she has the confidence to make healthy choices even when life gets hectic. She has made lasting changes to her routine and is determined to keep her health a priority.
Emil Pazdziorko was active as a distance runner and even though he had high blood pressure readings and unhealthy eating habits, he had declined the health coaching offered at BIW. A “no strings attached” invitation from Amanda, a Fit for Life Health Coach, convinced Emil he had nothing to lose by trying. In preparation for his first appointment, Emil logged everything he had eaten for a week. “Amanda could have just given me a failing grade at that point. Instead, she pointed out items to consider substituting and others to add. Right from the start, you understand that Amanda is not judgmental and she works with you on small changes that have the best chance of turning into good lifelong habits.” Emil began reading food labels and watching his sodium intake to help lower his blood pressure. Along with better choices for athletic nutrition, Amanda introduced him to new exercise routines, self-care practices, and stress management techniques.

“I recently read a book that said: ‘Excellence in any field requires coaching. Coaches see things we don’t, and they are able to hold us accountable.’ Access to a Registered Dietitian or Registered Nurse as a health coach is an amazing opportunity. I am still a work in progress with definite room for improvement and I am very grateful for Amanda’s advice, encouragement, accountability and friendship. Make time for your health—it will keep you running in the right direction.”

Need to kick the habit? Try 2MorrowQuit! It’s:

- **Clinically proven.** 2MorrowQuit’s approach helps you to recognize triggers and manage urges so you stay focused on long-term success.

- **Private and non-judgmental.** The app-based program acts as a non-judgmental friend who’s always there to offer confidential, supportive messaging and coaching.

- **Personalized.** You set your own target quit day, complete eight online lessons and coaching sessions at your own pace.

**Quit paying more for healthcare**
If you and/or a covered dependent are enrolled in a BIW health plan and use tobacco, you can qualify for the lower tobacco-free rates (for the entire calendar year) if you complete 2MorrowQuit.

Get started! Here’s how
Find 2MorrowQuit in the Healthy Rewards - Jiff app. Go to Explore, then Programs, then touch the 2Q tile. If you haven’t registered yet, download the Jiff app on your smartphone or go to http://app.jiff.com. Enter Wellness as your Jiff Token and set up your account.

Need help? Reach out to Jiff Support at support@jiff.com, or call (844) 432–0032.
Transitioning Support

What do I do next? Where do I begin?

Those are the kind of questions James Webster asked himself when he was preparing to transition to civilian life after 10 years as Black Hawk helicopter pilot.

The Maine group Boots2Roots helped him find the answers and he was recently hired as a BIW Principal Project Manager. Now he’s planning to return the favor.

Webster is a graduate of the U.S. Merchant Marine Academy in Kings Point, New York. He has loved Maine since his sailings days in the Gulf of Maine, and from seeing the early Arleigh Burke destroyers going down the Kennebec River.

Webster knew he wanted a career he would enjoy and he wanted to live in Maine. When he came across a Boots2Roots advertisement on LinkedIn, the pieces started falling into place. Boots2Roots is a nonprofit organization specializing in helping veterans transition from the military service to the civilian sector.

“Boots2Roots is different than other job placement agencies,” said Webster. It was started and is run by veterans that have successfully made the jump to the civilian workforce. It was founded by Dave “Lowell” Hickey a veteran and Maine native.

The organization helps translate military terms and experience into a resume that demonstrates what a veteran offers prospective employers. It helps integrate veterans by identifying real estate agencies, school districts and community demographics. Jen Fullerman, a retired U.S. Air Force B-1 pilot and executive director of Boots2Roots, connected Webster with employers and other area contacts.

Webster started with DDG 51 Lead Yard Services in October after packing up his wife and 4 year old daughter and driving three days from Ft. Leavenworth, Kansas. The family is settling into a new home in Brunswick.

When asked about his first weeks at BIW, Webster said: “Like drinking from a fire hose and a little intimidating . . . but great.”

Webster plans on being a front-line volunteer with Boots2Roots after he settles into his new job. He wants to help other veterans with the day to day issues of transitioning to civilian life.

As of Nov. 10, James had been off active duty with the Army for 7 days and did his first duty weekend in the Army Reserve.

Welcome to Maine, Webster family!
**National Apprenticeship Week**

In celebration of National Apprenticeship Week, BIW held a luncheon and other activities for our 35 enrolled apprentices.

The Department of Labor observed the 3rd Annual National Apprenticeship Week Nov. 13–17. It was established to highlight the benefits of apprenticeship programs in preparing a highly-skilled workforce to meet the needs of diverse employers.

Bath Iron Works has a long tradition of apprenticeships starting with the first apprentice, who graduated in 1920. BIW officially registered the program with the state in 1950.

Addressing the current apprentices at the luncheon held at the Employee Development Center, BIW President, Dirk Lesko told the group they have an impressive history to uphold. “I am confident that each of you will add meaningfully to the nearly 100-year legacy of apprenticeship here at BIW,” he said.

BIW’s apprenticeship program provides individuals with employment, education and training of technical skills under the guidance of experienced craftspeople, technicians, mechanics and designers. We currently have 475 graduated apprentices as employees.

“Although we currently stand at 35 apprentices, keep in mind we graduated 70 last May,” said BIW’s new Program Manager of trade Training & Apprenticeship, J. Scott Christman. “Additionally, we plan to bring more apprentices on board this summer.”

If you are interested in applying, be on the lookout for the requisition coming in January.

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**DDG 1001 Embarks on Builders Trials**

Michael Monsoor (DDG 1001), glided down the Kennebec River Monday, Dec. 4, headed for the Gulf of Maine and the ship’s first set of sea trials.

As the ship pulled away from Pier 4, BIW workers looked on from Land level and members of the ship’s Precommissioning Crew applauded.

Builders Trials was to test DDG 1001’s hull, mechanical and engineering systems to determine which areas may need attention.

“Trials is the culmination of millions of hours of work by thousands of our people turned over to a small number of us to carry it across the finish line,” said Lu Lozano Chief Superintendent, Test & Trials. “It’s an awesome feeling to pull it off.”

The ship set out with 240 people on board, half of them BIW employees and the rest vendors and Navy representatives.

Michael Monsoor (DDG 1001) passes Fort Popham on its way to sea trials.
SecNav Spencer Thanks Shipyard,

Secretary of the Navy Richard Spencer visited Bath Iron Works on Sept. 29 along with Maine’s congressional delegation and thanked shipyard workers at an all-hands muster.

The visit by the highest ranking Navy official came on the heels of the Navy’s announcement that BIW had secured contracts for DDG 126 and DDG 127.

“Everyone keeps saying thank you Mister Secretary and thank you to the Navy for doing this,” Spencer said in remarks which were broadcast live to offsite facilities in Brunswick. “I say ‘No, thank you all’, because you are the ones that earned the right to build this.”

Standing in front of Lyndon B. Johnson (DDG 1002), Spencer told a large crowd of workers on a spectacular end-of-summer day, that together we must “do the nation’s work to keep the sea lanes open and to keep freedom flowing.”

“It’s your drive, it truly is your commitment, it is your skill set that builds the ships that we need,” he said.

Spencer encouraged employees to keep improving.

“If you can find ways to do things smarter, talk about it, bring it up and try doing it because the learning curve benefits both of us—you all and the United States Navy and the taxpayer for that matter... That is going to free up resources to allow us to attack the 355-ship goal quicker.”

Spencer’s visit began with a press conference in the Main Office building joined by Sens. Susan Collins and Angus King and Reps. Chellie Pingree and Bruce Poliquin.
SecNav Spencer Thanks Shipyard, Touts 355-ship Navy

Secretary of the Navy Richard Spencer visited Bath Iron Works on Sept. 29 along with Maine's congressional delegation and thanked shipyard workers at an all-hands muster.
The USS Mason (DDG-87), the last Bath-built ship to launch off the inclined ways, and its crew were recognized as the best ship in the U.S. Atlantic fleet for 2016. The ship conducted “an extraordinary amount” of operations, traveling 64,000 nautical miles, the Navy said.

USS Mason defended itself, three other U.S. warships and several merchant vessels during missile attacks in the Red Sea. It protected 1,000 U.S. sailors and countless more merchant mariners, the Navy said.

Sen. Susan Collins said of the ship’s award: “Congratulations to the Bath Iron Works-built USS Mason and its brave crew on being named the best ship in the U.S. Atlantic Fleet. Bath built is best built!”

Crest of the USS Arleigh Burke (DDG 51)

Bath-built lead ship in the Navy’s most enduring class of surface combatants.

Once unofficial symbols of naval vessels, crests have come to represent the spirit of America’s fighting ships. The Institute of Heraldry now designs most ship crests, with each element having a symbolic meaning.

In two naval battles against the Japanese in 1943, Adm. Arleigh Burke led many torpedo attacks on enemy warships, sinking one cruiser, nine destroyers, one submarine and several smaller vessels and shooting down some 30 planes. Leading his squadron on high speed attacks earned him the nickname “Thirty One Knot Burke.”

**SHIELD:** Dark blue and gold are the colors traditionally associated with the US Navy. Blue represents the sea, and Gold is for excellence. The ribbon’s words “FAST AND FEARED” signify Admiral Burke’s achievements and battle honors during WW II. The 23 gold disks symbolize Admiral Burke’s Destroyer Squadron 23, the only such squadron to receive the Presidential Unit Citation. The award is also represented by the ship’s flag in the shield’s left corner. The gauntlet grasping the mace represents the offensive and defensive capabilities of DDG 51. The mace stands for authority, symbolizing Admiral Burke’s leadership as Chief of Naval Operations.

**CREST:** Saint George depicts Admiral Burke’s World War II victory over the Japanese at the Battle of Cape St. George. Saint George, in full battle dress, implies the might and preparedness of the new destroyer. His cape, which bears the cross of Saint George, incorporates the gold cross in its design. This signifies the Navy Cross awarded to Admiral Burke. The red sea dragon stands for the formidable Japanese naval power he faced. The gold stars on the dragon’s collar represent Admiral Burke’s multiple Distinguished Service Medals and other awards. The birch branch on the helmet refers to the family name of Admiral Burke’s Scandinavian ancestors Bjorkegren. It symbolizes the power of the continuing heritage of the Arleigh Burke (DGG 51).
The frigate Samuel B. Roberts added new chapters to a proud heritage.

The future USS Samuel B. Roberts, BIW Hull 394, was launched on Dec. 8, 1984. At the time of her launch the frigate was probably most notable as BIW’s second-to-last FFG, as that long and successful shipbuilding program came to an end.

USS Samuel B. Roberts was the third Navy vessel named in honor of Samuel Booker Roberts, a Navy coxswain who was killed in 1942 during the Battle of Guadalcanal. While attempting to rescue a group of Marines, Roberts used his small boat as a decoy to draw enemy fire and was mortally wounded while ensuring the evacuation was completed.

The first USS Samuel B. Roberts, a destroyer escort, was lost in 1944 after only a few months’ service. When their task force was attacked by a far superior force, USS Samuel B. Roberts and other ships bravely counter-attacked rather than retreating, protecting vulnerable troop ships and turning back the enemy force. The name was carried forward to a second Samuel B. Roberts, a destroyer launched near the end of WWII and in service until 1970.

The third Samuel B. Roberts was christened by Mrs. Jack Yusen, wife of a survivor from the first ship, and was commissioned at BIW on April 12, 1986. The new frigate’s first deployment was to the Persian Gulf, where US ships were escorting tankers during the Iran-Iraq War.

On April 14, 1988, after just two months in the region, USS Samuel B. Roberts struck a naval mine. The explosion broke the ship’s back, destroyed her engine room, flooded an auxiliary machinery room and set fires in the superstructure. Electrical power was lost, and the ship was crippled and in grave danger of sinking. The frigate’s crew mounted a heroic battle to restore power, control flooding, and put out the fires. After five hours, the crew was able to stabilize the ship. Remarkably, no lives were lost, and the ship moved out of the minefield under her own power.

USS Samuel B. Roberts was dry-docked in a nearby port for temporary repairs, but the tremendous damage required permanent repairs stateside. She was transported back to Newport, R.I. on a heavy lift ship and then towed to BIW’s Portland yard, arriving on Oct. 6, 1988.

The frigate’s engine room and machinery were ruined, so they were cut out and scrapped. A new engine room was constructed in Bath, barged to Portland, lifted into the drydock by a floating crane, moved sideways under the ship, and welded into place. The repairs took 13 months, and in 1990, USS Samuel B. Roberts returned to the Middle East for her second deployment.

After 29 years of service in the Atlantic Fleet, USS Samuel B. Roberts was decommissioned on May 22, 2015. The frigate is currently berthed in Philadelphia.
**Pumpkin Man!**

In Damariscotta, Columbus Day weekend, you can’t miss why Bill Clark, Engineering Technician, is Pumpkin Man.

Clark is a founder of the Damariscotta Pumpkinfest & Regatta, in its 11th year.

The weekend includes:

- giant pumpkin carvings and sculptures by local artists along Main street
- pie-eating and dessert contests
- Jack o’ lantern derby races, where kids attach wheels to small pumpkins and race them down an incline.
- the Pumpkin Drop, where 1,000-pound pumpkins are dropped from a 180 foot crane onto junk cars and into swimming pools.

The big finale is the Giant Pumpkin Regatta. Participants make giant pumpkins into boats then hold races in the town harbor. There are relay races, paddle races and even a motorboat race.

The Giant Pumpkin Commonwealth weigh-off has growers competing for a $10,000 purse. This year’s winner was Elroy Morgan, with a pumpkin weighing 1,683.5 pounds. Paris Pierpont won the child division with 912.5 pounds. Paris is the daughter of BIW employee Edwin Pierpont, an outside machinist and former State of Maine Giant Pumpkin state record holder.

Clark started growing giant pumpkins in 2002 when he couldn’t find any big pumpkins to carve with his kids. He said he learned how to grow them on the internet.

The festival followed a few years later. Clark and a gardener from a local garden center wanted to get more people involved in growing giant pumpkins, so they raised 100 seedlings and gave them to anyone willing to try their hand at growing.

Today, 600 seedlings are given away to “volunteer growers” who use those pumpkins in the festival. The group now has over 500 volunteers.

Clark retired from growing pumpkins three years ago. His last pumpkin weighed 1,126.5 pounds.

“It’s a lot of work, spending several hours a day and 16 hours on weekends caring for and feeding the plants” he said.

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**New Badges, Better Security**

BIW is issuing new badges to all employees, starting with computer users, to meet new government security measures.

Computer users will log in to the BIW computer system using the new employee badge and an eight digit PIN, rather than the current login name and password, according to Dave Smart, BIW IT Project Manager.

Each computer is being furnished a new badge reader. Employees will press their badge against the reader then type their PIN into the computer. The new badges are equipped with a smartcard chip that corresponds to the user’s unique PIN.

Enhanced computer login security, or Multi-Factor Authentication (MFA), starts Jan. 1.

The new badges will work with BIW’s new time accounting system, called Workforce Management, once it is in place.

Employees must keep old and new badges for a brief transition period until the new time accounting system is implemented.

Employees will continue to use their existing badge for all current TAS, MPT and gate functions. New badges can be used now for computer system access, tool cribs and gate access.

Find more about MFA enhanced login security in the Helpdesk section of the Intranet home page.
Steel Deckhouse Tops DDG 1002

Cranes operated guided the main deckhouse, the 4200 unit, into place on Lyndon B. Johnson (DDG 1002) in October as part of an early morning lift of some 330 tons.

The unit is made of steel and was manufactured at BIW, unlike the two previous ones built for Zumwalt (DDG 1000) and Michael Monsoor (DDG 1001). Those two were made of a composite material at HII in Mississippi and barged to Maine.

The lift marked an important milestone for the third ship in the Zumwalt class.

“Key groups pulled together in the preceding weeks including fabrication and the loadout of uptake pieces,” said Austin Taylor, Principal Program Manager. “Rigging and erection crews performed their role with great precision allowing the cranes to be released in just a single shift.”

The excellent fit of the largest piece of the deckhouse continued DDG 1002’s strong performance on quality and schedule. “The project has been executed at an unprecedented pace from the time of initial design to production implementation,” Taylor said.

Healthy Rewards Race Through Time

Timeblazers topped all BIW teams in the Healthy Rewards’ Race Through Time step challenge this fall. Teams started in 200 BC and moved forward through history based on how many steps they accumulated. Timeblazers—from left, Rich LaMagna, Jeff Veilleux, Kim Foster, Terry Jackson, Kim Parsons and Kevin Flanagan—marched 2.8 million steps, covering 2,217 years of history in just 10 days. The team finished fifth of the 729 General Dynamics teams participating.

Marines around the world celebrated the U.S. Marine Corps’ 242nd birthday on Nov. 10. One custom is for the senior Marine present to cut a birthday cake and share the first pieces with the youngest Marine. Dustin Goulet, a Designer and the youngest Marine at CROF, provided a cake from Black Tie Cake Company for all the CROF Marines. Charles Lauderback, Designer, handled cake-cutting duties as CROF’s senior Marine.
Service Anniversaries

August

Dept | Name | Years | Dept | Name | Years | Dept | Name | Years | Dept | Name | Years
--- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ---
45 Years | 91 | Wright, Gary Dean | 17 | Cloutier, Robert Daniel | 30 | Nadeau, David Roland | 20 | Leeman III, Alton Berton
40 Years | 01 | Hull, Pamela Jean | 17 | Leclaire, Gary George | 10 | Theriault, Jeffrey Joseph | 15 | Leeman III, Alton Berton
 | 05 | Jackson, Timothy Jon | 17 | Pratt Jr, Bryan Charles | 10 | Buzzell, Scott Matthew | 15 | Leeman III, Alton Berton
 | 07 | James, Timothy Frank | 17 | Suksford, Gregory Gene | 15 | Easler, Alan David | 15 | Leeman III, Alton Berton
 | 09 | Card, John Stephen | 19 | Banda, David Thomas | 15 | Virden, Curtis Dale | 15 | Leeman III, Alton Berton
 | 09 | Cote, Ricky Marcel | 19 | Kirschmann, David Carl | 17 | Keach, Richard Maxwell | 15 | Leeman III, Alton Berton
 | 09 | Morse, James Parker | 19 | Lunn, Brian Stephen | 20 | Carlson, Dana Lee | 15 | Leeman III, Alton Berton
 | 17 | Robshaw II, Norman Frederick | 20 | Martin, Richard Paul | 27 | Cole, Denzel Lee | 15 | Leeman III, Alton Berton
 | 20 | Cullen, James Charles | 20 | Brink, Clifton Merrill | 27 | Pottle, Michael Wayne | 15 | Leeman III, Alton Berton
 | 20 | Neale, Jeffrey Thomas | 25 | Blood, Karl Lawrence | 32 | Bolduc, Michael Roland | 15 | Leeman III, Alton Berton
 | 30 | Reid, Clayton Ernest | 27 | Madore, Brian Wilfred | 43 | Andre, Bradford Manuel | 15 | Leeman III, Alton Berton
 | 40 | Jones, Scott Haven | 27 | Martin, Kim Marie | 43 | Bouchard, Richard Alan | 15 | Leeman III, Alton Berton
 | 50 | Holtbrook, Richard Allen | 27 | Gross, Peter Charles | 43 | Cushman Young, Cindy Lou | 15 | Leeman III, Alton Berton
 | 66 | Horton, Nancy Keegan | 40 | Hennessey, Thomas Joseph | 43 | Delege, Bruce Michael | 15 | Leeman III, Alton Berton
 | 81 | Lincoln, Gary Jay | 40 | Hanson, Darcey | 43 | Elwell, Keith Scott | 15 | Leeman III, Alton Berton
 | 84 | Grinnell, Barry Gordon | 50 | Linck, Patrick Myron | 43 | Patterson, Timothy Michael | 15 | Leeman III, Alton Berton
 | 84 | Koenig, Dana Ralf | 50 | Ricker, Dale Scott | 43 | Snowdale, Kevin Michael | 15 | Leeman III, Alton Berton
 | 87 | Leveille, Richard Patrick | 50 | Perkins, Estella Ann | 43 | Whittier, Ronald Gar | 15 | Leeman III, Alton Berton
 | 87 | Callahan, Leigh Sturtevant | 56 | Nolan, Robert James | 45 | Wood, Frank Stanley | 15 | Leeman III, Alton Berton
 | 87 | Marlowe, Richard Edward | 69 | Heard, James Arthur | 45 | Woodman, Daniel Berton | 15 | Leeman III, Alton Berton
 | 87 | Moreau, James Edward | 69 | Brassard, Mark Alan | 50 | Chasse, Daniel Joseph | 15 | Leeman III, Alton Berton
 | 87 | Richard, Marcel Yvon | 69 | Carpenter, Kathleen Jean | 50 | Cloutier, Kevin Michale | 15 | Leeman III, Alton Berton
 | 91 | Vassili, George Stephen | 69 | LaPierre, Rodney Robert | 50 | Cyr, Michael Joseph | 15 | Leeman III, Alton Berton
 | 97 | Emery, Timothy Edward | 69 | Quimby, John Michael | 50 | Handley, John Wayne | 15 | Leeman III, Alton Berton
 | 35 Years | 07 | Thibodeau, Allen Linwood | 86 | Pendleton, Kenneth Lane | 15 | Leeman III, Alton Berton
 | 09 | Leopin, Derrick Peter | 66 | Wallace, James | 16 | Pooters Jr, George Lewis | 15 | Leeman III, Alton Berton
 | 10 | Jellison, Alan Bruce | 87 | Gamache, Michael Raymond | 16 | Wilson, Edward Emery | 15 | Leeman III, Alton Berton
 | 17 | Bonsant, Robert Paul | 87 | Marchesseault, Michael Anthony | 16 | Ward, Rodney Vincent | 15 | Leeman III, Alton Berton
 | 17 | Cloutier, Robert Daniel | 87 | Morrissette, Anthony Raymond | 16 | Carney, Michael Anthony | 15 | Leeman III, Alton Berton
 | 17 | Leclaire, Gary George | 87 | Neureuther, Keith Norman | 16 | Arsenaault, Michael Wyman | 15 | Leeman III, Alton Berton
 | 17 | Pratt Jr, Bryan Charles | 91 | Labrecque, John Paul | 16 | Kakos Jr, Nicholas Spilios | 15 | Leeman III, Alton Berton
 | 19 | Banda, David Thomas | 10 | Baron, Scott Edward | 16 | Tower, Stacey Alan | 15 | Leeman III, Alton Berton
 | 19 | Kirschmann, David Carl | 09 | Jellison, Alan Bruce | 16 | Keswick, Christopher Arthur | 15 | Leeman III, Alton Berton
 | 19 | Lunn, Brian Stephen | 10 | Bonsant, Robert Paul | 16 | Labbe, Michael Charles | 15 | Leeman III, Alton Berton
 | 20 | Martin, Richard Paul | 5 Years | 01 | Buccina, Stacie Mae | 15 | Leeman III, Alton Berton
 | 20 | Brink, Clifton Merrill | 15 | Fitzgerald, Jon Andrew | 15 | Leeman III, Alton Berton
 | 27 | Blood, Karl Lawrence | 10 Years | 17 | Beliveau, Robert Arthur | 15 | Leeman III, Alton Berton
 | 27 | Madore, Brian Wilfred | 17 | Hankla, Loyd Leon | 15 | Leeman III, Alton Berton
 | 27 | Martin, Kim Marie | 24 | Haggett, Melissa Jane | 15 | Leeman III, Alton Berton
 | 27 | Gross, Peter Charles | 24 | Temple, Ryan Lee | 15 | Leeman III, Alton Berton
 | 40 | Hennessey, Thomas Joseph | 28 | Murphy, Kellie Lee | 15 | Leeman III, Alton Berton
 | 40 | Hanson, Darcey | 40 | Callahan, Joshua Ryan | 15 | Leeman III, Alton Berton
 | 50 | Linck, Patrick Myron | 43 | Cresssey, Jamie Lee | 15 | Leeman III, Alton Berton
 | 50 | Ricker, Dale Scott | 43 | Lair, Michael Shawn | 15 | Leeman III, Alton Berton
 | 50 | Perkins, Estella Ann | 43 | Stevens, Craig David | 15 | Leeman III, Alton Berton
 | 66 | Nolan, Robert James | 45 | Wood, Frank Stanley | 15 | Leeman III, Alton Berton
 | 66 | Heard, James Arthur | 45 | Woodman, Daniel Berton | 15 | Leeman III, Alton Berton
 | 69 | Brasseard, Mark Alan | 50 | Chasse, Daniel Joseph | 15 | Leeman III, Alton Berton
 | 69 | Carpenter, Kathleen Jean | 50 | Cloutier, Kevin Michale | 15 | Leeman III, Alton Berton
 | 69 | LaPierre, Rodney Robert | 50 | Cyr, Michael Joseph | 15 | Leeman III, Alton Berton
 | 69 | Quimby, John Michael | 50 | Handley, John Wayne | 15 | Leeman III, Alton Berton
 | 69 | Wallace, James | 50 | Pendleton, Kenneth Lane | 15 | Leeman III, Alton Berton
 | 86 | Gamache, Michael Raymond | 50 | Pooters Jr, George Lewis | 15 | Leeman III, Alton Berton
 | 86 | Marchesseault, Michael Anthony | 50 | Wilson, Edward Emery | 15 | Leeman III, Alton Berton
 | 86 | Morrissette, Anthony Raymond | 50 | Ward, Rodney Vincent | 15 | Leeman III, Alton Berton
 | 86 | Neureuther, Keith Norman | 50 | Carney, Michael Anthony | 15 | Leeman III, Alton Berton
 | 86 | Labrecque, John Paul | 50 | Arsenaault, Michael Wyman | 15 | Leeman III, Alton Berton
 | 30 Years | 09 | Campbell, Richard Douglas | 15 | Leeman III, Alton Berton
 | 10 | Baron, Scott Edward | 15 | Leeman III, Alton Berton

In Remembrance

Alexander W. Moulton (R) | May 19, 2017
| 40 Years | Material Clerk
Ricky E. Nguyen | June 5, 2017
| 3 Years | Electrician III
James Holland (R) | June 10, 2017
| 16 Years | Designer, 1st Class
Sharon L. Begin (R) | June 20, 2017
| 12 Years | Material Clerk
June S. Bryant (R) | July 6, 2017
| 40 Years | Material Clerk
Bruce G. Morang (R) | July 25, 2017
| 19 Years | Shipfitter III
Henry G. Levesque (R) | July 17, 2017
| 16 Years | Pipefitter
Norm H. Carlton (R) | August 13, 2017
| 46 Years | Machinist III
Ernest H. Giles Jr (R) | August 24, 2017
| 35 Years | Machinist III
William J. Lavoie | August 28, 2017
| 36 Years | Shipfitter III
Joseph C. Alexander (R) | September 20, 2017
| 36 Years | Shipfitter III
Arthur B. Ethier | September 29, 2017
| 39 Years | Maintenance Electric & HVACII
Joseph M. Haney (R) | October 10, 2017
| 19 Years | Program Manager
Michael A. Matthews | October 28, 2017
| 43 Years | Shipfitter III
### September

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August

09-00 Robert K. Huntington
  18 Years, 11 Months
  Outside Machinist III

10-00 Michael J. Diamond
  27 Years, 8 Months
  Front Line Supervisor

10-00 Joseph P. Fleury
  32 Years, 9 Months
  Assistant Foreman II

10-00 Lillian A. Bellmore
  29 Years, 8 Months
  Assistant Foreman II

15-00 Christopher D. Houston
  37 Years, 10 Months
  Pipefitter III

17-00 Michael N. Chase
  39 Years, 5 Months
  Tinsmith III

17-00 Wayne G. Fournier
  40 Years, 1 Month
  Tinsmith III

19-00 Richard V. Harmon
  28 Years, 10 Months
  Electrician III

19-00 Cecil D. Newbert
  38 Years, 11 Months
  Senior Buyer

24-00 William G. Wilson
  35 Years, 4 Months
  Preservation Tech III

27-00 Charles R. Burns
  44 Years, 5 Months
  Preservation Tech III

27-00 Jerry E. Sheerer
  42 Years, 11 Months
  Preservation Tech III

27-00 Jeannine T. Daley
  32 Years, 10 Months
  Preservation Tech III

32-00 David L. Gross
  37 Years, 3 Months
  Yard Rigger III

44-00 Karen A. Ottum
  30 Years, 11 Months
  Section Manager

50-00 Gary P. Chamberlain
  36 Years, 3 Months
  Shipfitter III

50-00 Frank A. Mank Jr
  35 Years, 3 Months
  Shipfitter III

66-00 Ronald P. Carr
  41 Years, 9 Months
  Insulator III

80-00 Horace W. Moody Jr
  36 Years, 3 Months
  Crane Operator III

81-00 Scott R. Bernier
  39 Years, 4 Months
  Materials Handler III

86-00 Peter H. Stevens
  27 Years, 6 Months
  Designer, 1st Class

September

07-00 Jeffrey J. Bailey
  39 Years, 6 Months
  Machinist III

07-00 Steven M. Easler
  29 Years, 5 Months
  Machinist III

07-00 Paul F. Lebel
  30 Years, 11 Months
  Machinist III

19-00 Cecil D. Newbert
  38 Years, 6 Months
  Electrician III

19-00 Leon M. Rowe
  28 Years, 6 Months
  Electrician III

84-00 Charles P. Rich
  36 Years, 1 Month
  Project Manager, Program

86-00 Dana C. Grass
  29 Years, 5 Months
  Designer, 1st Class

86-00 Peter H. Stevens
  27 Years, 6 Months
  Designer, 1st Class

87-00 James A. Stearn
  37 Years, 8 Months
  Designer, 1st Class

October

10-00 Scott B. Abbott
  43 Years, 9 Months
  Area Supervisor II

43-00 Edwin R. Bard
  39 Years, 2 Months
  Welder III

99-00 Ronald J. Berry
  10 Years, 8 Months
  Principal, Finance

50-00 Raymond A. Carter
  35 Years, 6 Months
  Shipfitter III

26-01 Paul C. Jeffery
  11 Years, 2 Months
  Corporal

87-00 Larry J. Thibeault
  36 Years, 8 Months
  Designer, 1st Class

86-00 Linda D. Twomey
  28 Years
  Designer, 1st Class

86-00 Gary D. Wright
  45 Years, 2 Months
  Planning Tech
OVER THE HORIZON—
Technology Innovation at BIW

This new feature highlights areas of technology innovation being researched, developed and implemented at BIW in support of our company goals of improved safety, quality, schedule and cost.

In this issue, we explore the Office of Naval Research (ONR) Manufacturing Technology program, or ManTech. The Navy program provides funding to improve affordability of different naval platforms. They encourage shipyards like BIW, Electric Boat, Huntington Ingalls and Newport News to submit ideas that could reduce costs not only in each of our respective yards, but ideally across many platforms.

Each year, ONR seeks project ideas that are innovative, have a good return on investment and that have a high probability of being implemented.

“The expectation is that the shipyard will realize enough savings in the five years after an idea is implemented to warrant the upfront Navy investment,” said Ken Brill, BIW Advanced Concepts Principal Project Manager.

The selection process for a research project can take a year and a half and another year or two to complete. “ManTech projects are long-term, strategic efforts that can reap significant rewards for BIW, but not necessarily in the immediate future,” Brill said.

Recent BIW ManTech projects include:

- **Shipyard Capacity Planning.** Recently completed, this project improves the quality and responsiveness of shipyard capacity analysis by replacing a manual spreadsheet with a central data system.

- **Robotic Welding of Complex Structures.** Nearing completion, the project repurposes DDG 1000 PVLS robots in the shell shop to automatically create a weld path for shell structures and perform the welding without manual intervention. Rear Adm. David Hahn, Chief of Naval Research, visited BIW on Nov. 28th and checked in on the robotic welding project.

- **False Deck Panel Replacement.** Recently started, this project seeks to replace the current honeycomb core false deck panels with solid core ones, eliminating the need for edge preparation for each custom-cut piece.

- **Modular Staging and Scaffolding.** Recently started, this project seeks to streamline the erection and disassembly of staging as units move through various construction stages from RSU through to PO2.

We also have three new projects selected for potential funding in the beginning of next year:

- **High Speed Rotating Arc Welding.** We’ve teamed with Electric Boat to use high speed rotating arc welding for better heat distribution and side-wall penetration and reduced weld bevels.

- **Radio Frequency Identification for Part Delivery Tracking and Visibility.** Automatically track parts through the supply chain, including when they are inside metal containers, stored outside in extreme cold or onboard ships.

- **Digital Data for Mobile Optical Projection.** Use CAD model and production data coupled with handheld optical projectors to locate paint masking areas including inside tanks and on exterior hull surfaces.

We’ve submitted several more project ideas for funding in fiscal year 2019 and we are always looking for new projects to explore. Contact Ken Brill, x4116, or Paul Friedman, x 3915, to discuss ManTech ideas you may have.

The National Shipbuilding Research Program (NSRP) is another major government funded research program, which will be discussed in a future edition.
BIWRA FAMILY DAY!
Ashby Does BIW Proud at Army Ten-Miler

Second shift welder Robert Ashby traveled to the nation’s capital in October to join a General Dynamics team running in the annual Army Ten-Miler. Despite incredibly hot, steamy conditions, Ashby posted a time of one hour 49 seconds—good for 114th overall and fourth in the 45–49 year old men’s division.

Ashby said the race atmosphere is up-lifting. He enjoyed talking to people about strategy at the pre-race dinner the night before “and listening to some of the military people talking smack to each other about who’s going to have a better day.”

He also enjoys the other GD racers. “I have gotten to be pretty good friends with quite a few,” Ashby said. “We race in some of the same races throughout the year so it’s always great connecting with them.”

The race is the world’s third largest 10-mile road race. Proceeds support soldiers’ welfare, morale and recreation.

Race conditions were 82 degrees with 87% humidity, which made it tough for people not used to it.

General Dynamics’ White Team took first place in the corporate division, third overall, notching Raytheon which was seventh overall. Ashby was the fastest runner for the General Dynamics Blue Team, which came in 14th.

“And yes, I did get a hug from Phebe Novakovic directly after the race,” he said.
Faces of BIW

Happy Holidays!