

# BIW NEWS

---

March  
2018

*DDG 1001:  
Powerful...  
Exceptional...*

*... Ready for Delivery*

## **INSIDE**

From Paper Mill to Shipyard / 7

Shipbuilder Recounts Close Call at Sea / 9

Facilities Team Takes On Frigid Weather / 10

Showing Off at the Engineering Expo / 16



## CONTENTS

Safety Hub / 3  
Retirees Help Museum / 6  
Valentine's Day Smiles / 7  
Healthy Rewards / 8  
DDG 1001 Sea Trials / 12  
USS Carney in the Fleet / 14  
History Snapshot / 15  
CPI Value Streams / 17  
Service Anniversaries / 18  
Green Belt Graduation / 19  
Retirees / 20  
A Gift in Son's Memory / 22  
SMCC Trains Shipbuilders / 22  
Cmdr: Ready for DDG 116 / 23



*Michael Monsoor (DDG 1001)  
Cuts Through the Water During  
Acceptance Trials.*

# Quality—Sailors Bet Their Lives on our Products

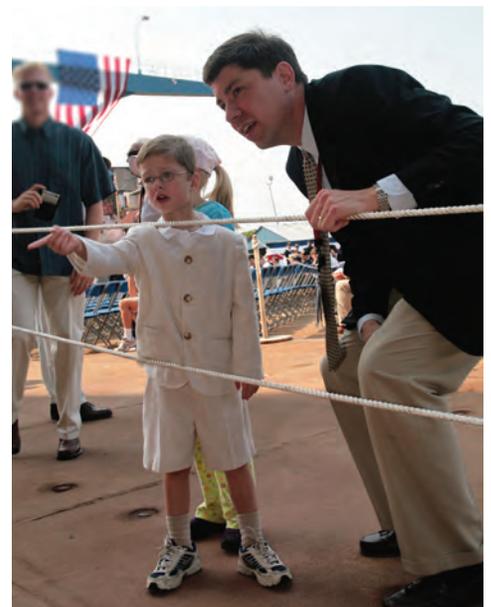
**T**his month, my son received a call from Sen. Susan Collins telling him the United States Naval Academy would be offering him admission. One reason that he applied to the Naval Academy was that as a boy he attended many christenings here at BIW and was captivated by the stories of our Navy and Marine Corps heroes. He would like to serve on a destroyer.

All of a sudden, talking about quality has taken on a whole new meaning for me. Now it is personal. Now it may be my son who might serve on a BIW destroyer; someone who will depend on the quality of the craftsmanship; someone who will be betting his life on the quality of the product that we produce. It might someday be his home at sea and his sword and shield if he is called into battle. He will be counting on all of us to do our jobs to the best of our ability so he can do his job.

For those of you who have had the opportunity to hear Capt. Paul Rinn, the skipper of the USS Samuel B. Roberts (FFG-58) speak, you will recall that this is exactly what he and his crew faced. The Roberts struck a mine in the Persian Gulf in 1988 and he credits the fact that the ship did not sink to the heroic efforts of his crew and the master shipbuilders of BIW. Engineering studies after the incident showed that the ship should not have remained afloat after the damage it received.

When the crew was here at BIW for the 20th anniversary of the incident, one of the former crew members pulled me aside, looked me in the eye and said, "You guys need to realize that it is because of a welder at BIW that I am able to see my grandchildren today." The crew of the Samuel B. Roberts bet their lives on the quality of the BIW product.

Yet the responsibility for quality does not fall only on the mechanics. Our processes are so complex and so interconnected that even the smallest error in an engineering, design, or planning process can lead to costly rework. In some ways, it



*Chris Waaler with his son James at the 2006 christening of Sampson (DDG 102). Chris Waaler came to BIW in 1999 as a Principal Engineer after serving in the U.S. Navy as a submarine officer.*

is even more challenging for our workers in these upstream activities to appreciate how important it is to do their job perfectly, because they feel, and sometimes are, some distance away from the manufacturing operations. Still, a missed catalog number, a missing dimension, an incorrect lifting and handling calculation, an error in estimating or failing to update a work order results in frustration at the job site and makes us slower and more expensive. Regardless of what our role is in this great shipyard, we need to perform our jobs as if people are depending on us to do it right every single time, because they are.

Now, more than ever, I am proud to say that I work at Bath Iron Works, the builder of the Best Built destroyers in the Navy. This is a place where we do the right thing because it is our heritage and because someone's husband, wife, son, or daughter may be betting their life on it.

**Chris Waaler**  
*Vice President of Planning and IT*

# SAFETY HUB



By Vince Dickinson

*Learning about safety is part of the job.*

## SAFETY CHATTER

Safety words and abbreviations heard in the shipyard:

### AC4P

“Actively Caring For People,” a phrase coined by Scott Geller, an international leader in behavior safety and safety culture systems.

# Next Leg of the Safety Roadmap Starts with Active Caring

We have been working for several years to change our safety culture to what we call a Total Safety Culture. The vision of a Total Safety Culture is a workplace where safety is the core value; where everyone looks out for themselves and each other and speaks up and takes action when a hazard exists.

The Safety Roadmap was developed to help guide us to this end state. The Environmental Health and Safety (EHS) Steering Committee, which is a joint group of management and LS6 Union Safety Committee members, develops each phase of the Safety Roadmap and individual Safety Action Teams help with the implementation.

The Safety Roadmap is made up of “bricks” which are essentially stepping stones towards continued culture change. Our approach to reach a Total Safety Culture mirrors life itself. As children, before we can run a race there are many small milestones we need to achieve: roll-over, sit up, crawl, stand, walk, run. Each milestone builds on the previous one.

Through 2017, the majority of areas in the shipyard have completed all the bricks of level 3 of the Safety Roadmap. As we have progressed through the pro-

cess, the Steering Committee received a lot of feedback. One thing became apparent as they developed level 4 of the Roadmap. We need to focus first on Active Caring.

What is Active Caring? It means caring for each other's safety in a very deliberate and active manner through actions. It's one thing to internalize that we care for each other's safety but an entirely different thing to show

*“It's one thing to internalize that we care for each other's safety but an entirely different thing to show each other we care through our actions.”*

each other we care through our actions. That is why many of the bricks of the roadmap in level 4 will focus on active caring. As we continue the journey towards Total

Safety Culture we will be asking people to start doing things like:

- making sure safety issues are resolved in a timely manner
- doing and participating in effective safety briefings
- setting up your work in a manner that does not create hazards for others,

This is an ambitious place to get considering where we started and where we are at now, but it needs to be the priority. The safety of you and your coworkers depends on it.



The Environmental Health and Safety Steering Committee

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.

## AUTOMESSENGER

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

## INFORMATION CALL LINES

### FACILITY/SHIFT

Toll free information on facility status, work shift delays, and cancellations  
1-866-630-BATH (2284)

**MAIN GATE SECURITY (24/7)**  
(207) 442-2266

### AMBULANCE-FIRE-POLICE

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

**MEDICAL (207) 442-2231**

### BIW REC ASSOCIATION

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

Check us out on Facebook:  
General Dynamics Bath Iron Works



# EMPLOYEE SPOTLIGHT

## MICHAEL CLARKE



Title: **Fire Chief**

Been with BIW since: **2013**

Department: **2600 Fire Dept.**

### TELL US A LITTLE ABOUT YOURSELF?

I have been involved in emergency services for just over 30 years. After serving in the Navy, I worked as a firefighter/paramedic for departments in Maine and in Florida. In 1995 I was assigned to the FEMA National Urban Search and Rescue System. Deployments to the World Trade Center on September 11, 2001, a dozen plus hurricanes and high-level security events, as well as extremely challenging rescue and recovery operations, have offered me an array of experiences both positive and negative.

### DESCRIBE YOUR ROLE AT BIW?

I am here to take a proactive approach to fires and emergency services. Protection and safety assistance to employees, the various facilities, Navy assets and contingency planning are the priorities.

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

Working and engaging with the diverse workforce of BIW and the United States Navy, meeting new people and building working relationships. Also, the challenges of fire operations on-board the units, hulls and ships as well as the age of the facility structures requires me to be in a constant state of learning and pre-planning.

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

My primary challenges are daily communications across the yard. BIW is its own little city, but has more concerning issues than many municipalities face. In addition to the population and the buildings, we factor ships, units and various

high-hazard hot-work into our daily fire/rescue concerns.

### DESCRIBE YOUR HOBBIES?

I'm a novice longboard surfer, enjoy camping and cycling and teach fire service-related subjects with a team based in New Jersey.

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

My sledge hammers. I like to break things.

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

I was adopted at age two. Several years ago I started researching my birth parents. In 2016 I learned my birth mother had passed, but found several first cousins. In 2017 I went to England to meet them and have maintained a connection with my family through social media.

### WHAT'S YOUR FAVORITE SPORT'S TEAM?

The England Rugby Team & Bath (England) Rugby Team and I've been to England to see them.

### NAME SOMETHING YOU COULDN'T LIVE WITHOUT?

Perian (my wife) and Oreo cookies.

**NOMINATE** our next employee spotlight today by emailing [kimberly.foster@gdbiw.com](mailto:kimberly.foster@gdbiw.com)

# King Talks Leadership, Competitiveness in BIW Visit

**Sen. Angus King** knows a thing or two about leadership. An independent, King was Maine's governor for eight years and later was elected U.S. Senator. He also is a student of history, and so when he spoke to groups of front line supervisors during a Jan. 26 visit about good leadership, it's not surprising he invoked Joshua Chamberlain, the hero of the Battle of Gettysburg.

"You've got to be flexible and creative—figure out a way to solve the problem," King said, after describing Chamberlain's defense of Little Round Top. Like Chamberlain, a leader must also have character, King said.

"You have to be somebody they're willing to follow . . . they're willing to invest in, willing to sacrifice for."

King was joined on his visit by **Sen. Jack Reed** of Rhode Island, the ranking Democrat on the Armed Services Committee, who had never been to Bath Iron Works. King is also a member of that important committee. The pair toured DDG 1001 then met with members of the press.

King was asked about the Shipbuilders Tax Credit he signed in 1997 as governor, which rebated \$3 million of BIW's taxes for 20 years to help encourage the company to invest almost \$500 million in the shipyard. BIW worked to extend the tax credit as the company prepares to invest more than \$100 million in capital expenditures.

"That's one of the best things I ever did," King said. "I can tell you to a certainty—look you straight in the eye—if we hadn't done that Bath Iron Works would not be here today." He said the tax credit helped get the Land Level Transfer Facility built which allowed the shipyard to stay competitive.

"I think people do need to take a hard look at what's necessary to make our businesses competitive in this modern world," he said. "Believe me, shipbuilding is very competitive. There used to be dozens of shipyards around the country. Now there are only two that make these ships."



*Sen. Angus King and BIW President Dirk Lesko speak during King's Jan. 26 visit.*

## Navy's Chief Buyer Gets Close Up View of the Shipyard

**Assistant Secretary of the Navy (Research, Development and Acquisition) James F. Geurts**, the Navy's top acquisition executive, visited Bath Iron Works on Feb. 13.

After an overview of the shipyard from BIW President **Dirk Lesko**, the assistant secretary started his tour with a visit to the Harding structural fabrication facility in East Brunswick. There he was briefed on plans to invest in new machinery and techniques intended to reduce the amount of time it takes to produce parts—the plates, shapes and built-up structures that are the building blocks of Navy ships.

Geurts also visited the main yard, DDG 116 and the East Brunswick manufacturing facility - responsible for pipe and sheet metal fabrication - which also is receiving new equipment to improve production times.



*Assistant Secretary of the Navy for Research, Development and Acquisition, James F. Geurts (at right), speaks with Harding Plant Manager Jason Gasper.*

The tour helped Geurts understand how BIW builds the ships the Navy buys as well as giving him an understanding of our capacity to handle new work.

The assistant secretary oversees an annual budget of more than \$60 billion and is responsible for equipping and supporting the nation's sailors and Marines with the best platforms, systems and technology.

# Retirees help Museum Enhance BIW Exhibit

Maine Maritime Museum is in the process of overhauling its BIW exhibit with help from some former employees, now resident experts for the museum.

Opening May 19, "BIW: Building America's Navy", will tell the story of Bath Iron Works past, present and future.

The exhibit is being totally redone, with a fresh mix of archival images and artifacts along with up to date information about what's happening in the shipyard with the modern DDG 51s and DDG 1000s.

"It's extremely gratifying to see the level of interest folks from all over this country have for Bath Iron Works," said **Nick Nichols**, retired Post Delivery Program Manager, who has been volunteering at the Maine Maritime Museum as a tour guide and mate on the Merrymeeting tour boat. "Learning about and seeing what they can of BIW is the highlight for hundreds of museum visitors every year. The men and women of BIW should be very proud of their iconic shipyard."

"Nick Nichols and **Bill Haggett** (former BIW CEO) have done a lot of work behind



BIW retirees and museum volunteers Marty Lakeman (left) and Nick Nichols (right) review drawings with Curator of Exhibits Christopher Timm for a new exhibit at Maine Maritime Museum.

the scenes contacting various suppliers for artifacts," said **Marty Lakeman**, retired Trades Management Consultant. "**Jim DeMartini** has worked closely with **Mike Nutter** (BIW Communications Specialist) and **Chris Timm** (Maine Maritime Museum Exhibits Curator)," he said, "... with Mike producing another killer video and Tim readying the exhibit space."

One new feature: the entrance hallway, mimics a below decks passageway on an Arleigh Burke destroyer, complete with 1,000-feet of electrical cable in the overhead and walls painted in federal issue Haze Gray, Machine Panel Gray, and Bulkhead White.

Museum Director **Amy Lent** said the

crew of Michael Monsoor (DDG 1001) and its commanding officer, **Capt. Scott Smith**, have offered to provide voice talent for recorded sound effects that replicate what a sailor hears over the shipwide public address system.

"This exhibit is very important for the museum and the shipyard," said **DeMartini**, who retired as Manager of Communications after a 33-year BIW career and now volunteers with the museum. "The public needs to know that what Maine shipbuilders do every day is essential for all of us who live in Maine and the security of the nation."

To learn more, visit [MaineMaritimeMuseum.org](http://MaineMaritimeMuseum.org).

## The Color of Money



**Rodney Richards**, shipfitting instructor, challenged his Elks lodge in Waterville to raise \$1,000 for the Maine Children's Cancer Program by raffling full-size replica NFL helmets. He vowed to dye his beard purple if they met the challenge.

They raised \$1,250 in a month and a half. So, the beard got a makeover and Rod, a Miami Dolphins fan, would fit right in at a Minnesota Vikings game.

BIW Year To Date Safety Performance			
Company Safety Metric	2018 YTD	Top 2 Watch Items	Overall Trend
Recordable Incident Rate Goal: 6.5	9.20	<b>Body Part:</b> 1) Hands 2) Multiple / Other	Yellow Circle
Lost Time Incident Rate Goal: 1.9	1.30	<b>Behaviors:</b> 1) Eyes on Path 2) Heavy Lift / Forceful Exertion	Green Circle
Safe Site Program Goal: 96%	96.0%	1) Trip hazards 2) Poor Housekeeping	Green Circle
Personal Protective Equipment Goal: 98%	97.2%	1) Hard Hat Usage 2) Eye Protection	Yellow Circle
Safety Roadmap Level 3 Goal: 90%	88.0%	1) Housekeeping Sustainment 2) Visual Control	Yellow Circle
Good Catch Program Average per Week: 91	724	1) Housekeeping 2) Risky Behavior / Poor Judgement	Green Circle

# From Bucksport to BIW—former paper mill worker lands on his feet

**W**ayne Richards was 21 when he signed on at the Bucksport paper mill, where his dad was a production manager.

He became a master journeyman pipefitter and master journeyman millwright, and because of that experience, he was eventually made the Operations Maintenance coordinator overseeing maintenance outages on three massive paper machines.

But when corporate consolidation led to the mill's closure in 2014, like many mill workers, Richards was looking for another opportunity.

"It was not a great shock for me personally," he said. "We were forewarned we were fighting for our survival."

He could have left the state to stay in papermaking but he had family in New England, including two daughters: one in North Andover, Massachusetts and the other in South Portland, Maine. Richards listened to an employment pitch from a BIW recruiter and he applied, landing a



Wayne Richards

job as a supervisor in facilities.

The work was rewarding and he worked with great people. He took on more responsibility and eventually was asked to manage the warehouse for Government

Furnished Material. As the Section Manager / Property Administrator for government furnished material, he works very closely with SupShip to provide and care for all government furnished property.

"I've been in the paper world for 34 years so this is a nice challenge," he said.

Richards knows a half dozen shipbuilders who have made the switch to BIW from the Bucksport mill, as well as from other mill towns.

Some still make the commute, though Richards and his wife moved to Brunswick where they have built a house.

Richards says he gets a similar feeling of community from Bath as he did in Bucksport, a sense of shared experience. He signed on to be defensive coordinator for the Morse High School football team, something he had done in Bucksport as well for 26 years.

"I like these kids. They remind me of the guys I had in Bucksport—hard-nosed, blue collar kids," he said.

# Flannery's Flowers Brighten Valentine's Day

**O**n Feb. 14, **Dennis Flannery** distributed a lovely assortment of Valentine's Day roses to scores of female coworkers at BIW, as he has each year for a decade.

The origin of his romantic ritual dates back to 2003 when he was making minimum wage for a press-clipping company in the basement of a former Laverdiere's in Presque Isle.

On Valentine's Day, some friends mentioned that the day was a letdown because either their spouse didn't remember it or they didn't have a special someone to mark the occasion with even a flower.

"I'd just got paid and all the bills were covered. I finished my shift, went to the florist and spent nearly all of it on single-stem roses," he recalled. He distributed them at work. "The response made the sacrifice of two weeks' pay well worth it."

Ever since then, he's made it a tradition



Left to Right: **Savannah Cormier, Linda Nichols, Debbie Gross, Meagan Curtis, Ashley Carter, Carrie Harris, Amelia Trafton, Elizabeth Bailey** and **Caroline Dorr** hold flowers given them on Valentine's Day by their North Stores coworker **Dennis Flannery**, Electrical Model Manager.

and this year he distributed 180 flowers—15 dozen—at North Stores, James and most of CROF. "I ran out about a third of the way through Bay 5."

"Dad told me once, 'Women have enough aggravation to deal with and we

(men) will cause more than a little of it. If you get the chance to do something nice for them, do it.'" Flannery said. "So if anyone wants to thank me, they really ought to start with him."

## Health Improvements Healthy Rewards—Physical and Financial

Time for a colonoscopy or other procedure? New: get up to \$100 when you use a Fair Price Provider with Healthcare Bluebook's Go Green to Get Green program!

In 2018, using Fair Price Providers with Healthcare Bluebook for certain eligible procedures will pay off more than ever—with cash in your pocket.

Here's how:

1. Visit [healthcarebluebook.com/cc/gendyn](http://healthcarebluebook.com/cc/gendyn) or the Healthcare Bluebook mobile app. You'll see the Go Green to Get Green message next to the procedures eligible for a reward.

2. Choose a Fair Price Provider marked with a green circle.

3. After you or your eligible dependent have the procedure at a Fair Price Provider, Healthcare Bluebook will automatically send

you a reward check, as long as you have visited the Healthcare Bluebook website or app within 12 months before your provider visit. Checks will be mailed to your home address 2–3 months after your procedure.

### 2018 Eligible Procedures & Reward Amounts:

Colonoscopy—\$100  
Upper GI Endoscopy—\$100  
Removal of tonsils/  
adenoids—\$50  
Ear tubes placement—\$50

### Colonoscopy (screening)



Earn a  
\$100  
Reward!

\*Closest FAIR PRICE PROVIDER to Bath, ME.  
Check for other FAIR PRICE PROVIDERS near you.

**GENERAL DYNAMICS**  
Bath Iron Works

### Check It Out:

[www.healthcarebluebook.com/cc/gendyn](http://www.healthcarebluebook.com/cc/gendyn)

800-341-0504

Download  
the App:



Company Code:  
GD



Also available  
through Jiff

## Win with Jiff!

With the Healthy Rewards program through Jiff, employees and your covered spouses can track your steps, sleep, nutrition and 7-minute workouts, and access Healthy Partners to earn rewards. There were over 100 prizes won by BIW employees in 2017 through the sweepstakes and step challenges.

Don't miss out on your chance to win in 2018! Log in today to learn about new Healthy Partners and programs. Redeem points for the first sweepstakes drawings held each quarter. The next sweepstakes prizes include \$700 Visa gift cards, Dyson

Cordless Vacuums, Hello Fresh meal kit deliveries for four, luxury golf, and your own water adventure- kayaking, paddleboarding, and more!

"I have been using Jiff since it started at BIW. It was fun to challenge myself and participate in the step challenges that were offered last year," said **Sue Garneau**, a buyer in Supply Chain, who won a Dyson Cordless Vacuum and a Ninja Blender in the 2017 Jiff Sweepstakes. "In 2018, I am continuing to use Jiff to track my own progress and earn points towards rewards. Wow! Rewards for doing healthy activities – Gotta love that!"

Get started today:

1. Download the free Jiff app to your smartphone. Search for "Jiff" in Google Play or the Apple App Store, or go to <https://app.jiff.com> on any device.
2. Activate your account. Enter Wellness as your Jiff Token and provide your preferred email address and a password.
3. Verify your identity. Enter your date of birth (MM-DD-YYYY) and last name.



# AT HOME ON BOARD— Despite close call at sea



Adam Prokosch has blue water running through his veins, despite growing up with no sailing in his childhood.

Prokosch, a second shift shipfitting manager in the Assembly Building, has been building ships at BIW for the past two years. Before that he worked—as crew and shipwright—on several tall ships, including the ill-fated replica, *Bounty*.

Prokosch also makes his home on the ocean. He lives with his wife Morgan and cat Moosley on board *Traumerei*, a 40-foot Gulfstar sailboat at South Port Marine in South Portland.

“With the elements, it takes a little bit of grit,” he said of wintering on board. “It makes up for it in the summertime with the sunrise and when the wildlife comes to visit.”

Prokosch’ decision to be a ‘liveaboard’—this is his third winter living on his own boat—is even more remarkable given his experience on *Bounty*.

Prokosch was a crewman aboard the 180-foot wooden, tall ship, which sank in Superstorm Sandy. The captain and a crew member died. Prokosch was among 14 survivors.

The square-rigged *Bounty* was launched in the 1960s for the filming of *Mutiny on the Bounty*. It had spent time in Boothbay Harbor for repairs, including in the weeks before Sandy.

In October, 2012, Prokosch and the rest of the crew set out for St. Petersburg, Fla. They had made it as far as New London, Ct. when the storm began moving up the East Coast.

The captain decided to take the ship into the North Atlantic, to ride out the weather on the back edge of the storm. Instead, hammered by 30-foot seas and winds gusting to 80 mph, the ship ran into trouble.

The ship took on water and when the engines and generators went out, so too did any hope of keeping up with the water pouring into the hull. They radioed a distress call to the Coast Guard.

Prokosch was in the engine room, working to clear debris from the pumps in case they got them running. He climbed on deck at one point and suddenly a huge wave rolled the ship onto its side, dropping him



Shipfitting Supervisor Adam Prokosch sails his boat *Traumerei* along with his wife Morgan. They’re spending their second winter as ‘liveaboards’ on the 40-foot GulfStar.

25 feet into a bulkhead. He broke his back and three ribs, and injured his head. He hurt, but he wasn’t dead.

“I still had pain, which meant I was still in the game,” he said. The mission changed from saving the ship to saving themselves.

The crew climbed into survival suits and waited on deck for the weather to clear enough for the Coast Guard to launch a rescue.

They didn’t get the chance. A wave hit, capsizing the ship and flinging all of them into the ocean.

Someone located two white canisters holding life rafts. Crew members pulled themselves up a rope ladder and into one of the covered rafts. Prokosch’s pain was excruciating but he climbed in to avoid getting separated from the raft.

After hours being knocked about in the inflated lifeboat, the Coast Guard was finally able to launch a Jayhawk rescue helicopter. Because of his injuries, Prokosch was the first to be lifted to safety.

Prokosch recovered and soon he was sailing again. Other crew members did the same.

“I don’t think anybody lost what prompted them to go to sea in the first place.”

Three years ago, the time was ripe for relocating to the coast of Maine, an area he had become fond of while *Bounty* was being repaired.

Prokosch was hired in 2016 as a shipfit-

ter and then spent time as a designer. Seeking more physical activity, he applied to be a front line supervisor. Now he’s happy to be up and down ladders, into tanks and around the yard promoting communication between ships.

Prokosch’s liveaboard lifestyle shares some qualities with the ships he helps build. For one thing, space is always at a premium.

“Every single possession I bring on board I have to be able to justify as a tool to make my life easier, because I’m going to be living with it.”

Given his close call, Prokosch also can appreciate why BIW destroyers are built to such exacting specifications.

“Sometimes things get bad and then they get a whole lot worse. When that happens, I would rather be in a ship someone has given a damn about.”



*Traumerei* is docked at South Port Marine amid a small community of people who overwinter on their boats.

# Facilities Crew Takes On Challenge of Deep Freeze

While most of us were home enjoying a quiet Christmas morning, nearly a dozen Facilities personnel were hard at work clearing the shipyard's parking lots, sidewalks and fire lanes.

"Fire Lanes must remain open at all times" even during Christmas shutdown, said **Kevin Flanagan**, Facilities Section Manager. "There are always employees here and we must keep them safe."

That storm would prove to be just the first in a series of cold-weather challenges that confronted the Facilities team over a span of two and a half weeks.

Tuesday, Dec. 26 through Tuesday, Jan. 2—shutdown week—temperatures dropped to -15 degrees, leading to several Facilities workers being called in to deal with cold-weather problems.

"Things were freezing up everywhere," said **Paul Chase**, Facilities Section Manager.

- Tuesday, Jan. 2: Extreme cold led to 17 areas having frozen or leaking water service including OST 1 and 3, Pier 4 bathrooms and ship services to Hulls 604 and 520. Blast 2's sprinkler system was affected and diesel tanks were not pumping.
- Thursday, Jan. 4: Another snow-storm hit dumping 14 inches on the

shipyard that needed to be removed.

- Friday, Jan. 5: A 4" water main broke on Craneway 3, flooding the service tunnels beneath the Land Level Transfer Facility.
- Saturday, Jan. 6: At 2:30 a.m., all the boilers that provide heat to the shipyard and the Supervisor of Shipbuilding complex on Washington Street were down. An 8-inch steam main had ruptured in the LLTF tunnels, cutting heat to services there for 16 hours.

The tunnels under land level that house services for the yard flooded and had to be pumped out, and an 8" steam expansion joint had to be repaired. The heat had been out for 14 to 16 hours on a negative 6-degree day. Facilities crews had to haul out a mile and half of hose from Hull 604, a half mile of hose from Hull 520 and more than 50 steam heaters to a warming area to thaw before reinstalling them and re-establishing services.

- Tuesday, Jan. 9: At 5 a.m. the boiler room crashed again. The problem was isolated to land level, where bathrooms couldn't function. Porta-potties and large pumps were



*Roland Desrosiers, Maintenance Mechanic, in tunnel 3 Saturday, Jan. 6.*

brought in to support the repair of another 8" waterline that broke on Pier 4.

- Tuesday, Jan. 10: Boiler shop reported at 5 a.m. they cannot keep water in the boiler. Another 4" water line had broken in a tunnel beneath land level.

"In my 40 year career, it is the worst string of events I have seen," Chase said. "Over 10 things broken at one time. Cold weather and hot steam lines do not go well together."

And yet, within a few days, all ships and shipyard facilities were back up and running smoothly.

During a recent morning meeting with the Facilities crew, Chase reviewed the series of events that they had handled and praised the crew.

"Really hard work in some of the worst conditions," Chase said, "you guys kept us afloat. Just outstanding work!"



*Top-notch Facilities team keeps shipyard running.*

# OVER THE HORIZON— NSRP: Team Research Benefits BIW Goals

The National Shipbuilding Research Program (NSRP) is a research collaboration to improve efficiency in U.S. shipbuilding and repair.

Industry members team up to propose new processes and technologies which can work for different shipyards. The program is primarily funded by the Navy and Coast Guard.

Projects range from researching a problem to implementing new technology. Ideas are submitted in the spring and NSRP decides which to fund within the year.

“The NSRP is a great way for BIW to join with industry partners to tackle common problems and improve shipbuilding,” said **Sarah Bramson**, Principal Project Manager, who is BIW’s delegate to NSRP.

Here are a few NSRP projects at BIW:

## Mechanically Attached Fittings

**Wendy Greenbaum**, Engineering Principal, is finding ways to use mechanically attached fittings (MAFs) in place of some traditional methods of joining pipe. MAFs join pipe by applying strong compression forces around the fitting to join it directly to the pipe.

“The reason the shipyards want to use these fittings is because they are proven to have excellent first time quality, while reducing welding and brazing” Greenbaum said.

“As ships get more and more complete, the risk of fire increases and having an alternate means to join pipe pieces reduces risk,” she said.

## Horizontal Access Lifting System

The BIW Rigging Department teamed with Electric Boat to reduce hand rigging of equipment into units from the deck edge.

“The biggest risk for injury or equipment damage is when we’re pulling the equipment into the unit at the deck edge while it’s being supported by the crane,” said **Leroy Nicolino**, Rigging Assistant Foreman. After equipment is landed in the unit and unhooked from the crane, it must be moved deeper into the unit to its final

location. Moving heavy equipment around other installed items and through doorways is a challenge.

The NSRP project aims to design equipment to make this process safer and more efficient.

## Polysiloxane Topcoats

The BIW Paint Department tested different coatings and received approval to apply this special coating to the DDG 116 mast.

“Although this coating is a little harder to apply, it is more resilient than the current product, reducing the chance that we will have to reapply the coating while the ship is under construction at BIW,” said **Peter Lockwood**, Senior Process Control Engineer. “It also reduces lifecycle ownership costs for the Navy.”

The polysiloxane was originally an anti-

*“The NSRP is a great way for BIW to join with industry partners to tackle common problems and improve shipbuilding.”*

graffiti coating. It can be cleaned and resists fading more than other products.

The plan is to use it for all structure above the waterline on DDG 118 and DDG 120.

## Power Panel and Breaker Commonality

Engineers **Greg Stevens** and **Rickey DeLoge** are working to standardize electrical breakers and power panels. The project team reviewed variations of breakers and power panels used on DDG 51s and DDG 1000s and identified opportunities to reduce the number of different combinations by 40%.

“Having standardized product offerings tends to reduce costs through leveraging bulk purchases of breakers and parts for panels,” Stevens said. “It also reduces test



DDG 116 mast tests new paint.

and installation costs, training costs, documentation and inventory holding and control costs.”

Reducing product variation improves employees’ knowledge about products and their quality in design and construction, he said.

## HiDep Welding

BIW has teamed with other companies on a process to reduce distortion in welds. The HiDep Welding process heats a weld surface evenly by using an induction coil ahead of the welding torch. It also could eliminate the need for bevels and backside welding for plate butts and seams, increasing efficiency, said **Kate Beaumont**, Senior Engineer, BIW’s lead on the project.

Bollinger Shipyards converted its panel line to HiDep, but doesn’t build combatants with radius corners, thick insert plates, and large, fully-welded ‘T’ sections. BIW joined the team to help develop the system for combatant-type details.

“If it delivers as promised, we will look at a follow-on project to upgrade our panel line—reducing distortion and the costs associated with fixing it downstream,” Beaumont said.

## Share Your Ideas

BIW delegates to NSRP and ManTech (Office of Naval Research Manufacturing Technology) will collect project ideas soon to submit for funds. Contact Sarah Bramson x3801 or **Ken Brill** x4116.

# DDG 1001 Performs ‘Exceedingly

**M**ichael Monsoor (DDG 1001) went to sea Jan. 31 and successfully demonstrated ship systems to the Navy’s Board of Inspection and Survey (INSURV).

“Michael Monsoor maintained the Bath Built is Best Built tradition of our company,” said **Brent West**, DDG 1000 Program Manager. “The significant cost improvement—approximately 20%—over the lead ship reflected our success in driving efficiencies through lessons learned, from design to fabrication, assembly to ship completion and test.”

The Acceptance Trials tested the ship’s hull, mechanical and engineering systems. DDG 1001 showed improvement over lead ship Acceptance Trials in quality, completeness and reliability.

“DDG 1001 performed exceedingly well during Acceptance Trials,” said Capt. **Kevin Smith**, DDG 1000 class program manager, Program Executive Office (PEO) Ships. “The industry and Navy team worked together to incorporate lessons learned from DDG 1000. The trials once again demonstrated how truly powerful

and exceptional these ships are. “

Capt. **Cary Kraus**, of INSURV, complimented the ship during a debriefing Feb. 2 and especially noted the ship’s exceptional fit and finish.

Acceptance Trials were held just two weeks after completing Builders Trials. An initial Builders Trial was cut short Dec. 5 after a casualty in a harmonic filter. BIW worked with vendors and the Navy to make repairs in time for a second Builders Trial in mid-January.

“The quick turnaround and the mag-



*“The trials once again demonstrated how truly powerful and exceptional these ships are.”*

# Well' in Acceptance Trials

nitude of work accomplished during this period are unprecedented," West said.

The Navy evaluators reviewed the ship and its crew during a series of demonstrations both pierside and underway, evaluating the ship's construction and compliance with Navy specifications.

Many of the ship's onboard systems including navigation, damage control, mechanical, electrical, combat, communications, and propulsion systems were tested to be sure performance met or exceeded

Navy specifications.

BIW crews performed well in conducting demonstrations and operating the ship, West said. Following the underway acceptance trials, Michael Monsoor's prospective crew boarded the ship in Portland. BIW crew members provided training during the night of Feb. 2 and through the afternoon of Feb. 3 during the transit back to Bath.

In a communication to the workforce after the successful trials, BIW President

**Dirk Lesko** congratulated all those who contributed to the DDG 1000 program. "I've never been more proud of what you've accomplished nor have I been more mindful of the challenges you've overcome to do it," he said.

Michael Monsoor (DDG 1001) was christened June 18, 2016, and is scheduled to be delivered to the Navy in late March. It is named for Petty Officer 2nd Class Michael Monsoor, a Navy SEAL and Medal of Honor recipient.



# From the Fleet USS Carney (DDG 64)

**B**ath-built Arleigh Burke-class guided-missile destroyer USS Carney (DDG 64) transits the Bosphorus Straits in northwest Turkey on Feb. 17, 2018. USS Carney, forward-deployed to Rota, Spain, is on its fourth patrol in the U.S. 6th Fleet area of operations in support of regional allies and partners, and U.S. national security interests in Europe. Photo courtesy U.S. Navy.

## Crest of the USS Carney

### Bath-built ship honors Adm. Robert Carney, naval commander in World War II.

**A**dm. Carney was former Chief of Naval Operations for President Eisenhower. During WWII, Carney earned the Navy Cross, four Distinguished Service Medals, the Legion of Merit and a Bronze Star for his role in a series of engagements with the Japanese, including “accomplishments in tactics and unfailing ability to achieve tactical surprise.”

*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.*

**MOTTO:** Resolute — Committed — Successful

**SHIELD:** Dark blue and gold are traditionally associated with the Navy recalling the sea and excellence. The gold cross suggests the Navy Cross, one of the many decorations awarded to Adm. Carney for operations against the enemy Japanese during the Battle of Leyte Gulf, October 23–26, 1944. “(He) rendered invaluable assistance in formulating the plans for a series of combat operations in which task forces of the Third Fleet engaged capital ships of the Japanese fleet, waging devastating attacks on major Japanese combatant and carrier task forces in the vicinity of Mindora, the Sulu Sea, and areas northeast of Luzon and off the central Philippines . . .” The helmet is symbolic of ancestral Viking and Celtic ferocity in combat. The four stars honor Adm. Carney’s four Distinguishing Service Medals.

**CREST:** The two spears form a “V” alluding to Admiral Carney’s Legion of Merit with a “V” (Combat Distinguishing Device) for exceptionally meritorious conduct in action against Japanese forces March 5–6, 1943 and the Bronze Star Medal with combat “V” for operations in the Solomons area on the night of July 29, 1943. The three spears represent submarine, surface, and air warfare. The anchors are reminiscent of maritime tradition and United States naval strength.



# Snapshot of BIW History by Andy Toppan

## *USS Belknap (DLG 26/CG 26)*

*Belknap had an eventful career during the latter part of the Cold War*

**U**SS Belknap, BIW Hull 342, was the lead ship of nine 8,900-ton frigates designed to protect aircraft carriers against aircraft and submarine threats during the Cold War. Five of the class were built at BIW.

Belknap was laid down on Feb. 5, 1962, launched on July 20, 1963, delivered on Nov. 4, 1964, and commissioned three days later. She was named in honor of Rear Admiral George Belknap, who served during the Civil War, and his son, Rear Admiral Reginald Belknap, who served from the Spanish-American War through World War 1.

The ship was classified as a guided missile frigate, DLG 26, at a time when that designation was applied to large, destroyer-type ships. In 1975, when the Navy realigned its ship designation system, she became a guided missile cruiser, CG 26.

Belknap was powered by steam boilers and turbines generating 85,000 horsepower, carrying a primary armament of one Mk10 missile launcher capable of firing Terrier surface-to-air missiles and ASROC anti-submarine rockets. She was also armed with a single five-inch gun and two pairs of three-inch anti-aircraft guns, and was equipped with a small helicopter hangar and flight deck.

In November of 1975 Belknap was involved in a collision with the aircraft carrier John F. Kennedy while the ships were maneuvering at night in the Mediterranean Sea. The damage was severe: Kennedy's overhanging flight deck crushed the cruiser's superstructure, while ruptured fuel lines on the carrier spilled jet fuel from above, feeding a raging fire. Seven sailors were killed and the superstructure was entirely destroyed, but the ship was saved by the heroic efforts of her crew and accompanying



*Belknap (DLG 26) with Josephus Daniels (DLG 27) at BIW on Jan. 2, 1964.*

ships providing firefighting assistance.

The extensive damage required a major reconstruction, and Belknap returned to service in 1980 as one of the most modern ships in the fleet. A few years later she was selected to become the flagship of the 6th Fleet in the Mediterranean. The conversion overhaul, which took place in 1985–1986, included a larger superstructure and transformation of the hangar to provide berthing and working spaces for the 6th Fleet staff.

As Belknap assumed her duties in the 6th Fleet, rapid changes were just ahead. The Berlin Wall fell in 1989, and a few weeks later President George H.W. Bush and Soviet leader Mikhail Gorbachev met at a summit held aboard a cruise ship in Malta. As the



fleet flagship, Belknap provided accommodations for President George H.W. Bush and his staff during the summit.

The Malta Summit marked the end of the Cold War and the beginning of a drawdown in U.S. forces. Older cruisers and destroyers were soon decommissioned as their planned replacements—the Arleigh Burke class—came into service. Belknap was the last of her class decommissioned, on February 15, 1995, after 30 years of service. She was sunk as a target a few years later, on September 24, 1998.



*Belknap at commissioning*

# BIW Engineers Take Center Stage



Tim Hunt, Designer, showcases virtual reality technology.

At the Celebrate Awesome! Engineering Exposition in Orono Feb. 24, a group of 15 Bath Iron Works employees demonstrated for a crowd of young people many of the fascinating opportunities a career in Engineering can provide. BIW's extensive exhibit was flanked by presenters from UMaine, USM, Idexx, Pratt and Whitney and others at the University of Maine's New Balance Field House.



Josh Botting, Engineer, sets up a lifting and handling activity



Dave Breton shows a device that simulates a ship's Auxiliary Power Unit.



Ken Brill, Principal Project Manager with the latest shipbuilding applications for augmented reality

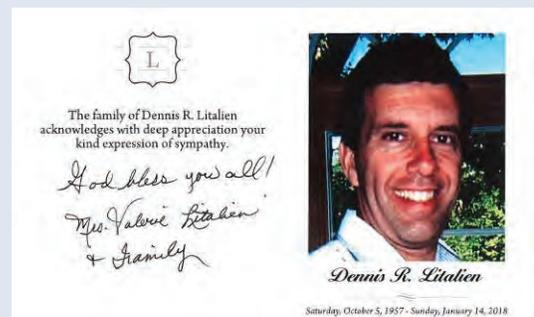


Kate Beaumont, Engineer, stands in front of a pipe assembly

## New Step Challenge— Coming May 2018

General Dynamics will launch our 3rd company-wide step challenge in May 2018 through Jiff. In this challenge, participants will take a virtual tour through all the GD Business Units to learn about the innovative and state-of-the-art work GD employees do every day. To participate, register your team through the Jiff app in April. More details coming soon!

## Dennis Litalien Family Says Thank You!



Mrs. Litalien and family send a thank you to BIW employees for their generous support during their difficult time.



# Continuous Improvement Corner

“There is nothing that slows completion of a ship in the water more than having to redo work that was already completed.”



## Value Streams Benefit from Good Playbooks

Paint Value Stream team (from left)—**Nicholas Lemay**, Senior Buyer, **Peter Lockwood**, Sr. Process Control Engineer, **Eric Kruger**, Sr. Program Manager, Supply Chain, **Catherine Rioux**, Section Manager, **Brian Thiele**, Designer, **Scott Brown**, Principal Process Control Engineer and **James Harper**, Sr. Principal Planner.

Last issue, we introduced the concept of the Value Stream—the people who do the work, the machines or equipment they operate and the flow of information and materials needed to generate value for the customer. The value stream also focuses on product flow and identifies key handoffs between different stages.

The Paint and Electrical value streams advanced 23 projects through 2017, projects focused on machinery painting, painting fabricated components, improvements to the DDG 51 hookup plan and electrical equipment bolting information.

### Paint

Just like the New England Patriots, the Paint team needed a playbook to make sure everyone understands their jobs and expectations when final painting machinery spaces. The playbook helps the paint crew break up the areas of a machinery space into zones, understand the order of painting those zones and how long it should take to paint each.

“The playbook will help communicate years of experience painting ships to the less experienced painting crews so they can be successful,” said **Ed Jalbert**, Superintendent of Paint.

The paint team’s next focus is mak-

ing sure machinery spaces, especially bilges and tanks, are maintained between initial paint and final paint, which can last up to a year. A significant source of the Paint shop’s rework is related to having to redo machinery spaces between first coat, applied in the blast and paint building, and final coat, applied in the water.

The aim of the project is to set a standard for maintaining machinery spaces, tanks and bilges as units move through the construction process.

“There is nothing that slows completion of a ship in the water more than having to redo work that was already completed,” said **Mark Haines**, Hull Superintendent for Daniel Inouye (DDG 118). “It is essential to meeting our schedule to only do things once.”

### Electrical . . .

Electrical Value stream focused last year on improving the production information that electricians use on the deck plates.

When an electrician needs to install a piece of equipment they need to know the size and type of bolts and fasteners. A significant portion of the equipment doesn’t have this information included and newer electricians didn’t have the

experience to know what to use when the information wasn’t provided.

The electrical designers at CROF worked with assistant foremen in the Electric Shop to make sure updated production information had the details newer electricians need to be successful.

“The designers worked hard to ensure all the information was correct and met the requirements of our manufacturing customer,” said **Luke Lyndaker**, Section Manager. “The team updated hundreds of line items to our customer’s requirements.”

“Our newer electricians were really struggling finding the information and having to go back to a piece of equipment multiple times,” said **Jeff Dagneau**, Superintendent of Electric Shop. “Now with this upgraded production information, it will be at their fingertips.”

Now the Electrical value stream team is turning its focus to improving the speed of cable pulling on hull 520, Daniel Inouye. With significant work in the later stages of ship construction, the Electrical value stream relies on other value streams to complete their work first.

Erection breaks need to be painted

(continued on page 18)

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



# Service Anniversaries

## November

Dept	Name
<b>40 Years</b>	
20	Robert, Maurice Raymond
81	Parrott, Stephen Michael
81	Thiboutot Jr, Roland Joseph
81	Leclerc, Matthew Maurice
<b>35 Years</b>	
19	Condon, Lyman Wesley
20	Boyd, Donald Henry
20	Frost, Gregory Alan
87	Molt, Lori Snow
87	Sullivan, Michael Francis
<b>30 Years</b>	
06	Lockwood, Karen Labbe
07	Gott, Aric Matthew
09	Wallace, Dana Albert
09	Grenier, Rock Robert
09	Clowes, Bernie Clifford
09	Estes, Harry Edward
10	Adams, Sherman Gene
10	Melanson, David Allen
15	Fish, Dennis James
15	Goss, Timothy Vernal

Dept	Name
15	Bracken, Michael Edward
15	Lailer, Dennis Michael
15	Norton, Ross Anthony
15	Leclair, John Christophe
15	Sanborn, Jay Arthur
15	Wright, Stephen Eugene
15	Perreault, Kevin Frances
17	Dolloff, Thomas Douglas
20	Jones, Scott Vincent
20	McCann, Michael Craig
20	Murray, Walton Edward
27	Beaudoin, Andre Paul
27	Doucette, Gary Guy
27	Dinsmore, Dennis Wayne
27	Heuer, Robert James
27	Waterman, Runette Rae
32	Lajoie, Richard Lionel
32	Richard, Mark David
40	Rawson, David Matthews
43	Green, Douglas James
43	Anderson Jr, George William
50	Therault, Daniel A.
50	Hlister, Michael Andrew
69	Tanguay, Roger Alfred

Dept	Name
80	Garside III, William Henry
84	Harper, James Phillip
86	Orr, Jennifer Lee
87	Sampson, Raymond Gerard
87	Kenney, Peter Evan
91	Dionne, Andre Robert
91	Johnson, Kimbley Kay
<b>20 Years</b>	
10	Lailer, Robert Earl
19	Stees, William Harry
19	Callan, Timothy Neil
19	Martin, Timothy Thanh
19	Trask Jr, Albert Henry
19	Hinds, Catherine Loveday
20	Ngo, Thu Thi
20	Mortensen, Dana Michael
32	Jones, Darren Maxwell
32	Bell, Jeffrey John
43	Peaslee, Heath Edward
50	Daniels, Mark Roger
81	Grenier, Gerard Roland
86	Howard, Ronald Alan

Dept	Name
<b>10 Years</b>	
19	Roy, Michelle Dawn
19	Cunniff, John Hugh
19	LeBourdais, Denis Robert
20	MacWhinnie, Jeffrey David
30	Hamlin, Donald Peter
30	Jones, Tyler Ronald
40	Quirion, Matthew Nicholas
66	Pitcher, Shawn R.
69	Osmond, Nathan Joseph
82	Desmond, David Michael
86	Decker, Kevin Charles
87	Bell Jr, Richard Noel
87	Pike, Ernest Elmer
87	Truong, Tuan Thanh
87	Fogg, Aric John
<b>5 Years</b>	
10	Michaud, Adam Edward
45	Draper, Gina Marie
87	Buhrman, Leslie Rod

## December

Dept	Name
<b>40 Years</b>	
09	Ellis, Steven Edwin
10	Alexander, James Warner
20	Nadeau, Gerald Steven
80	Reed, Frank Oscar
90	Dionne, Robert Francis
<b>35 Years</b>	
17	Gemme, Jean Rene
86	Footer II, Richard Eugene
90	Ross, Thomas Ivan
<b>30 Years</b>	
09	Crow, Paul Charles
15	Morin Jr, George Joseph
15	Murray, Michael Patrick
15	Roberts, Rick James
15	Pomerleau, Garry Robert

Dept	Name
15	Porter Jr, James Abner
19	Jackson, Michael Leslie
19	Skolfield, Andrew Hanson
19	Brewer, Patrick Jesse
19	Wadleigh, Jay Robert
19	Roderick, Bill Everett
20	Paradis, Scott Anthony
25	Lashua, Brian Ralph
27	Kenefick, Joseph Bertrum
43	MacDonald, Douglas Arthur
45	Seiders, Ruthann Gail
86	Sullivan, James Harold
91	Hillman, Jeffrey Allen
91	Bedell, Matthew Daniel
<b>20 Years</b>	
19	Hodgdon, Dale Michael
19	Owens, Steven Michael

Dept	Name
19	Labranche, Rene Lionel
19	Goggin, Donald Wayne
<b>15 Years</b>	
15	Jones, Jon Paul
43	Fournier, Joseph Maurice
43	Rooney, Jon Charles
43	Malone, Francis Joseph
43	Bourgeois, Louis Alfred
<b>10 Years</b>	
07	Moody, Harry Al
10	Bruce, Timothy David
10	Harris, Keith Alan
19	Walker, Alan Augustus
19	Obie, Mark Philip
19	McLaughlin, Jerry Dwayne
20	Murphy, Robert James

Dept	Name
20	Tortorella, Daniel Paul
20	Tribou, Michael Ray
24	Beane, Debra Jean
24	Holshouser, Sean James
40	Rose, Roy Edgar
66	Folger, David Lee
86	Casavant, Richard Paul
86	Rogers, Toben C.
87	Hunt, Timothy Curtis
87	Cormier, Savannah Lee
87	Starbird, Ronald Paul
<b>5 Years</b>	
24	Ingerson, Kathy Lynn

## CPI (cont'd from page 17)

and insulated, cable hangers installed, compartment air tests complete and cables delivered. Eight departments must complete their tasks before cable can be pulled.

“Cable readiness is a joint effort between Production and Planning,” said **Jim Harper**, Sr. Planner. “It is important to complete necessary work prior to cable pulling, so Planning is identifying that

workscape and ensuring that all the departments have easy to use reports so they understand when cable pulls can occur.”

These reports will enable teams to work effectively together to increase the speed of cable pulls.

“The importance of increasing the cable pull rate cannot be overstated,” Dagneau said. “This is the most important aspect for

the electric shop on hull 520.”

The value streams steering committees are now focused on making handoffs between departments more visible and creating standard methods to make sure handoffs occur correctly. The improvements are key to improving our construction pace and meeting customer demand for ship delivery.





## Retirees

### November

- |  |   |   |   |
|--|---|---|---|
| <b>10-00</b> <b>Bruce N. Calden</b><br>42 Years, 8 Months<br><i>Front Line Supervisor</i>  | <b>81-00</b> <b>James M. Cobb Jr</b><br>43 Years, 8 Months<br><i>Material Handlers III</i>          | <b>86-00</b> <b>William T. Gates</b><br>11 Years, 11 Months<br><i>Designer, 1st Class</i> | <b>87-00</b> <b>Jeffrey S. Petley</b><br>36 Years, 9 Months<br><i>Designer, 1st Class</i> |
| <b>40-00</b> <b>Peter T. Ebert</b><br>31 Years, 11 Months<br><i>Principal, Engineering</i> | <b>86-00</b> <b>William M. Hamilton</b><br>38 Years, 3 Months<br><i>Technician III, Engineering</i> | <b>87-00</b> <b>Ruth Soong</b><br>10 Years, 10 Months<br><i>Designer, 1st Class</i>       | <b>87-00</b> <b>Glen M. McDonnell</b><br>27 Years, 6 Months<br><i>Designer, 1st Class</i> |
| <b>50-00</b> <b>John W. Handley</b><br>30 years, 3 Months<br><i>Shipfitter III</i>         | <b>86-00</b> <b>Michael C. Labbe</b><br>30 Years, 3 Months<br><i>Designer, 1st Class</i>            | <b>87-00</b> <b>Robert J. Ferrara</b><br>35 Years, 9 Months<br><i>Manager</i>             | <b>91-05</b> <b>Charles R. Hanson Jr</b><br>36 Years 9 Months<br><i>Planning Tech</i>     |

### December

- |   |   |   |  |
|---|---|---|--|
| <b>07-00</b> <b>Ronald G. Martin</b><br>43 Years, 3 Months<br><i>Machinist III</i>        | <b>19-00</b> <b>Sharon E. Morton</b><br>43 Years, 3 Months<br><i>Electrician III</i>            | <b>43-00</b> <b>Timothy E. Wilson</b><br>31 Years, 4 Months<br><i>Welder III</i>            | <b>87-00</b> <b>Stanford L. Lothridge</b><br>40 Years, 8 Months<br><i>Project Manager, Principal</i> |
| <b>10-00</b> <b>David R. Greely</b><br>38 Years, 6 Months<br><i>Front Line Supervisor</i> | <b>19-00</b> <b>Robert G. McMillan Jr</b><br>38 Years, 4 Months<br><i>Electrician III</i>       | <b>84-00</b> <b>David T. Goulette</b><br>38 Years, 6 Months<br><i>Sr Principal Planner</i>  | <b>87-00</b> <b>Charles H. Rucker</b><br>10 Years, 10 Months<br><i>Designer, 1st Class</i>           |
| <b>15-00</b> <b>Ralph F. Willard</b><br>28 Years, 8 Months<br><i>Pipefitter III</i>       | <b>20-01</b> <b>James D. Doyle Jr</b><br>27 Years, 11 Months<br><i>Planner II</i>               | <b>87-00</b> <b>Gary C. Clark</b><br>35 Years, 8 Months<br><i>Designer, 1st Class</i>       | <b>91-05</b> <b>William A. Gilson</b><br>40 Years<br><i>Planning Tech</i>                            |
| <b>19-00</b> <b>William H. Curry III</b><br>42 Years, 3 Months<br><i>Electrician III</i>  | <b>26-01</b> <b>Timothy B. Estes</b><br>41 Years, 5 Months<br><i>1st Sergeant</i>               | <b>87-00</b> <b>William A. McKellar</b><br>45 Years, 5 Months<br><i>Sr Project Engineer</i> |  |
| <b>19-00</b> <b>John J. LaPlante</b><br>39 Years, 4 Months<br><i>Electrician III</i>      | <b>40-00</b> <b>Stephen W. Dimuccio</b><br>28 Years<br><i>Principal, Engineering</i>            |   |  |
| <b>19-00</b> <b>Gary D. Chapman</b><br>43 Years<br><i>Electrician III</i>                 | <b>40-00</b> <b>Richard R. Bissonnette</b><br>31 Years, 3 Months<br><i>Sr Tech, Engineering</i> |   |  |

## Hard Hat Color Explained

Recently Bath Iron Works made a change to hard hat requirements to help our personnel and visitors properly identify roles and responsibilities inside the shipyard.

Historically each trade in the shipyard has been assigned a specific color hard hat to assist in this process. As the company began building the DDG 1000 Class in all of its complexity, the number of vendor, Navy contractor, and Navy technical support personnel inside the shipyard on a daily basis grew significantly.

Most of these additional personnel were wearing white hard hats, a color traditionally reserved for shipyard management personnel empowered to provide guidance to the workforce and direct the work.



The change to light green hard hats for contractors, initiated and enacted by BIW several months ago, is designed to allow BIW and contractor personnel to identify each other, avoid confusion over roles and responsibilities, and allow each of us to be more vigilant in executing specific contract requirements

in this regard.

The light green hard hats are also a clear indicator of personnel who may not be as familiar with safety requirements in the shipyard and we can use the opportunity to take extra care of those visitors in this regard.

Other visitors who do not access the shipyard on a regular basis, such as tours, will wear white hard hats with the word "VISITOR" printed on them, and SSBA and NAVSEA personnel will continue to wear white hard hats featuring the NAVSEA logo.

## January

<b>81-00</b> <b>Mark P. Reed</b> 39 Years, 8 Months <i>Material Handlers III</i>	<b>01-10</b> <b>Jerry S. Cashman</b> 40 Years, 1 Month <i>VP Engineering</i>	<b>87-00</b> <b>Irene F. Chabot</b> 32 Years, 1 Month <i>Designer, 1st Class</i>	<b>84-00</b> <b>Mark S. Stupinski</b> 40 Years <i>Sr Planner</i>
<b>17-00</b> <b>Alvin C. Dersham</b> 43 Years, 8 Months <i>Tinsmith III</i>	<b>10-00</b> <b>Charles H. Tarbox</b> 42 Years, 4 Months <i>Night Superintendent</i>	<b>07-00</b> <b>Normand J. Gagnon</b> 41 Years, 4 Months <i>Machinist III</i>	<b>40-00</b> <b>Larry M. Benner</b> 43 Years, 8 Months <i>Associate Engineer</i>
<b>15-00</b> <b>Steven Blanchette</b> 30 Years, 3 Months <i>Pipefitter III</i>	<b>87-00</b> <b>Dale J. Bacak</b> 33 Years, 6 Months <i>Designer, 1st Class</i>	<b>08-00</b> <b>Andrew M. Rice</b> 39 Years, 10 Months <i>Manager Warehousing</i>	<b>19-00</b> <b>James E. Swimm</b> 29 Years, 9 Months <i>Electrician III</i>
<b>24-00</b> <b>Ellen L. Rice</b> 36 Years <i>Senior Buyer</i>	<b>40-00</b> <b>Terrance L. Ireland</b> 37 Years, 8 Months <i>Sr Tech, Engineering</i>	<b>19-00</b> <b>David J. Turmenne</b> 28 Years, 4 Months <i>Electrician III</i>	<b>30-00</b> <b>Paul M. Gosselin</b> 27 Years, 11 Months <i>Sandblaster III</i>
<b>09-00</b> <b>Dana L. Tobias</b> 31 Years, 5 Months <i>Outside Machinist III</i>	<b>27-00</b> <b>David R. Jimino</b> 35 Years, 8 Months <i>Preservation Tech III</i>	<b>69-00</b> <b>Emil V. Smith Jr</b> 46 Years, 4 Months <i>Stagebuilder III</i>	<b>69-00</b> <b>Richard M. Buswell</b> 30 Year, 2 Months <i>Stagebuilder III</i>
<b>19-00</b> <b>Bruce E. Massey</b> 29 Years <i>Electrician III</i>	<b>87-00</b> <b>Cynthia L. Kelley</b> 10 Years, 7 Months <i>Designer, 1st Class</i>	<b>87-00</b> <b>Hans T. Brandes</b> 11 Years, 5 Month <i>Project Manager, Principal</i>	<b>86-00</b> <b>Frank E. Purser</b> 4 Years, 5 Months <i>Sr Engineer, Engineering</i>
<b>82-00</b> <b>Debra J. Ireland</b> 10 Years, 11 Months <i>Technical Clerk, 1st Cl</i>	<b>82-00</b> <b>Elizabeth A. Malloy</b> 10 Years, 1 Month <i>Technical Clerk, 1st Cl</i>		



## In Remembrance

<b>Walter L. Longley</b> August 26, 2017 38 Years <i>Planner</i>	<b>Clayton Foye</b> October 10, 2017 28 Years <i>Shipfitter III</i>	<b>Gregory S. Ellis</b> November 22, 2017 28 Years <i>Tinsmith III</i>	<b>Ruth L. Brill</b> December 22, 2017 14 Years <i>Admin Secretary</i>
<b>Julien E. Dumont</b> September 4, 2017 16 Years <i>Electrician, Single Craft</i>	<b>Walter J. Cummings</b> October 13, 2017 42 Years <i>Assistant Foreman I</i>	<b>David E. Burnham</b> November 30, 2017 40 Years <i>Lab Tech &amp; NDT Tech 1/C</i>	<b>Gloria M. Coulombe</b> December 30, 2017 16 Years <i>Technical Clerk, 1st Class</i>
<b>Robert F. Cushing</b> September 5, 2017 33 Years <i>Assistant Foreman</i>	<b>Ardenne S. Haines</b> October 19, 2017 30 Years <i>Leadman</i>	<b>Raymond F. Huston</b> December 1, 2017 12 Years <i>Preservation Tech III</i>	<b>Willard A. Bryan Jr</b> December 31, 2017 42 Years <i>Machinist, Double Craft</i>
<b>Lloyd E. Durrell</b> September 8, 2017 43 Years <i>Structural Fitter, Single Core Sk</i>	<b>Richard E. Moore</b> October 21, 2017 30 Years <i>Welder III</i>	<b>Richard W. Bossie</b> December 15, 2017 22 Years <i>Carpenter III</i>	<b>Evelyn W. Desmond</b> December 31, 2017 21 Years <i>Dir Employee Benefits</i>
<b>Eugene L. Greenleaf Sr.</b> September 8, 2017 21 Years <i>Preservation Tech Double Craft</i>	<b>Jeannette Y. Cole</b> October 24, 2017 28 Years <i>Administrative Technician</i>	<b>Laurier A. Pessant</b> December 17, 2017 31 Years <i>Sandblaster III</i>	<b>Dennis R. Litalien</b> January 14, 2018 40 Years <i>Principal Project Manager, Safety</i>
<b>Maynard T. Taylor</b> September 14, 2017 41 Years <i>Engineer III, Q/A</i>	<b>Jeffrey P. Parker</b> November 17, 2017 31 Years <i>Supervisor</i>	<b>John A. Janosco Sr</b> December 20, 2017 8 Years <i>Tinsmith, Single Craft</i>	<b>Richard D. Shaffer</b> January 4, 2018 10 Years <i>Supervisor</i>
	<b>Robert R. Bayard</b> November 20, 2017 10 Years <i>Electrician, Double Craft</i>		

# Shipbuilding 101: Training the Next Generation

**B**ath Iron Works is teaming up with the Maine Community College System to create a Welding Academy and Manufacturing Certificate Program aimed at teaching up to 90 workers what they need to know to be shipbuilders.

Students will take courses in power tool operations, blueprint reading, math, and tool safety at Southern Maine Community College's campus at Brunswick Landing. The college's workforce development department is training 60 manufacturing technicians and 30 welders.

The training program is in partnership with the community college system's Maine Quality Centers, which provide customized workforce training grants to Maine employers. BIW has helped support the centers with expert instruction as well as partnering with the community college system to obtain a \$275,000 grant to help fund the program.

"BIW's partnership with SMCC and Maine Quality Centers is vital as we seek to increase talent pipelines for critical shipbuilding skills," said **Jonathan Mason**, Director of Human Resources. "The manufacturing certificate program and welding



*Under the direction of SMCC Instructor John Gallagher, right, Mark Girardin of Lewiston tries his hand at plasma cutting at SMCC's new manufacturing technician training program.*

academy will deliver applicants with a solid foundation of training that BIW can build upon with continued training and deckplate experience."

Once they complete the training, graduates will be interviewed by BIW. Those hired will receive more specialized training at the shipyard's Trades Learning Center.

The shipyard needs to recruit the next generation of shipbuilders. BIW is looking

to hire 500 people this year and a total of about 2,000 over the next two and a half years.

"Our training partnership with BIW helps the company address its ongoing need for skilled workers and helps prepare more Maine people for high-paying careers," Maine Community College System President **Derek Langhauser** said in announcing the joint venture.



**D**ana McIntire, former Ship Superintendent who was lured from retirement to consult on completion work on DDG 116, was presented a hand-carved cane in memory of his son, **Garrett James McIntire**.

Garrett McIntire was a Navy sailor who died in a car crash in 2007. His brother, **Brett McIntire**, is a Bath police officer.

In a ceremony on the forecastle of Thomas Hudner (DDG 116), **Andy Rice**, Process Control Manager, Steel, presented McIntire with the memento of his son. The handle is

carved in the form of an eagle and the staff is embellished with Garrett McIntire's unit and his commendations as well as a picture of him as a young boy with his father and brother.

Rice carved the cane from a piece of cherry that came from Phippsburg, Garrett McIntire's hometown.

In presenting the cane to Dana McIntire, Rice recalled that difficult time, saying of McIntire: "You led by example. You showed people that even though tragic things happen, you can persevere."



*Dana McIntire and Andy Rice on the bow of DDG 116*

McIntire said that the healing is an ongoing process but that the camaraderie of the shipyard has been important. "You have a lot of help here," McIntire said.

McIntire recounted how Garrett enjoyed coming to the shipyard as a boy and while he was electrically inclined, he really wanted to be a chef. He went so far as to cook in the galley on Chaffee (DDG 90) before it was delivered in 2003.

# Commander Lives Lessons on Family from DDG 116's Namesake



Capt. Thomas Hudner, ship's sponsor Georgea Hudner and Cmdr. Nathan Scherry at the keel laying for DDG 116.

Inset: Cmdr. Nathan Scherry checks out the helm on Thomas Hudner (DDG 116).



Cmdr. **Nathan Scherry** moves smoothly through the passageways and up ladders from amidships to the bridge of the vessel he will command, offering warm greetings as he passes the BIW team working to finish the future USS Thomas Hudner.

"It's starting to smell like a ship" Scherry says eagerly.

Once on the bridge, Scherry reflects on how the ship's namesake, Medal of Honor recipient Capt. **Thomas Hudner** and his sense of family have influenced Scherry's leadership.

"We may not be related but the fact we're in the same working environment on the same team, we should treat each other like family, take care of each other like family.

"I'm trying to build that in my crew," he said. When a new sailor is assigned to the Pre-Commissioning Unit, he writes a note welcoming them to the family.

"We have close to 300 Sailors coming from all over the world, and we have to learn to operate together as a cohesive unit," he said. "We're going to carry that sense of family forward in honor of Capt. Hudner."

While his crew is coming together so too is the ship the sailors will call home. "I've met dozens of amazing hard working American shipbuilders on the hull, and I know how proud they are to know that they're providing America with the tools to defend our freedom across the globe, and they're doing it well," Scherry said.

"Every day I come here it's like 'Wow,' even after being here since April, 2016," he said. Scherry has lived with his wife and four children in Topsham for the past two years.

On this February day, the captain's chair has just been installed on the bridge and for the first time, Scherry takes the seat he will command from. At 55 feet above sea level, one can see nine miles to the horizon on the open ocean, he says.

Thomas Hudner is the fifth ship Scherry has served on, including the Bath-built Faragut (DDG-99) and Gettysburg (CG-64). Now he's eager to take this newest Bath-built ship to sea.

"When BIW says the ship is ready and the Navy says the ship is ready, I'm ready."

# GENERAL DYNAMICS

## Bath Iron Works

700 Washington Street  
Bath, ME 04530

PRSR STD  
U.S. POSTAGE PAID  
BATH, ME  
04530  
PERMIT NO.31



# Faces of BIW



*Mo Morissette*



*Ray Whitt*



*Tim Garland, left, and Billy Chase.*