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A few weeks ago we did some “all-hands” type communication sessions in the Engineering division. I’d like to share some of what we discussed about safety.

At first glance, it might seem like our safety challenges are relatively small in support departments. The truth is that our support departments (Engineering, Design, Planning, Life Cycle, Materials, etc.) are often in the yard, on the ship, or in homeports, so it’s imperative that they be vigilant and safe.

In fact, ship checks like those that happened on the USS John S. McCain and USS Fitzgerald earlier this year (see P22) can be hazardous in unique ways.

But just as important, is that our collective safety is EVERYONE’s responsibility. It makes sense that we should look out for each other. We should be able to rely on the folks around us to help keep us safe.

In each communication session, I asked: “Would you feel comfortable stopping someone if you saw them doing something unsafe?” Several people worried that they’d be either ignored or told to mind their own business if they approached someone else about a safety risk. Their responses sounded a lot like the lines from the poem “I Chose to Look the Other Way” that was recently distributed to employees on Workers Memorial Day:

*I knew he’d done the job before,
If I spoke up, he might get sore.
I think we have an opportunity here—and I think it’s best illustrated by troops on the battlefield.
Imagine two soldiers, on the same side, and in the thick of battle. There’s gunfire, artillery, explosions—all the things that make for a pretty stressful environment. Now imagine that one soldier looks up, sees something and turns quickly to the other, yelling “GET DOWN!”
You know what happens next.
The other soldier gets down. He doesn’t hesitate. He doesn’t stop to see whether or not the first soldier has the authority to tell him to get down. He doesn’t wonder whether or not the soldier is looking to bust him for something, or if he’s being malicious.
Instead, he knows that his buddy is worried about his well-being. He trusts the motive of his trench mate, and he immediately acts on his advice. And hopefully he stays safe.

It’s time we start taking care of one another this way. Let’s work to keep ourselves and our teammates from getting hurt. Let’s have the courage to trust each other’s motives, and to tell each other when something is risky or unsafe. Let’s avoid what’s described in the closing lines of the same poem:

*I could have saved a life that day,
But I chose, to look the other way.
I’m privileged to work for you, and I want you to be well. So I’m going to try and be a good trench mate. If you see me doing something unsafe, I hope you’ll mention it. And if you do, you can count on me to thank you.

Tim Glinatsis, Vice President Engineering: ‘We should look out for each other’

Tim Glinatsis joined BIW in 2014 after working for several years in both naval and commercial shipbuilding. He became Vice President of Engineering at the beginning of 2018, having previously served as BIW’s Director of Continuous Process Improvement, Chief Information Officer and Director of Engineering.

Tim holds a Bachelor’s Degree in Marine Engineering & Shipyard Management from the U.S. Merchant Marine Academy (Kings Point) and a Master’s Degree in Ocean Systems Management from MIT.

He and his wife Natalie have two children, and live in Portland with their four dogs.
Come celebrate our 40-Year Master Shipbuilders!

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BIW Dream Team Best in GD

More than 2,000 teams. Ten thousand walkers. Exactly 1,250,000 steps—some 600 miles.

In the end it came down to a surge across the finish line that caught the opposition flat-footed.

The BIW team, FFG Frigate, bested every other team competing in the Step Across GD challenge.

Team members included Kimberly Foster and Kimberly Parsons, both from Communications, Eric Kruger, Principal in Strategic Planning, Quality Engineer John Cotnoir, Chief Superintendent Toby Bell and Anthony Anderson from Fit for Life (temporarily located alongside Communications and Strategic Planning).

Every member of the team logged more than 215,000 steps.

The company-wide challenge marked stages represented by different General Dynamics units. Teams had from May 10 to June 8 to visit them all.

FFG Frigate crossed the finish line on May 16, less than a week into the challenge.

It was close, with the lead alternating between the BIW team and EnvironMEN-TALS. Long Beach D-46 and StepsSpk-Louder were also on their heels and closing fast.

FFG Frigate made a major push, going well beyond their daily average of 175,000 steps to put in more than 230,000 on the day the team crossed the finish line.

At 9:30 p.m. that night, Bell and Foster were on treadmills and Kruger was wandering somewhere on the Cape Elizabeth-South Portland line looking for a cell phone signal so he could log his steps with Jiff.

With a furious finish, the team surged to victory.

As most of the other teams will point out, the good-natured competition is not about winning—it’s about challenging ourselves. “People like competition—against other teams and in between team members—but the goal is really about getting into a routine that is sustainable in the long term,” said Anderson, whose role in Fit for Life includes encouraging employees to make healthy changes in their lifestyle. “Walking just 30 minutes a day reduces your risk of heart disease by nearly 35%. Add in a healthy diet rich in fruits, vegetables, legumes, and whole grains and you have a great recipe for health and longevity.”

Still, as the FFG Frigate team will undoubtedly tell you, winning tastes pretty good too.

From left, John Cotnoir, Kim Parsons, Kim Foster, Eric Kruger, Anthony Anderson and Toby Bell. At the end of the contest on June 8, Team Frigate also was tops in extra steps, logging 2,940,120 steps beyond the race distance of 1,250,000 steps.
SAFETY HUB

By Vince Dickinson

Learning about safety is part of the job.

SAFETY CHATTER

Safety abbreviations heard in the shipyard:

Safety Contacts

Meaningful safety conversations that are not punitive but instead focus on actively caring.

How Do You Spell Safety? T-E-A-M

Safety teamwork is advancing in key areas and shifts, an important step towards creating a Total Safety Culture and reducing hazards and the risk of injuries.

Working as a team, looking out for one another regardless of hardhat color, we can all help keep one another safe.

The level of teamwork this year has greatly advanced at the Harding Structural Fabrication Facility in East Brunswick.

Harding’s Leadership Team participated in a Safety Leadership & Culture workshop taught by the Krause Bell Group. For over 25 years, the Krause Bell Group has taught many different organizations, in many different industries, about safety leadership.

Harding’s Leadership Team learned different strategies to understand serious injury and fatality potential (SIF), gained tools to measure safety leadership capability and cultural attributes, and strengthened their safety communication through what is known as Harding’s Safety Contacts.

This program provides the leadership team the capacity to talk to employees about safety more effectively.

Rob Hale, Maintenance Mechanic and Steward for Local 6, said the training has been valuable.

“It was nice to have management and union at the same meeting. It was beneficial,” said Hale, a 36-year employee. “We’re trying to do things different than we have in the past and trying to convey that to the newer guys.”

“When approached for their ideas, as time goes on and they see results from it, I think it opens more trust with them that management actually cares and is trying to do the right thing.”

Teamwork has also paid off during second shift. Recently we began the Second Shift Central Safety Committee (CSC). The meeting was first championed by the Environmental Health and Safety Steering Committee and has been led by a variety of safety leaders. The goal is to help promote communication.

Representatives from first shift Safety Action Teams now meet with counterparts on the second shift CSC and discuss safety initiatives each is working on.

“The level of engagement has been thoughtful, open, direct, and excellent,” said Jeff Robertson, Safety Manager. It has brought additional safety communication to the off shifts.

Tristan Moore, Assistant Plant Manager, at the East Brunswick Manufacturing Facility, said the issues EBMF is working on are important to share with other shifts and areas.

“The Safety Action Team at EBMF has been focused on addressing the daily acute safety concerns as well as keeping the longer term safety vision in mind,” he said. “Communication, understanding our people and making the proper work assignments daily is the key to avoiding injuries in both the recordable and lost time categories.”

Members of the Second Shift Central Safety Committee along with representation from a First Shift Safety Action Team share lessons learned and new efforts that are underway.

1. Think about and communicate the job hazards
2. Act to reduce those risks to yourself and others
3. Learn from our mistakes

Working together, we can become safer.
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COMMENTS AND SUGGESTIONS ARE WELCOME
Forward to David Hench at Mail Stop 1210 or by email at david.hench@gdbiw.com.

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TELL US A LITTLE ABOUT YOURSELF?
I was born in Boothbay Harbor, grew up in Bath, and graduated from Morse High School in 1980. I’m the oldest of three sons. Our father was a wooden boat builder and our mother was a very busy woman keeping us boys in line. I have three wonderful daughters who all live in Maine and a long term girlfriend with three very pleasant children.

DESCRIBE YOUR ROLE AT BIW?
I started as a welder in 1986 and then transferred to Department 09 in 1997. I recently started as a Front Line Supervisor helping a crew of outside machinists, build and install propulsion and steering systems. My main role is to provide the mechanics the support they need to complete a large scope of work and help remove roadblocks in their way as well as planning work and material flow.

WHAT IS THE BEST PART OF YOUR JOB AND WHY?
On good days, it is seeing the whole process of ship building work well as we build these advanced ships. On tough days, 3:30 feels very nice!

WHAT IS THE TOP CHALLENGE THAT YOU FACE IN YOUR JOB?
After 32 years as a mechanic then switching to a supervisory role the challenge is to provide mechanics (my customers) the level of support they need and deserve.

DESCRIBE YOUR HOBBIES?
Snowboarding. We have a house in Carrabassett Valley. My goal is to ride about 30-40 days a year. Sailing in the summer aboard my Cal 39 is enjoyable and practice for when I retire and sail across the oceans of the world in search of grand adventure. Mountain biking, for its thrill and exercise, is a weekly event from April until early November that helps keep this old body physically fit. Diving recreationally for Uni (the roe of Spiny Sea Urchins which is popular as sushi).

WHAT’S THE ONE THING MOST PEOPLE DON’T KNOW ABOUT YOU?
I cry at the end of sad movies.

WHAT IS YOUR FAVORITE AUTHOR, BOOK OR MOVIE AND WHY?
Books are a tie between Stephen King, The Dark tower series and Marvin Harris, Cows, Pigs, War and Witches: The Riddles of Culture.

WHAT ARE THE TWO THINGS YOU COULDN’T LIVE WITHOUT?
Black, strong coffee and my girlfriend, sweet Rebecca.

ANYTHING ELSE YOU WOULD LIKE TO SHARE?
Working at BIW has provided me with a good salary in exchange for difficult work for my whole career and I hope it continues to provide the same for many more young people who choose to work here.

NOMINATE our next employee spotlight today by emailing kimberly.foster@gdbiw.com

David Foster
Title: Front Line Supervisor
Been with BIW since: 1986
Department: 09 Outside Machinists

Bath Iron Works
Check us out on Facebook.
Maine state government took a significant step forward this spring in helping BIW be more competitive when bidding on future work, thanks in part to the efforts of a number of employees.

Lawmakers approved LD 1781, the Act to Encourage New Major Investments in Shipbuilding Facilities and the preservation of Jobs, and the governor signed it into law.

The act—a continuation of a tax credit in place for the past 20 years—refunds the shipyard up to $3 million per year in state taxes as long as it makes required investments and maintains employment levels.

To receive the full credit, the shipyard must invest $200 million in facilities and machinery. The shipyard has already started making those investments, which also are essential for BIW to be competitive.

The bill was sponsored by Bath Rep. Jennifer DeChant and Sagadahoc County Sen. Eloise Vitelli and enjoyed bipartisan support. However, the bill did face opposition and was by no means guaranteed.

“One of the keys to winning support for this important bill was the input legislators received from BIW employees in the form of emails, telephone calls, one on one meetings and letters to newspaper opinion pages,” said BIW President Dirk Lesko.

Employees who traveled to Augusta on multiple occasions to support the bill said it was a rewarding experience.

“Many legislators spoke about the value we bring to the community and about how important it is for the state of Maine that we are thriving and that we are put in the best position possible to win new contracts,” said Deb Oliver, Senior Principal Project Manager.

“I was able to meet many of our state senators and representatives, and talk to them about LD 1781,” said Kevin Wadleigh, a Planning Tech and 30-year employee, who along with Jessica Chubbuck, also a Planning Tech, represented Local 7 in the effort. “It seemed like everyone we talked to agreed, that BIW is a gem in this state and well worth the investment.”
BIW Delivers World’s Most Advanced Surface Combatant

The U.S. Navy on April 24 took delivery of Michael Monsoor (DDG 1001), the second Zumwalt-class destroyer to join the fleet.

The signing ceremony was held in the ship’s helo hangar and was attended by BIW shipbuilders, industry partners and members of the Navy crew that now have custody of the ship.

“This is a day for BIW and BIW employees to take a lot of pride,” said Capt. Kevin Smith, the Navy’s DDG 1000 Program Manager. Smith said DDG 1001 is better than the lead ship and DDG 1002 will be even better.

“We set the bar high,” he said.

Bill Boulay, Maintenance Mechanic, said of the delivery: “It’s wonderful. It’s a long time getting here but it’s worth it. The Navy needs these ships.”

Joe Hanna, Preservation Technician, has mixed feelings.

“I want to see it go down the river but I’ve liked being able to work on it for the past three years,” he said.

Construction of DDG 1001 reflects some of the fastest learning in the shipyard’s history.

“She represents some of our finest work and was constructed for 1.5 million hours less than her predecessor,” BIW President Dirk Lesko said later that day.

DDG 1001 is named for Petty Officer 2nd Class Michael Monsoor, a Navy SEAL and Medal of Honor recipient who sacrificed his life to save his fellow warriors.

Artis Jackson, one of the sailors that will serve aboard the Navy’s newest ship, was eager to move aboard.

“It’s awesome,” said Jackson, a native of San Diego, DDG 1001’s future home port. “We’re going to go home.”

The 1000-class destroyers feature all-electric design capable of generating enough electricity to power a small city, power that can be directed to combat systems, the ship’s propulsion, damage control or other ship functions. The 4,160-volt power system—which may someday power futuristic weapons—is now being incorporated into the Flight III design of the DDG 51 class.

DDG 1001 has the radar signature of a fishing boat as a result of its shape, the use of radar absorbing tiles on its surface and the tumblehome hull form which cuts through waves.

“Navy SEAL Michael Monsoor and this fine ship need to serve as a reminder to all of us that what we do every day matters,” Lesko said.

Super Shipbuilders Support Bowl for Kids Sake

BIW shipbuilders had the power to magically transform strikes and spares into support for Big Brothers and Big Sisters of Bath/Brunswick this spring.

Shipyard employees fielded 23 teams and raised more than $10,000 in the Bowl for Kids Sake event at Yankee Lanes. In keeping with the theme of “Be a Super Hero,” team members portrayed everything from Mighty Morphin Power Rangers to Wonder Woman.

“It’s really an awesome fundraiser,” said Catie Kelley, who is enrolled in the Professional Development Program. “It’s a big group of BIW people getting together to raise money. Dana McIntire (retired Ship Superintendent), was master of ceremonies and he does a good job of convincing people to donate more money.”

Kelley is not just a supporter—she’s a Big Sister with the program as well, which she says is very rewarding.

“My little sister’s mom sometimes will tell me how much it means to her daughter to have someone to hang out with and do things with besides her family,” Kelley said.

The fundraiser brought in more than $75,000 overall to help support 75 local children facing adversity in Brunswick, Harpswell and the communities of Sagadahoc County. Big Brothers Big Sisters provides carefully monitored, staff-supported one-to-one mentoring relationships between youth, older students and adults who serve as positive role models in the community and at local schools.

“The incredibly generous support from BIW employees has become a critical driver in our ability to have such positive fundraising outcomes,” said Lindsay MacDonald, executive director. “The positive, life-changing impacts for these children are so important.”
Health Improvements
Healthy Choices, Healthy People... STORIES of SUCCESS

SUCCESS UPDATE: Brandon Glazier—Leading By Example

Last October, Superintendent Brandon Glazier was ready to quit smoking. He and his wife Sarah Glazier, Engineer, were expecting a new family member in a few weeks.

Brandon wanted to be a good role model for his new son and his wife had always encouraged him to quit smoking. Brandon was the first BIW employee to give the 2MorrowQuit App from Jiff a try.

Five months later, Brandon is smoke-free and loves spending time with 5-month old Graydon.

“I had tried to quit several times before but I guess I really needed the kind of support I got from Fit for Life and my family, the 2MorrowQuit App, and a prescription I got from my doctor for a smoking cessation aid,” he said. “I highly recommend a tobacco cessation prescription and giving Fit for Life a call.”

Gary Jordan—Four Years Smoke Free

In the past, Front Line Supervisor Gary Jordan had tried to quit smoking, using every resource available. He used the free patches he got through BIW, tried going ‘cold turkey’, and even went as far as hypnosis. Nothing worked.

Gary persevered, reminding himself that he’d never met anyone who had quit on the first try. After making what seemed like 100 attempts to quit smoking, finally it stuck.

Gary is coming up on his fourth year since he quit, and he couldn’t feel better.

He’s been working with a health coach to stay accountable and mindful of his health. He works out regularly—almost every day—and is able to walk up the stairs without huffing and puffing.

“I’ve got a lot to show for it,” Gary said about quitting smoking. He was able to buy a camper and motorcycles for himself and his wife.

It isn’t easy. He has to work at maintaining the quit every day. But it sure is worth it!

David Harris—Salaried Health Improvement Program (SHIP) Success

When David, Senior Project Manager - Programs, began meeting with a Health Coach in March of 2015, he was primarily interested in receiving the Salaried Health Improvement Program (SHIP) incentive offered by BIW.

“I thought I’d just see her for the four required times and collect my incentive,” he said. As he worked with his coach and started making changes with his eating and activity, he realized he wanted to continue working with her beyond those first few appointments.

“A funny thing happened,” he said. “I began losing weight and feeling much better!”

David’s success came by making changes in his behavior, especially around exercise and nutrition. He is more aware of what he eats and has begun to exercise consistently every week. He uses a Fitbit to track his steps each day. On some days he reaches 18,000 steps!

In addition to losing weight, David saw other improvements in his health.

“My lame knee has healed up. I have been able to cut back on my blood pressure medicine. I have lost a lot of weight and almost seven inches on my waist. I am very glad I started meeting with a Health Coach!”

To get connected to the 2MorrowQuitApp, meet with a coach, or get a salary weight check call 442-3145 or reach out to biwfittforlife@gdbiw.com
Col. “Barney” Barnum: Namesake, Medal of Honor Recipient, DDG 124’s Biggest Fan

The future USS Harvey C. Barnum Jr. has started taking shape at the Harding Structural Fabrication Facility.

The ship’s namesake, Col. Harvey “Barney” Barnum Jr. (Ret.), attended the Start Fab ceremony on May 17. He told the mechanics gathered for the lunchtime event that he was thrilled to be part of the team helping bring the ship to life, and he equated the effort with the heroic battle in Vietnam which earned him the Medal of Honor.

A Marine artillery forward observer in 1965, Barnum rallied a depleted and pinned down rifle company to attack the enemy, coordinated the evacuation of dead and wounded, and ultimately helped take his battalion’s objective.

“We came together as a team that day,” he said. “I happened to be the QB calling the plays that they executed. We came together and overcame 10-1 odds - but we did it as a team.”

Assisted by 47-year BIW employee Don Knight, Barnum used a burning machine to cut the ceremonial first plate of steel.

Barnum said he plans to be a frequent visitor to BIW to watch progress on the Arleigh Burke destroyer.

“We live in a very unstable, a very volatile world today,” he said. “There are enemies out there that want to take down everything you and I believe in. They want to destroy everything you’re doing - building ships that are going to take them on if they cross the line.” Barnum said he is confident DDG 124 will be up to the task of defending the nation.

Harding 2020 . . . BIW’s Structural Fabrication Facility Going World Class

The Harding Structural Fabrication Facility is embarking on a “once in a generation” overhaul to make the production lines more efficient and reliable.

Kevin Mershon, Director of Steel, has been tapped to oversee the effort at redesigning the plant layout and flow of parts and identifying new equipment to install, from cutting machines, to presses to conveyors.

“This plant has never seen that type of capital investment,” he said. “It allows you to get creative. Right now we’re trying to figure out what would be our perfect design.”

Mershon said feedback from mechanics and other plant personnel is essential to making the project work. The team working to design and implement the improvements includes employees from production, materials, industrial engineering, planning, design loft and facilities.

“Everyone gets a chance to bring input and participate in the design of the new facility,” Mershon said.

One of the key challenges is implementing such a massive change without disrupting production.

The first step is under way, with construction of a new 20,000 square foot blast and paint facility which will reduce the amount of preparation needed to complete secondary operations.

“That should save us a lot of time downstream,” Mershon said.

Improvements to the cutting of large plates and small parts and reducing the movement of materials will make the production lines run more smoothly, with fewer stops and starts.

“This will turn us into a factory,” Mershon said. “This won’t be a job shop anymore.”

“Minimizing material moves is really what it’s about,” said Plant Manager Jason Gasper. The investments will help improve schedule, efficiency and throughput. “We need to make the parts as fast as possible” which will allow the facility to expand production, he said.

While still in the planning stages for the most part, the feedback has been positive, “There are a lot of guys here that are very excited about this,” Gasper said.

Improvements are expected to continue through next year.
BIW employees and family turned out in a big way on a gorgeous day as Thomas Hudner (DDG 116) and Michael Monsoor (DDG 1001) were opened for tours on April 7.

With both ships headed for acceptance by the Navy, the shipyard wanted to give employees a chance to show off the great work they have been a part of. There was a lot of pride on display too, by employees and by family members.
Members of BIW’s Advanced Concepts Engineering group attended the first General Dynamics 3D-printing Working Group summit hosted at Gulfstream Aerospace in Savannah, Georgia, March 20–22.

The technology of 3D printing applies layers—plastic or metal—guided by computer aided models to create three dimensional shapes. The printers can create shapes for dimensionally accurate, lightweight components like templates and mocks, housing for electrical connectors or ergonomic tool handles.

3D printed manufacturing aids have the potential to improve safety, cost, weight, lead-time and performance. The low cost of printing materials and the automation of the printers allows quick turnaround of prototypes to ensure the manufacturing aid is the right tool for the job.

Paul Friedman, Senior Principal Engineer, Dave Heath, Advanced Concepts Technologist and Josh Taylor, Production Associate, attended the two-day summit, which featured group discussions, hands-on demonstrations, presentations from industry experts, and a tour Gulfstream’s 3D-printing lab and G650 assembly building.

“The work and knowledge that went into these facilities is literally awesome and clearly sets benchmarks for other GD companies,” Friedman said in a letter thanking the summit’s hosts. Advanced Concepts is working to replicate the Gulfstream process in an effort to make 3D applications available to shop floor mechanics.

The 3D-printing Working Group has collaborated via teleconference for over two years. The recent face-to-face meeting with people from each General Dynamics business unit will help members share knowledge and developing common approaches to accelerate adoption of 3D-printing in our businesses.

Over the past several months, Friedman, Heath and Ken Brill, Project Manager have been working with a group of students from the University of Massachusetts Lowell on their year-long senior research project. The goal of the project was to advance the state of Augmented Reality (AR) applications in support of the shipbuilding manufacturing process.

Augmented Reality is a technology that lets a person with a mobile device, a tablet, phone or even glasses, see the real world but with computer-generated images superimposed on it. For instance, someone working inside a ship compartment with a tablet can “see” pipes or hangars and where they will be installed.

One of the challenges in applying AR to shipbuilding is that it is difficult to be precise enough for Navy Vessels.

The primary objectives of the students’ project were to 1) explore the rapidly evolving state of AR technologies and 2) develop an application for placing virtual “tags” on real-world objects with a location accurate to within one inch.

The students documented the wide range of AR technologies and developed an AR application that met most of the project requirements.

The Capstone students were Marie Terrell, Computer Engineering, Devin Burke, Mechanical Engineering, David Parrott, Electrical Engineering and Alex Mahat, Computer Engineering.

The BIW team will continue to leverage the work of University of Massachusetts Lowell students in ongoing shipbuilding AR research and development.

知有人想轉行咩？我們正在招聘設計師、焊工、機械師等職位。

請前往 www.gdbiw.com/careers 点击“搜索职位”并申请！
Thomas Hudner (DDG 116) returned from Acceptance Trials May 3 flying three brooms after it swept tests of the combat, habitability and hull, mechanical and electrical (HM&E) systems.

The ship was christened a year ago in the presence of its namesake, Medal of Honor recipient Capt. Thomas Hudner. It was scheduled for delivery to our Navy customer in June.

DDG 116 had higher acceptance trials scores for contractor-responsible items, fewer trial cards and a greater level of ship completion at the time of the acceptance trials than our first re-start ship, Rafael Peralta (DDG 115).

“DDG 116 is a Bath Built ship we can all be proud of and I’m proud of the improvements I saw from the prior ship,” said President Dirk Lesko, who was on board for the trials.

The Navy’s Board of Inspection and Survey (INSURV)—which makes sure ships are ready for the Navy to take delivery—said of DDG 116: “The ship was well constructed... clean and well-preserved. Fit and finish was above average.”

INSURV said the ship’s aviation facilities were particularly well-constructed.

“The steering and main propulsion systems also performed very well during in port and at-sea testing.”

Capt. Casey Moton, DDG 51 class Program Manager, PEO Ships, said: “The success of the Bath Iron Works built future USS Thomas Hudner during acceptance trials is a testament to the continued quality and high performance of our Navy’s destroyers. The Thomas Hudner is a very capable warfighter that will be a significant asset to the fleet.”
Team Effort Keeps Trials on Schedule

During pierside testing, the hydraulic piston that changes the propeller pitch on Hull 508 (DDG 116) was threatening to leak oil under extreme conditions. If the problem with the Oil Direction Box (OD Box) wasn’t diagnosed and solved quickly, the ship couldn’t meet schedule for Builders Trials.

A team of outside machinists, riggers and pipefitters worked around the clock with committed vendors and Navy partners to pull off what appeared hardly possible at the outset.

“When it came right down to it, it was whether the ship was going out on trials or not,” said Steven Berry, Hull Test Manager. “There were a few mechanics that went over and above to get the job done.”

The operating crew of John Hardman and Arnie Hall tagged out and disassembled the OD box to troubleshoot, along with the vendor. They found one of the pistons was scored, allowing oil under high pressure to leak past it.

“Mike Carpenter, 09 Mechanic, and the vendor started the disassembly with riggers,” Berry said. “The second shift 09 crew along with D32 riggers completed the disassembly.”

“Procurement/buyer Kim Talbot did a great job in shipping in the new parts and everyone worked to re-assemble and test,” he said. “Pipefitters Derek Riva and Rainer “the German” Wucherer went out of their way to make the assembly happen.”

“The job was basically to support D09 with anything they needed as fast as they could,” said Edward Hunt, Front Line Supervisor, “to not slow them down whether they needed a hanger moved out of the way or a pipe removed from the OD box itself.”

The operating crew tested the system and the ship was cleared for sea 16 hours before departure.

“On trials this system worked flawlessly and the ship returned with three brooms flying,” Berry said.

The success of the Bath Iron Works built future USS Thomas Hudner during acceptance trials is a testament to the continued quality and high performance of our Navy’s destroyers. The Thomas Hudner is a very capable warfighter.

Capt. Casey Moton
Keel Laid for DDG 118

Bath Iron Works celebrated the keel laying of Daniel Inouye (DDG 118) on May 14, signaling a major step forward in the construction of the Arleigh Burke-class destroyer.

Mrs. Irene Hirano Inouye, wife of the late Sen. Daniel Inouye, authenticated the keel plate as part of a ceremony to mark the laying of the keel of the ship named for her husband. Assisted by Frank Wood, a 31-year Bath Iron Works welder, Mrs. Inouye struck welding arcs onto a specially prepared steel plate.

Mrs. Inouye said her late husband worked hard as a long-time U.S. Senator from Hawaii to ensure our military had the best equipment. She said DDG 118 would be a fitting tribute.

“It will really leave a legacy for the senator and for the many things he stood for, most notably the fact that this country believes in democracy and all that we need to do to protect it,” she said.

Keel laying signifies the start of hull integration and the precursor to integration, test and trials. The 3,000-ton keel unit, was moved onto the building ways from the shipyard’s Ultra Hall earlier this year.

Ed Kenyon, DDG 51 Program Manager for BIW, presided over the ceremony. “This unit is a massive example of what we can accomplish here at BIW, with people working together in a great enterprise,” Kenyon said. “Over the coming months, we will continue to apply the knowledge and expertise honed over the decades.”

Sen. Inouye became Hawaii’s first U.S. Representative after it became a state and served in the U.S. Senate from 1962 until his death in 2012.

Before his career in politics, Inouye was studying to be a surgeon but he enlisted in the Army during World War II as soon as the ban on Japanese Americans serving in the military was lifted. He received the Medal of Honor for heroism as a member of the 442nd Regiment during action near San Terenzo, Italy.

Second Lt. Daniel Inouye led his platoon in an attack on a German position on a ridge overlooking an important road junction. He directed his squad through automatic weapon and small arms fire to within 40 yards of three machine gun positions. He crawled toward the nearest machine gun and hurled two grenades, destroying the emplacement. He then stood up and neutralized a second machine gun nest.

Wounded by a sniper’s bullet, he continued to fight at close range until an exploding grenade shattered his right arm. He refused evacuation and continued to direct his platoon until enemy resistance was broken.

Capt. Casey Moton, the U.S. Navy’s DDG 51 Program Manager for PEO Ships, said Sen. Inouye is one of the “public symbols of the generation that had saved freedom for the world.”

“We wish the men and women who sail this exceptionally capable ship the same courageous spirit the late Sen. Inouye embodied.” To those responsible for building the future USS Daniel Inouye, he said: “His heroism must serve as your fence posts while you continue construction of this great ship over the next two years.”

A special keel plate bearing the initials of Mrs. Inouye, ship’s sponsor, will be attached within the ship.

Irene Hirano Inouye, sponsor of DDG 118, stands with 31-year BIW Welder Frank Wood. The traditional Hawaiian leis were provided by Mrs. Inouye.

Crane 16 towers over the keel unit for DDG 118 prior to the keel laying ceremony.
**Snapshot of BIW History** by Andy Toppan

**USS O’Bannon (DD 450)**

*The most decorated destroyer of World War II.*

USS O’Bannon, BIW Hull 191, was BIW’s second Fletcher-class destroyer, launched on Feb. 19, 1942, along with her sister ship Nicholas, Hull 190. The new destroyer was delivered in Boston on June 4, and was commissioned on June 26. Nicholas and O’Bannon were the first of class to be laid down, launched, and commissioned—just ahead of the class leader, USS Fletcher herself.

In the early days of WWII, new destroyers were urgently needed in battle. So after a brief training period, O’Bannon sailed from Boston on Aug. 26, bound for the South Pacific. There she joined Destroyer Squadron 21, which included Nicholas and several BIW-built sister ships, escorting convoys and other warships among the island chains.

Early on the morning of Nov. 13, 1942, O’Bannon was part of a US force that intercepted a much larger Japanese fleet attempting to bombard the contested island of Guadalcanal. The brief close-quarters battle pitted US destroyers against Japanese battleships. The US force was decimated but it succeeded in stopping the bombardment force and protecting Guadalcanal.

Through the remainder of 1942 and into 1943, O’Bannon continued to patrol among the islands of the South Pacific. She sank the Japanese submarine Ro-34 in April 1943, and fought in the Battle of Kula Gulf and the Battle of Kolombangara in July.

In October, O’Bannon engaged in another close-quarters fight at the Battle of Vella Lavella, where she was heavily damaged but did not sink and was able to rescue the survivors from USS Chevalier, BIW Hull 192, which was destroyed in the battle. After temporary repairs, O’Bannon sailed for the United States for an overhaul and a much-needed rest. The respite was short, however, and by March of 1944, O’Bannon was back in the Pacific, where she continued her duties through the fall of 1945.

As the war came to a close, O’Bannon, along with Nicholas and USS Taylor (BIW hull 194), were selected to escort the battleship Missouri into Tokyo Bay for the signing of the surrender documents. O’Bannon was awarded the Presidential Unit Citation and 17 battle stars for her WWII service, more than any other destroyer.

After a brief period in reserve after the war, O’Bannon was modernized and recommissioned in 1951, along with Nicholas, for service off Korea and across the Pacific for wide-ranging duties including atomic tests and visits to allied countries around the region. During the 1960’s her duties shifted to include deployments off Vietnam, escorting aircraft carriers and providing gunfire support for troops ashore.

By 1970, O’Bannon—now approaching 30 years of age—was reaching the end of her life. With the arrival of missiles, advanced electronics, and larger, more capable destroyers, the Fletcher class destroyers slowly passed into history. O’Bannon and Nicholas were together again for their decommissioning on Jan. 30, 1970, and both ships were scrapped soon after.

O’Bannon with BIW-built destroyers Chevalier and Strong in 1943

O’Bannon and Nicholas on the ways

O’Bannon and Nicholas with USS Enterprise in 1968

JPEG Image
Facilities Smoothly Moves 1,500 Employees

An effort over the past year to improve how the shipyard uses office space led to hundreds of employees being relocated. The Facilities Division was able to pull off the moves with minimal disruption to the employees and the important work they were doing.

Last summer, the Facilities Division found that some large buildings had vacancy rates as high as 70 percent. Facilities worked with other divisions to develop a plan to improve building utilization and locate people nearer to their customers and co-workers.

All Engineering Division personnel supporting new construction would be located in the Main Yard and Supply Chain Management would have its own space. By consolidating personnel, the company reduced BIW’s footprint.

Paul Chase, Facilities Section Manager, joined with John Grant, Senior Project Engineer, Greg Shambarger, Project Engineer, and Ellen McIver, Admin II, Engineering, to work through the complex details of the move and develop a floor plan. The first move was Sept. 11, when a number of offices within the MSC were relocated and where people from the Office Annex and Old Navy Building were moved to the MSC.

“We started meeting as a core team weekly after that first move to the MSC had issues,” Chase said. “It really helped us to make sure we were all on the same page and knew what we needed to do in the next moves.”

By November, moves internal to North Stores had started in earnest. The first groups moved from CROF to North Stores on Dec. 9.

“It was brutally cold that weekend,” Kristal Lake (D20) remembers. “Bob Spicer, Darryl Ricker and Christine Gagne (all D20) and I had an assembly line going from the truck to the elevator so we could just try and keep warm.”

Moves continued on the weekend in order to support the needs of Engineering, and movers only had three weekends off over the duration of the project. There was an average of 70 people moved each weekend and on one weekend, 90 employees were relocated.

The LS7 team, led by Front Line Supervisor Carl Ferris, moved all the boxes and furniture and deserves much of the credit for the project, said Steve Colfer, former Facilities Director.

While the moves were happening, the Old Navy Building and the Office Annex—some of the oldest office areas in the shipyard—were getting extensive renovations before receiving the Materials Division. The new space was ready by March 10.

On April 14, the last group moved from CROF to its new home at North Stores.

In all, approximately 1,500 people from five divisions were moved along with more than 6,000 boxes of materials, all while sticking to the original time frame. Space usage increased in each building to almost 100%.

“In the Engineering Division, we are really excited about how the move went,” said Tim Glinatsis, Vice President of Engineering. “Co-locating the Engineers and Designers who are working in a given discipline allows them to quickly and effectively work through issues they might encounter without being ten miles apart. We are already seeing the positive impact this has on our products, and anticipate even further collaboration moving forward.”

“I’m particularly appreciative of our teammates in Facilities,” he added, “who were willing to give up their weekends for months on end in order to accomplish this move.”

Scott Blackburn, Vice President of Supply Chain and Quality said, “In my 42 years here, I’ve moved I don’t know how many times. This was not even remotely close to any of the previous moves. I think it went fantastic. Good job to all involved.”
Future Workers Get New Training Facility

BIW has kicked its training programs into high gear with a new training facility in Brunswick as it seeks to hire more than 500 new employees in the coming year.

BIW is leasing a 32,000 square foot industrial facility at the former Brunswick Naval Air Station. The facility has been outfitted with a plasma cutting area, a 10-ton gantry crane, a blast and paint facility and a hot work booth as well as areas to train with a condo lift and with a forklift.

The first class of shipfitters started at the end of April. They worked on honing their skills in shop methods, tack welding, blueprint reading and building small mock structures.

“Along the way they’re learning all kinds of stuff, like hand tool safety and the importance of PPE,” said Bill Quimby, Senior Training Supervisor. As they progress in their training, students eventually are given a simulated work package and assigned a job on a large training unit, hanging bulkheads and putting up foundations.

After six weeks, the trainees can take their place on the deckplates.

“It provides the students the opportunity to focus on learning the skills of shipbuilding, from the best shipbuilders in the world,” said Murlyn Greenleaf, Senior Instructor.

“Our training team is fantastic. The instructors are the best, world class shipbuilders you can find,” he said.

Longtime Volunteer and BIW Sandblaster Heads State Panel

John Portela, Sandblaster at Harding and veteran co-chair of the BIW United Way Campaign, is also leading the Maine Commission for Community Service, the state panel charged with promoting and supporting volunteer efforts in the state.

Portela was first appointed to the commission by Gov. John Baldacci in 2009 then reappointed by Gov. Paul LePage. Commissioners voted him chairman in 2016. He believes in the ability of volunteerism to help those who benefit as well as those who do it.

“I think it’s part of the fabric of who we are as Americans,” he said recently. “There are literally tens of thousands of people doing this. It strengthens our communities.”

At a recent meeting, Portela was helping to present awards at the 32nd annual Governor’s Awards for Service and Volunteerism for outstanding volunteers and volunteer programs across the state.

“He’s been the leader. He’s been the face of the commission,” said the commission’s executive director, Maryalice Crofton. In addition to presiding over meetings and representing the commission at official functions, Portela also helps set strategy for the commission.

Portela has served on the United Way board of directors as well as guided United Way campaigns at BIW. The work on the commission is less hands on but does help others get involved.

The commission supports volunteerism statewide with technical assistance, training and making grants as well as funding AmeriCorps programs.

Volunteerism in Maine represents $1 billion worth of donated in-kind labor. Studies also have shown that communities that have healthy levels of volunteerism are more resilient in the face of challenges like natural disasters, Crofton said.

“Volunteerism is a huge benefit to the state of Maine,” she said, adding that Portela’s work on the commission helps support that.
In Remembrance

David Allen
September 12, 2017
45 Years
Designer, 1st Class

Lyndon Bruce Manson
January 3, 2018
22 Years
Planning Tech

Rodney Earle McKenna
January 27, 2018
26 Years
Shipfitter III

Sharon Elizabeth Morton
January 29, 2018
43 Years
Electrician III

David Sawyer Faulkingham
February 10, 2018
19 Years
Materials Handler III

Edward Florence Murray
February 10, 2018
19 Years
Materials Handler III

Stanley Frank Webb
February 10, 2018
43 Years
Designer, 1st Class

Milton Chelsey Kinney
February 28, 2018
7 Years
Matl Clerk, Single Craft

Service Anniversaries

February

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Dept Name

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35 Years

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30 Years

Michaud, Daniel Jon
Pouliot, Kevin Ronald
Kane Jr, Cecil Walter
Arsenault, Thomas Edward
Balmer, James Glenn
Friss, Ralph Gordon

5 Years

Kinsella, Jesse Ray
Hinkley, Jennifer Lee
BIW UW Donations Help 23,000

BIW employees received a special shout-out at United Way of Mid Coast Maine’s recent annual meeting for their generous giving.

Board Chair Nancy Jennings thanked everyone who gave to last fall’s campaign and said over 23,000 people were helped to better lives because of it.

“To our thousands of donors . . . you are what makes everything we do possible. And when we say ‘United Way’ did something, we really mean—you did it!” Jennings said.

United Way’s focus on early childhood, basic needs, and health was praised by the meeting’s speaker, Steve Bailey, Director of the Maine School Management Association.

“United Way donations and work are critically important in supporting the students and families in our communities,” he said.

JUNE 2018 19
BIW Honored for JMG Support

Bath Iron Works was presented the “Above & Beyond Award” at the annual Jobs for Maine Graduates (JMG) Career Development Conference at Thomas College on March 27 in appreciation for the shipyard’s dedication to Maine’s students and the state’s future.

Accepting the award for BIW was Andrew Bond, Vice President of Human Resources, who told the 650 high school students attending that they are a key part of BIW’s future.

“This year alone, we will hire over 500 people. Over the next five years we expect to hire more than 2,000 people for positions like welders, shipfitters, tinsmiths, electricians, designers, engineers, planners, buyers, accountants, security officers, firefighters and even nurses,” Bond said.

“BIW is a small city with a lot of different skill requirements,” he said. “We need people that want to work hard and are willing to invest in themselves to develop skills and a career.”

Bond said it is important young people have opportunities that allow them to stay in Maine and also essential that employers have access to a skilled workforce.

“I’m very proud to be a Maine native from Millinocket telling you that Maine is a wonderful place to live and raise a family with many opportunities,” he said.
Retirees

February

05-00 Aaron B. Scott
41 Years, 3 Months
Section Manager

08-00 John E. Hobson Jr
40 Years
Front Line Supervisor

15-00 Henry E. Medford III
30 Years
Pipefitter III

15-00 Ronald C. Lane Sr
31 Years, 5 Months
Pipefitter III

24-00 Lani K. Flaherty
41 Years, 3 Months
Senior Buyer

24-00 Tommy C. Aceto
36 Years, 1 Month
Senior Buyer

27-00 Keith A. Black
38 Years, 11 Months
Preservation Tech III

32-00 James E. Clancy Jr
40 Years, 4 Months
Yard Rigger III

81-00 Peter A. Barrett
39 Years, 10 Months
Material Handlers III

March

10-00 Lawrence E. Andrews
40 Years, 9 Months
Assistant Foreman II

10-00 James H. Babineau
30 Years, 8 Months
Front Line Supervisor

19-00 Scott R. Smith
38 Years, 7 Months
Electrician III

20-00 James A. Martin
37 Years, 7 Months
Maintenance Electric & HVAC III

40-00 Martin H. Furlong
30 Years
Associate Engineer

50-00 Michael W. Morin
36 Years, 8 Months
Shipfitter III

82-00 Edith G. Bailey
34 Years, 8 Months
Technician, 1st Class

86-00 Stephen C. Harvey
41 Years, 11 Months
Designer, 1st Class

87-00 Peter R. Lachance
44 Years, 6 Months
Designer, 1st Class

87-00 Marjorie C. Hawkes
29 Years
Designer, 1st Class

April

07-00 Thomas R. Fairhurst
39 Years, 1 Month
Machinist III

10-00 Normand L. Richard
26 Years, 3 Month
Area Supervisor II

15-00 Gregg A. Cederlund
43 Years, 8 Months
Pipefitter III

15-00 Raymond D. Cournoyer
35 Years, 11 Months
Pipefitter III

17-00 Darryl J. Daley
30 Years
Tinsmith III

19-00 Stephen W. Stevens
38 Years
Electrician III

19-00 Stephen J. MacDonald
30 Years, 3 Months
Electrician III

20-00 Scott A. Carpenter
40 Years, 2 Months
Maintenance Mechanic III

20-00 Lindsey L. Meader II
44 Years
Maintenance Mechanic III

20-00 Leo R. Gagne
39 Years, 2 Months
Maintenance Mechanic III

27-00 Richard I. Clark Sr
40 Years, 3 Months
Preservation Tech III

27-00 Richard A. Temple
36 Years, 1 Month
Preservation Tech III

27-00 Guy R. Blanchette
29 Years, 6 Months
Preservation Tech III

27-00 William A. Baker
38 Years, 9 Months
Principal, Engineering

45-05 Victoria R. Sylvester
30 Years, 3 Months
Administrative Technician

45-05 Kevin P. Manter
44 Years, 7 Months
Administrative Technician

50-00 Dale S. Ricker
35 Years, 8 Months
Shipfitter III

50-00 Gilbert O. Austin
36 Years, 8 Months
Shipfitter III

81-00 Leslie H. Black
41 Years, 4 Months
Material Handlers III

82-00 Douglas J. O’Donnell
38 Years, 8 Months
Sr Manager, Project Engineer

86-00 Glenn D. Cutcliffe
37 Years, 7 Months
Designer, 1st Class

86-00 Janice A. Hamilton
30 Years, 3 Months
Designer, 1st Class

86-00 Mark F. Martin
11 Years, 5 Months
Designer, 1st Class

87-00 Jeffrey R. Lallier
41 Years, 5 Months
Designer, 1st Class

91-05 Stephen A. Hollenbeck
10 Years
Planning Tech

91-05 Matthew O. Thompson
35 Years, 9 Months
Planning Tech

91-05 George S. Vassill
40 Years, 8 Months
Planning Tech
Two separate collisions involving DDG 51s occurred last summer. Now, those two ships that are urgently needed as part of the fleet are being repaired to the design and schedule laid out by BIW’s Planning Yard.

The Navy needs those ships and keeping repairs on schedule is essential, says Tom Guth, Design Supervisor in BIW’s Planning Yard.

“The Navy has two more ballistic defense ships in their plan and right now they’re shorthanded,” he said. “In order to get us back to where we were before the collisions there is no time to waste.”

USS Fitzgerald (DDG 62), was damaged June 15, 2017 near Japan and is being repaired in Pascagoula, Mississippi. USS John S. McCain (DDG 56), was damaged Aug. 21 near Singapore and is being repaired in its home port of Yokosuka, Japan.

In each case, a team of BIW engineers, designers and supply chain personnel are in place to make sure the repairs go according to plan and on schedule.

As the primary shipyard in charge of maintenance availabilities on DDG 51s, BIW activated engineering teams immediately after the collisions. They flew to Asia to inspect the damage and begin planning repairs.

The freshly damaged ships can be challenging to get around in, and pose unusual safety hazards. Some spaces were off limits because they were full of sea water. In those cases, designers knew the entire compartment needed to be replaced.

Soon, they were putting together drawings and marking up new construction drawings.

“What we have to do is assess what needs repair and replacement,” Guth said. “Then we start putting together our engineering plan—how we’ll accomplish it, how long it will take, how many people it will take, and what work do we have on our plate that needs to get moved aside so we can take on this additional number one priority.”

One of the immediate challenges in the very humid weather of Japan is that mold is instantly a problem. That means one of the first tasks is removing insulation, bedding and anything else soft that will become mold infested with the ship’s ventilation to damaged areas cut off.

Obtaining materials for the repair poses its own challenges, which become increasingly acute as the end of the design phase approaches.

“You can have the best drawings in the world—no problems, absolutely perfect—but if you don’t have materials you can’t do anything,” Guth said. “There are some valves that have a 48-week lead time. If it takes a year to get a valve, they need to know now, especially when the Navy wants the ship back in the fleet in a year.”

Rear Adm. James Downey, who oversees the maintenance of all non-nuclear Navy surface ships, visited the Church Road Office Facility in Brunswick recently to check in on repair plans for the two Bath-built ships and remind employees how important the work is.

“The fact that both are ballistic missile defense ships is very important for national security,” Guth said. “That’s what we do every day. We deal with ships out there in the fleet protecting our national interests.”
Vets Find a Home at BIW

At its employer recognition in Westbrook on April 19, Maine’s Hire-a-Vet program presented BIW with an award for its efforts at recruiting and hiring veterans for positions at the shipyard.

Accepting the award for BIW was Jonathan Mason, Director of Human Resources.

BIW currently employs 839 veterans at all levels of the company and has hired 90 through the Maine Hire-a-Vet program, he said.

“Veterans bring specific traits, skills,competencies, training, and experience to the table,” Mason said, adding they come from a culture built for mission accomplishment, have ingrained leadership habits and work independently and as part of a team.

“As BIW looks to fill our talent gaps in the future, veterans will be a key focus of our talent acquisition strategy,” he said.

Auta Main, the state’s Veterans’ Program manager, thanked the Human Resources team at BIW for their efforts during the 2017 Hire-a-Vet campaign, including Tammy Jawdat, Kate Griffin and Cynthia Lobikis. Over the year, the statewide campaign helped 154 companies hire 275 veterans.

Building ships for the Navy offers veterans a direct tie-in with the armed forces. That was one of the qualities that attracted James Webster, a BIW Principal Project Manager, who was a featured speaker at the event.

Webster served 10 years as an Army officer and Blackhawk helicopter pilot but decided recently it was time for him and his family to settle down.

“I knew that I wanted my new career path to have purpose,” he told the gathering. When he learned about an opportunity at BIW, he remembered visiting Maine as a child in the summers and watching Arleigh Burke destroyers going to sea. “If I wanted to live in Maine, and do meaningful work, Bath Iron Works was where I wanted to do it . . . wearing a uniform is not the only way to make a difference.”

Maritime Museum Unveils BIW Exhibit

Maine Maritime Museum on May 19 opened its newest exhibit - BIW: Building America’s Navy.

At a special ceremony, BIW employees raised flags to formally open the attraction, which was dedicated to three past BIW presidents: James F. Goodrich, William S. (Pete) Newell and William Haggett, who with his wife Sally cut the ribbon opening the exhibit.

“These three men led the company at critical points in its history and also contributed significantly to our national defense, to our local community, and to Maine Maritime Museum,” said Amy Lent, the museum’s executive director.

Larkin Hall, a Machinery Tech with five years at BIW, was one of the early visitors. He said even as an employee he learned a lot from the exhibit and particularly liked the DDG 51 touch screen showing information about ship spaces.

“Of course I recognized people from the film,” he said and he appreciated the trivia questions that appear in between showings of the movie which traces the shipyard’s history.

Chris Timm, museum curator, said it was no easy task capturing the breadth of the shipbuilding operation. “It’s an immense challenge to present one of the most complex pieces of technology and engineering in the world in a mere exhibit,” he said. But it’s a worthy goal.

“Every single day BIW overcomes challenges through innovation, problem-solving, and by delivering the seemingly impossible,” Timm said. “This is an inspiring story to share—after all, if the small city of Bath, Maine builds the best ships in the world—which it does—isn’t anything possible?”
The leadership team for the Hardings Structural Fabrication facility held a ‘barn raising’ on June 9 to benefit Twin Villages Foodbank Farm in Damariscotta. The Farm grows fresh food for area food banks and pantries. Find out more at: twinvillagesfarm.org