

**GENERAL DYNAMICS**  
Bath Iron Works

# BIW NEWS

September  
2018

*BIW's  
Bird's Eye View*

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# Jon Fitzgerald, Vice President General Counsel BIW Forever Linked to McCain Family's Heroic Legacy

For many Americans, the recent passing of Sen. John McCain was a time to reflect on the life of an American hero and his courage, integrity and patriotism. For those of us at BIW, it was also an opportunity to reflect on how the McCain family is connected with what we do here at Bath Iron Works.

For me and many others here at BIW, that connection is personal and a source of pride, knowing we have fellow employees, family members and friends who worked or served on one of the two USS McCain destroyers that were built here in Bath.

In the days after McCain's passing, I went to photographer **Mike Nutter**'s office in hopes of finding a picture of my father with Sen. McCain at the launching of DDG 56, USS John S. McCain, in 1992. Not only did he come up with a photo of my father and the senator, but Mike created a video tribute to McCain and to the ship's namesakes, McCain's father and grandfather, both major figures in U.S. naval history.

As I watched and re-watched the video, it reinforced the fact that the historical connection between the McCain family and the BIW family is strong and special; generations of BIW employees have dedicated years of their lives to building the ships that bear the McCain name.

Thousands of BIW employees know that our purpose is to build ships for the US Navy, and for the sailors who are staking their lives on our dedication to doing our jobs well. We come to work each day with their safety and the security of our nation at the forefront of our minds.

Former President Dugan Shipway was asked on more than one occasion to compare working at BIW with other Maine employers. He would respond: "When you look back over your life, wouldn't you want



to see these ships and know that you had a part in building America's Navy?"

The answer is clear to those of us who take pride in Bath-built ships, whether you are a first generation BIW employee or come from a long line of shipbuilders.

In his farewell message to the nation, Sen. McCain shared the ideals of "Bath Built" even though he was not specifically talking about our shipyard:

*To be connected to America's great causes—liberty, equal justice, respect for the dignity of all people - brings happiness more sublime than life's fleeting pleasures. Our identities and sense of worth are not circumscribed but enlarged by serving good causes bigger than ourselves.*

There are so few places in America that do what we do and generations of Maine citizens have been doing it for over 100 years. While L.L. Bean may rightfully take pride in having produced boots worn by Boston Red Sox legend and avid outdoorsman Ted Williams, or special edition boots to commemorate the Sox most recent World Series championship, the BIW family, past and present, are honored to be forever linked to the McCain legacy.

That legacy is grounded in our service to good causes bigger than ourselves. The work we do here at BIW serves a higher purpose. Working together, we can continue that tradition for another 100 years.

*Jon Fitzgerald is Vice President General Counsel at General Dynamics Bath Iron Works. He received his law degree at the University of Maine School of Law and his undergraduate degree at Boston University. Prior to joining Bath Iron Works in 2002, Jon was an attorney at a Portland law firm where he concentrated on litigation and government affairs, including representing BIW.*

*Fitzgerald is a native of Bath and a third-generation BIW shipbuilder. His grandfather was a guide on the Allagash River who moved to Bath from Aroostook County in 1938 to take a job as an unskilled helper in the Shipfitting Department. His father was former BIW Chief Executive Officer Duane "Buzz" Fitzgerald. Jon serves on the boards of the Maine Chamber of Commerce and the Alford Scholarship Foundation and was the founding chairman of Maine Huts & Trails. When he is not working or on the sidelines at one his four kids' field hockey, soccer or lacrosse games, you can find him at Sugarloaf or somewhere on a boat chasing striped bass.*



# SAFETY HUB



*By Ron Lessard*

*Learning about safety is part of the job.*

**RON LESSARD** returned to BIW to become Director of Environmental Health and Safety in May. He previously served as BIW's Manager of Safety and Health Operations between 1991 and 1997 before leaving to become a safety consultant. He is a Certified Industrial Hygienist and Certified Safety Professional and sits on the Board of Directors for the Maine Indoor Air Quality Council.

## MTG Replacement Shows Value of Field Level Risk Assessment

Congratulations to everybody involved in the replacement of MTG1 on hull 603, an incredibly complex project completed without injury, in part because of mechanics and supervisors doing ongoing risk assessment at the job site.

The replacement required us to move an eight-ton turbine through a tight, intricate pathway using complicated rigging that could only be attached to the turbine at very limited locations. It required specialized tooling that had to be re-engineered as the design of the project evolved over time.

There was significant potential for serious injury or fatality if something went wrong. After months of planning and engineering, removal of the “old” turbine, affectionately known as “The Starter” and installation of the new turbine, “The Closer,” took about a week to complete.

Pre-task risk assessment was key to the safe execution of this project. Formal risk assessments were performed during the planning stage of the project and the team relentlessly pursued ways to minimize risk to the mechanics who would perform the replacement.

Informal field-level risk assessments were performed on the deckplates throughout the removal of The Starter and installation of The Closer. Hard hats of all colors provided critical expertise to



the risk assessment process at all stages of the project.

Field-level risk assessments help supervisors and employees to identify and eliminate hazards as they arise in their immediate work areas. We tend to perform field-level risk assessments for very difficult jobs like the MTG1 replacement but we haven't yet integrated them into our everyday operations.

**Dan Nadeau**, Director of Ground Assembly, is piloting a field-level risk assessment process in his area. Supervisors are working with their crews to identify and eliminate hazards in their immediate work areas throughout the day and mechanics have been reporting positive results. When asked his opinion of this process, PO2 Electrician **Todd Orcutt** said it is working well. “I think it's important for the mechanics to share information with the company to keep the jobs safe and productive.”

Formal risk assessments are a valuable part of BIW's safety management strategy but in order to achieve the next level of safety performance, we are working to integrate field-level risk assessment into our daily activities throughout the shipyard. To use a football analogy, formal risk assessment can move the ball down the field to the 20 yard line but we need field-level risk assessment as a red zone strategy to get the ball across the goal line.



# BIW NEWS

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

## COMMENTS AND SUGGESTIONS ARE WELCOME

Forward to David Hench at Mail Stop 1210 or by email at david.hench@gdbiw.com.

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Sign up (web address below) to receive automatic messages regarding emergent matters, including facility closures  
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### BIW REC ASSOCIATION

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

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General Dynamics Bath Iron Works

On the cover: An aerial picture of Crane #11 shot with BIW's new drone. (See P.6)

# EMPLOYEE SPOTLIGHT

## TRACY DALESSANDRIS



Title: **Front Line Supervisor**

Been with BIW since: **1998**

Department: **Planning**

### TELL US A LITTLE ABOUT YOURSELF?

I live in Litchfield with my husband Gary and dog Garland. We have three children—Nathan, Ariel and Miranda—plus three grandkids, Jase, Corey and Rhiver. It is very loud when everyone comes over.

### DESCRIBE YOUR ROLE AT BIW?

I have been a Designer on the LCS program, EO2 on the 51's, Design Supervisor for DDG 1000 PVLS Units, P10, Shipfitter (my favorite), EO2 Hookup Supervisor and now Production Control in Planning where I run the Rapid Action Team for 604. The Shipfitting job was my favorite because of the people I worked with on my crew, an amazing group; of course, being able to work with the kind of tools I did, especially welding and plasma cutting; and knowing I was helping to build the base of the ship that everyone else needed to do their jobs.

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

Working with the Rapid Action Team daily to clear hurdles and help the ship continue to move forward.

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

Trying to get everyone on the same page when it comes to priorities. We are a big company with multiple sub-companies inside it and sometimes it is a handful to get them all to agree on what needs to be done first. It always works out in the end.

### DESCRIBE YOUR HOBBIES?

I love snowboarding. I was on the BIW Race team while my kids were growing up but stopped after my husband's heart attack/stroke. I still snowboard religiously with

my daughters, just no racing, and I have taken up mountain biking and hiking with Garland, a shepherd/husky mix.

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

My table saw, lol. It was a Christmas present from my husband last year. I love it and I have so many projects in the works. I built tables for my raised garden beds and I'm working on corn hole sets for the kids, shelving for the shed and cutting the barn board for my shiplap wall. I just have to find time to finish everything I want to do.

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

I listen to Rob Zombie and Dropkick Murphys. Most people look at me and would never expect me to be a punk/heavy metal fan.

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

Anne Rice and any book she writes. I also love classic sci-Fi, monster or horror movies made before 1975—basically anything with Christopher Lee, Bella Lugosi, Vincent Price and of course Godzilla.

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# NAVY TAKES

## Commissioning set for Dec. 1 in Boston

Following a ceremony on the fantail of Thomas Hudner (DDG 116), Cmdr. **Nathan Scherry** and his crew took over operations on the Navy's newest destroyer.

Bath Iron Works delivered Thomas Hudner (DDG 116) to the Navy June 15.

"This is a Bath-built ship," DDG 51 Program Manager **Ed Kenyon** told the gathering. "That means it was built and tested by a team of the world's best shipbuilders and the world's best supervisors of shipbuilding."

The future USS Thomas Hudner is the 36th Arleigh Burke destroyer BIW has delivered to the Navy.

On Dec. 1, the ship officially joins the U.S. fleet as it is commissioned in Boston.

Cdr. **Keith Manning**, Representative of the Navy's DDG 51 Program Manager, recalled the bravery, loyalty and dedication of the ship's namesake and how that relates to the ship and its crew.

"His spirit has transcended from BIW's

# DELIVERY OF DDG 116



Cdr. Keith Manning, the Navy's DDG 51 Program Manager's Representative, congratulates Cdr. Nathan Scherry following a delivery ceremony on the 116 fantail.

mechanics and tradesman who built and tested this fine vessel to you, the ship's crew to continue Thomas Hudner's life of devotion and service," Manning said.

Cdr. Scherry also honored Capt. Hudner, a Medal of Honor recipient who spent his career in the service and involved in veterans services.

"He cared about one thing only, and dedicated his entire life after 1950 to that alone—taking care of our men and women in uniform, his family."

Men and women involved in the ship's construction were on hand for the ceremony.

"This is pretty cool," said **Christian Gagne**, a member of the Shipfitter Erection Crew that worked on DDG 116. "It shows what we're actually building it for. It puts it all in perspective. It gives you pride in your work."

The commissioning of DDG 116 is free and open to the public. To get an invitation, go to: [usshudnerddg116.org](http://usshudnerddg116.org)

# USS Power's Crew Sees Ship's Birthplace

A group of sailors who served on USS Power (DD839) gathered in Bath recently to catch up, share sea stories and learn how we build modern destroyers.

USS Power was a Gearing class destroyer built by BIW (our Hull #259) at the end of WWII, back when we were delivering two ships a month. The reunion was for crew who served onboard at any point during the ship's life from 1945 to 1977.

**Sean McLeod**, Lead Yard Services Manager, **Costas Pashos**, Sr. Principal Project Manager, and **Chris Fisher**, Principal Program Manager, met the group for lunch prior to giving them a rare look inside the shipyard. "These guys were fun loving, full of life, and had a great time learning about shipbuilding the way we do it today," Fisher said.

During the visit, the group asked great questions, only stumping their guides once (Costas is researching the process of hull riveting so that he can get an answer back to them in short order).

During the sea story segment of the



Bath visit, Harry Classon Jr, 86, told a harrowing tale of a collision at sea during night maneuvers between USS Power and USS Midway (CV 41). Significant damage was sustained by the much smaller destroyer, but she made it safely home and into a graving dock for repairs thanks to the crew's skill and the quality built into the ship by the men and women of Bath Iron Works. (At this point glasses were raised to the shipbuilders of BIW).

At the end of the day, the visitors presented the BIW crew with coins bearing the insignia of USS Power.

"It was inspiring to see guys so proud of their ship—our ship—that they are still making and handing out coins with her crest and motto more than 40 years after she was decommissioned," Fisher said.

# BIW Photog Gets Wings

BIW photographer **Mike Nutter** recently added a new tool to his photo and film arsenal—an unmanned airborne vehicle, commonly known as a “drone.” While it’s not quite the exhilarating ride he gets hanging out of a helicopter to film sea trials, the new skill does give him a fresh, airborne perspective on the shipyard—and leads to some great photos.

## What Kind of license do you need to fly a UAV?

If you’re just flying drones as a hobbyist then you do not need to get any special certification. If you’re going to get paid, then you fall under commercial use and you have to be licensed by the FAA.

**What are the benefits of having a UAV?** Each time you use a helicopter you pay around \$1,200 per hour start to finish. You could burn \$2,400 to spend 20 minutes over the shipyard. Hiring a licensed UAV operator can be \$500. You can buy the new DJI Phantom 4 Pro V2, three spare batteries and a case for around \$2,400. Also, I can fly any time without having to schedule aircraft or a drone operator.



BIW Photographer **Mike Nutter** pilots the company’s new drone while taking some good natured ribbing from Firefighter **John Best**. The cover picture of this issue was taken with the drone.

## What are the challenges flying here?

Cranes, buildings, ships are most certainly a factor when flying. The steel structures confuse the drone’s compass. That’s also why you can’t take off from the ground here because of all the rebar under the asphalt. I have a plastic table that’s about 3 feet tall. I can take off from that without having to calibrate the compass. You have to be careful between buildings especially if the wind is 10 mph or more. The wind twists and roils between buildings and can result in a “can-yoning” effect that can bring a drone down.

## Any mishaps?

One of the LiPo batteries for our UAV exploded and burned. The batteries and the drone were in the case we purchased for it—totaled the whole system and burned my studio pretty bad. It was called Mike’s BBQ

Pit for a while. Now I put each battery in its own explosion proof/fire proof bag and stow them in a flammable liquid storage locker.

## How do the pictures compare to shooting from a helicopter?

A drone is shore bound and we do get nice images and angles we wouldn’t otherwise. The drone camera is amazing. It’s a 20 megapixel camera that also shoots 4K video. You can also get closer to a subject with a drone that you can ever hope to with a helicopter.

Out to sea, our ships are “strutting their stuff” and you can’t get that with a drone. The pilots we fly with can position the helo in front of the ship, then going ‘full tilt boogie’ backwards allow me to film the business end of an awesome Bath-built destroyer underway.

It’s free, it’s confidential and it can be a great resource...

**EMPLOYEE ASSISTANCE PROGRAM (EAP) HOTLINE  
442-3479**



Whether it’s stress, substance abuse, family issues or other life challenges, there are resources that can help you and those you care about.

BIW Year To Date Safety Performance			
Company Safety Metric	2018 YTD	Top 2 Watch Items	Overall Trend
Recordable Incident Rate Goal: 6.5	12.80	<b>Body Part:</b> 1) Hands 2) Knees	Red Circle
Lost Time Incident Rate Goal: 1.9	3.10	<b>Behaviors:</b> 1) Eyes on Path 2) Heavy Lift / Forceful Exertion	Red Circle
Safe Site Program Goal: 96%	96.1%	1) Trip hazards 2) Poor Housekeeping	Green Circle
Personal Protective Equipment Goal: 98%	96.9%	1) Hard Hat Usage 2) Hearing Protection	Yellow Circle
Safety Roadmap Level 4	7.0%	1) Active Caring 2) Housekeeping	Red Circle
Good Catch Program Average per Week: 107	3630	1) Housekeeping 2) Risky Behavior / Poor Judgement	Green Circle

# North Ultra Dominates on Improved VLS Load

Shipbuilders in North Ultra wanted to avoid having to move the 3000 unit of DDG 118 outside to load the VLS units then back inside for additional outfitting, a project that requires the borrowing or costly leasing of self-propelled modular transporters (SPMT).

**Josh Botting**, Structural Engineer, proposed fabricating a jig to enable the modules to be installed inside North Bay of Ultra Hall without having to move the unit onto Land Level. The jig allows the VLS modules to be raised higher than the height of the crane itself.

But that meant certain trades would need to make up valuable time that was devoted to designing and implementing the new process.

“There is very little buffer built into erecting the Ultra 3000 Units and getting the VLS and adjacent combat spaces ready for the VLS loadout,” said **Ronald Smith**, Sr. Supervisor, Planning, referring to the time budgeted for the project.

After loading the VLS modules and aligning and bolting them, shipfitters and welders had to get compartment closing plates installed and welded to make it water tight prior to ship out, a commitment that had been made to our Navy customer.

“Shipfitters did closing plate pre-fit while outside machinists bolted the modules. Welders welded the plates over three



shifts in about a week - record time,” said Manager **Chris Medeiros**.

“Each person in this entire weld crew has less than four years in the shipyard and I wanted them to be exposed to a big, time sensitive job and all performed very well,” said **Dana Richardson**, Manufacturing Trade Process Coordinator. “We put down over three hundred pounds of welding wire with minimal weld pick-up. Nice job weld crew.”

“The shipfitters did a remarkable job setting up the VLS trough work that gave the welders a chance at meeting the deadlines,” Smith said. “They made it, giving outside machinists the chance at swapping out all the coaming bolts with pipefitters completing the trough drains.”



“All trades pulled it out in the end” Smith said. “VLS was watertight and we translated out to LLTF on plan.”

## Ray Vachon Honored as Distinguished Welder

The American Welding Society last month selected Ray Vachon for its 2018 Distinguished Welder award.

The 40-year BIW welder learned of the honor shortly before his death from an illness on Aug. 18.

In the letter nominating him for the award, Chief Welding Engineer **Nick Evans** praised the quality of Vachon’s work as one of the team that welds V-groove butt joints for the most critical

pipings systems on destroyers, welds that are subject to x-ray inspections.

“Among this select group of welders, Ray is the leader of the pack,” typically welding hundreds of joints without an inspection failure, Evans wrote in the Aug. 1 letter. “My records show that his longest run was 745 joints (6 years) without an x-ray failure. He may have had longer runs than that but my records only go back to 1995.”

Vachon would lose sleep when one



of his welds failed inspections, Evans said.

The high productivity and quality standards Vachon set elevated the performance of those mechanics working around him. “It’s because of Ray (and others like him) that BIW has the ‘Bath Built is Best Built’ reputation for building quality ships,” Evans said.

## Health Improvements

# See a doctor anywhere, anytime with MDLIVE

**Patti Rethi**, Senior Human Resources Generalist, was sick on a Friday night last winter. Her doctor's office was closed and she really didn't feel like waiting at the walk-in clinic. She opened her MDLIVE app that she had signed up for through Jiff, and decided to have the next available doctor call her (she also had the option of choosing a specific doctor after reading about them on the app). Ten minutes later she had an MDLIVE phone appointment where the doctor made a diagnosis and sent a prescription to her local pharmacy. Thirty minutes later, she was able to pick up her prescription. Within one hour and for a total cost of only \$54.28 on the PHAP plan for both the "visit" and the prescription, she was done. "It was super-easy, super-fast, and a lot cheaper than if I had gone to the doctor's office!" Rethi said.

You can't predict when illness will hit. But you can get medical care at a moment's notice with MDLIVE—your lower-cost, 24/7 connection to medical and behavioral health care. *(Available to employees and dependents on a BIW health plan).*

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“ My eye infection was treated from a conference room in five minutes. ”

- General Dynamics employee

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GENERAL DYNAMICS MDLIVE

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Register now so that if you ever need it, MDLIVE is ready for you to use. And you get points in Jiff—Healthy Rewards for registering.

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Access MDLIVE at [www.mdlive.com/gd](http://www.mdlive.com/gd) or through Healthy Rewards powered by Jiff on your Android or iPhone or at <http://app.jiff.com> using your web browser. If you are activating your Jiff account for the first time, enter **Wellness** as your Jiff Token and set up your account. Then click the MDLIVE logo found in the

programs listed on the "Explore" tab.

When registering for MDLIVE, enter "Bath Iron Works" in the Employer field and your Cigna ID number (found on your medical card) in the Subscriber ID field.

Once you are registered, you have MDLIVE available to you whenever you need it and wherever you are located. It's great for kids away at college with pink-eye, calling from the vacation hotel room when you are coughing, or from the comfort of your own couch at home when it is snowing outside and you don't feel well.

Need help with Jiff? Contact Jiff support at [support@jiff.com](mailto:support@jiff.com), or call (844) 432-0032.

# BIW Team Threads Needle to Replace 15,000 Pound Turbine

After a routine inspection found damage to the fan blades of one of the two main turbines on DDG 1001, the Navy decided the Rolls Royce engine needed to be replaced.

The massive piece of equipment – weighing more than three Ford F-150s – was located more than 40 feet below the ship’s main deck. Measuring 16 feet long and more than 7 feet in diameter, the 15,000 pound turbine needed to be guided through a series of twists and turns, up 80 feet to the O3 level and then back down to the main deck, down passageways and finally to the flight deck. And it needed to be done safely.

**Brian Detwiler**, lead engineer for the project, said extracting the turbine is made more complex by the stealthy shape of the ship. “It was noted many times that this ship poses the most complex turbine extraction in the Navy fleet.”

The original plan was to control the turbine’s movements at all times using a system of heavy-gauge rails and steel wheels, each wheel weighing slightly in excess of 200 pounds. When the engine

had to turn or pivot, the wheels would have to be changed to fit a different set of rails. Each change, in tight quarters with a suspended load, involved risk. Sometimes those changes needed to occur 20 feet in the air on staging 12 inches wide.

Members of the rigging crew led by **Richard Geary** and **Steve Midgley** suggested removing a large section of the rails and rotating the turbine within the engine compartment and within the intake while it was suspended from the crane hook before reentering the rail for the remainder of the intakes

“We thought we could do the engine change safer, quicker and more efficient-



ly if we removed the intake rails until we were ready to begin the entry into the main deck and bring the engine through the Bolted Equipment Removal Plate (BERP) opening,” said **Joe Scribellito**, Principal Program Manager. “Our riggers are extremely well versed at handling heavy loads in tight spaces. They were confident they could make the engine turn inside the engine room without having to use rails.”

The complete route was planned out using lasers to create a precise simulation to make sure it would work. Then a plywood mock was used to test the system. Two teams of between 30 and 40 BIW employees covering two shifts were directly involved with the replacement.

The entire project required extensive hazard risk assessment with manufacturing working hand in hand with Director of Environmental Health and Safety **Ron Lessard** and his team.

The plan, dubbed ‘option B’, was approved after analysis by BIW engineers, Rolls Royce representatives and ultimately SupShip.

“We were able to reduce the number of wheel changes from eight to four and more



*(continued on page 10)*

## BIW Team Threads Needle *(continued from p. 9)*

importantly perform those changes in a much safer location,” Scribellito said. “The whole point behind option B was to reduce risk to the people and also to reduce risk to the equipment and the ship. The takeaway is to be able to listen to what mechanics and technicians say on the deckplates.”

The painstakingly cautious move spanned two shifts a day for multiple days. The turbine was raised up beyond the BERP opening leading to the replenishment path, then rails, referred to as roller coasters, were used to guide it down and through the narrow opening. “The fit was so tight that the turbine missed the ship structure by only one inch top and bottom,” Detwiler said.

Once in the replenishment path, the MTG was floated on pads that create a

cushion of air like hovercrafts allowing four shipfitters to push it along through the passageway, through the helo hanger and onto the deck, in some cases clearing ship structure by inches.

“The virtual reverse of this was done to get the new turbine back into the enclosure in the engine room,” Detwiler said. “The project’s success was a direct result of the teamwork and dedication of people throughout BIW and the Navy.”

Geary said at times it was aggravating. Something wouldn’t fit and



engineers would have to go back and come up with a new approach. But once the plan was in place, they completed the job in a timely manner.

“Like I told my crew when we got done, as much as you guys dicker and disagree, when it comes down to it you all put your differences aside and work together as a team,” he said. “I was pretty proud of them.”

## HARDING 2020: Next Step, Purchase Equipment

The once-in-a-generation investment in the Harding structural fabrication facility in East Brunswick has moved into the procurement phase. Mechanics, supply chain specialists and the project team are reviewing hundreds of design specs and other factors to identify which equipment is best for BIW.

From the new blasting machine to burning tables, conveyors to large plate cutting machines, each piece of equipment is being scored on how well it meets BIW’s needs for accuracy, reliability and capacity. While cost is a factor, it only represents a portion of the scoring.

“The number one criteria is the technical performance—is the equipment capable of doing what we need it to do and process the way we need it to process” said **Kevin Mershon**, Director of Steel, who is leading the project. The equipment also is being scored on reliability and maintenance, project schedule, installation requirements, on-site testing and training, warranty and service.

The team projects that the improvements will shave time at each stage of the process—from blast and paint, to large plate cutting, to small parts and back up

structure—while also including state of the art safety features.

The upgrade to Harding is not just purchasing new equipment. It is fundamentally focused on improving product flow through the facility, increasing efficiency.

The project team is working closely with the experienced mechanics who operate the machinery. Those mechanics have traveled to other manufacturers to talk to their counterparts about equipment performance and reliability.

“Employee involvement is greater than in the past,” said **Mike Barker**, a Material Handler with 30 years of service at BIW. “It is important to include the employees that conduct the operations to have a say in new tools and processes.”

“It’s not little changes we are doing,” he said. “It is many large changes and we need to make sure we get it right. If we get it right, we’ll have a much better future.”

Contractors already have broken ground for the new blast and paint facility, where the equipment and conveyors will be under cover and integrated with the Harding cutting area conveyor system. The company plans to have all new equipment installed by the end of next year.



*Mike Barker, Material Handler, stands in front of one of the storyboards describing the changes coming to the structural fabrication facility. Barker said new burning machines will be welcome and new conveyors should help material flow.*

“Once we get all the equipment on order and we get firm designs and delivery dates, we can start the foundation engineering,” Mershon said, “then we really start getting this implementation plan down to a science.”

## News from other General Dynamics Business Units

# New Gulfstream Jet Sets Records, Earns Certificates

The new Gulfstream G500 recently wrapped up a world tour, flying nearly 130,000 nautical miles, stopping at 44 cities and visiting 18 countries on six continents in seven months. The tour demonstrated the G500's tremendous reliability and maturity while showcasing its exquisite interior and streamlined flight deck to customers around the world.

"Our confidence in this aircraft and its capabilities is reflected in our willingness to take a fully outfitted flight-test aircraft all around the world, so customers can see firsthand its quality, craftsmanship and technological innovation," said Mark Burns, president, Gulfstream. In addition to completing its world tour, the all-new aircraft also finished the flying requirements for certification and was soon after issued its type certification and production certificate by the FAA.

During the tour, the G500 set 22 city-pair speed records, including flying from West Palm Beach, Florida, to Seville, Spain, in 7 hours and 4 minutes at Mach 0.90 (90 percent of the speed of sound, or



690 mph). At Mach 0.90, the G500 has a range of 4,400 nautical miles or 5,063 statute miles.

As continued proof of its high-speed performance, the aircraft also set flight records for Van Nuys, California, to Kona, Hawaii, in 4 hours and 52 minutes; Englewood, Colorado, to White Plains, New York, in 2 hours and 56 minutes; Toronto to Savannah, Georgia in 1 hour and 42 minutes; Chicago to San Jose, California, in 3

hours and 34 minutes and Shannon, Ireland to Savannah in 7 hours and 2 minutes.

The first G500 will be delivered to a customer later this year.

Gulfstream Aerospace Corporation, a wholly owned subsidiary of General Dynamics, designs, develops, manufactures, markets, services and supports the world's most technologically advanced business-jet aircraft.

# GD Land Systems Upgrading U.S. Battle Tanks

The U.S. Army has signed a delivery order for General Dynamics Land Systems to upgrade 100 more M1A1 Abrams Main Battle Tanks to the state-of-the-art M1A2 System Enhancement Package Version 3 (SEPV3) configuration.

The delivery order is part of a contract signed in December 2017 through which the Army can upgrade up to 435 M1A1 Abrams tanks to the M1A2 SEPV3 configuration. The update features technological advancements in communications, reli-



ability, sustainment and fuel efficiency, plus upgraded armor.

Work on this delivery order will be performed at Land Systems locations in Scranton, Pennsylvania and Tallahassee, Florida, and at the Joint Systems Manufacturing Center in Lima, Ohio, the only operational tank plant in the country.

Land Systems is a business unit of General Dynamics. General Dynamics Land Systems provides innovative design, engineering, technology, production and full life-cycle support for land combat vehicles around the globe.

# BIW TURNS OUT FOR... *Master Shipbuilder Open House*

**B**IW shipbuilders welcomed their families and friends to the shipyard for lunch, live music and activities—all in celebration of our 40-year Master Shipbuilders.

This year, 131 people marked 40 years with BIW, a tribute to their dedication and to the important work they do.

“Their stewardship of our reputation and commitment to our customers has created opportunities for thousands who have followed,” President **Dirk Lesko** said as he congratulated the honorees during a ceremony and presented them with a gift in appreciation for their years of service. “Over and over again they have proven no one builds a better ship for fewer hours... It is the people of this shipyard that makes Bath Built Best Built.”

The Open House featured activities for all ages—face-painting, kiddie rides, live music and informational booths explaining the many different jobs that are involved in building and maintaining Navy ships. The crew of the future USS Thomas Hudner (DDG 116) graciously opened their ship for tours.





*“It was really great that my family was able to finally enter the ‘inner sanctum’ of BIW after all these years and get a glimpse of the mysteries of our world. They were in awe of the scale of our construction processes and they really appreciated the crew of H508 opening their home to all the visitors.”*

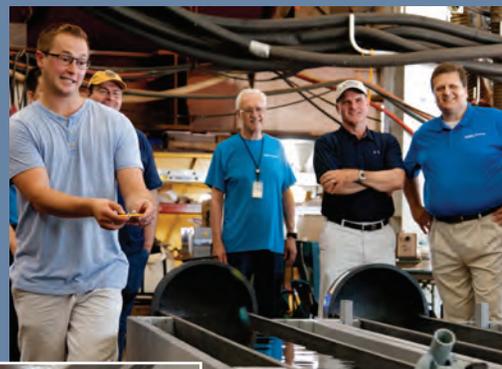
**Bill Frith**, Deck Plate Planner, 40-year Honoree



## SMALL BOATS, BIG FUN

### “Honey I shrunk the destroyer”

#### Geiger Cup Races



*(From right) President Dirk Lesko alongside former BIW President Jeff Geiger and Manager Steve Tarpy as Conner Olsen, IT Mobility Architect, maneuvers his boat.*

The Master Shipbuilder Open House was the setting for the latest installment of the Geiger Cup races, with model boats competing in speed and accuracy.

Racing in troughs created by cutting a pipe lengthwise, the boats also tried to shoot a ping pong ball through uprights using a mousetrap for propulsion. The engines were small hobby motors powered by AA Batteries.

Competitors and onlookers gathered inside PO2 with retired BIW Ship Superintendent **Dana McIntire** serving as master of ceremonies.

Team RMA (**Matt Callahan** and **Marshall Cole**) came in first, each winning \$300 Marriott gift certificates. Team Maggie and Sarah (**James Rochette** and **Robert Bolster**) was second, bringing home Bose SoundLink Waterproof Speakers.

Most BIW Iconic went to Control-Alt-Elite (**Gregory Milligan** and **Conner Olsen**) with DDG Interns (**Benjamin Ingraham**, **Riley MacLeod**, **Peter LaMagna** and **Sean Hughes**) taking second.



## From the Fleet - Jason Dunham (DDG 109)



Sailors stand night watch on the forecastle of the Bath-built destroyer USS Jason Dunham (DDG 109). In August, the ship's crew seized 2,521 AK-47s from a boat in the Arabian Sea which was bearing no national flag. Jason Dunham is deployed to the 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the western Indian Ocean and three strategic choke points. (U.S. Navy photo.)

## BIW Wins Lead Yard Services Contract

The U.S. Navy this summer awarded BIW a contract to continue providing lead yard services for the DDG 51 Arleigh Burke-class destroyer program.

The contract is valued at \$49.8 million for the first year with four option years which would bring the total value of the contract to \$304.8 million.

Bath Iron Works is the lead shipyard and design agent for the class and since 1987 has provided design and technical assistance for upgrades and major changes to the two shipyards currently building DDG 51-class destroyers.

# Pearl Harbor crew not the only ones wearing tropical threads

Looking for a blast of color? Try swinging by North Stores on a Friday during good weather.

You're bound to find a bunch of folks in the Engineering Division sporting a tropical assortment of Hawaiian shirts.

"It's been several years, maybe 10 or 15 years now," said **Kurt Stinson**, a Senior Principal Project Manager and dedicated participant. He said he doesn't have a particular favorite among his shirts, though there are some so colorful they generate comments inside and outside the gates.

"I like to mix it up. I try not to repeat any during any particular year," he said, sporting a floral pattern heavy on the pinks and purples. "I have a collection of about 40 or so. My wife thinks it's an illness. Some people just have one. That's fine."

**Stephen Ehle**, an Electrical Engineer, on a recent Friday was wearing a shirt with



Photo Caption: Front row, from left: **Kenny Foster, Chris Keswick, Terry Lewis, Gene Andelman, Kurt Stinson, Cody Gawle, Richard Hasie, Bob Dundas**. Middle row: **Jeff Warren, Tuan Truong, Dave Flanagan, John Stasolla, Attapol Sookma, Ellen McIver**. Back row: **Ron Cormier, Kent Leavitt, Richard Bois, Steve Ehle, Drew Moskevitz, Alex Parenteau**.

a nautical motif—red and white anchors and life rings on a field of blue.

"I just think it's a great way for Electrical (Engineering) to come together," he said. Ehle came to BIW from Electric Boat in time for the cold weather uniform—"Flannel Fri-

day."

He doesn't have quite the island wardrobe that Stinson does. "I only have two," which seems perfectly adequate for a New Englander.

# Snapshot of BIW History by Andy Toppan

## *USS Buchanan (DD 131)*

*Buchanan served three navies and met her end on an unprecedented, no-return mission.*

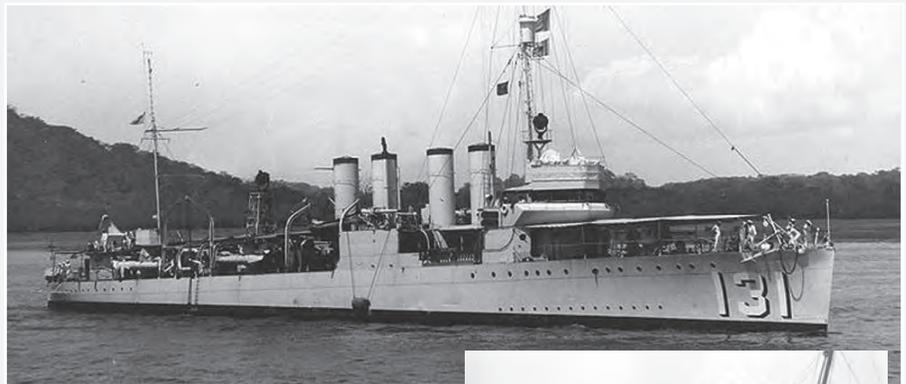
**U**SS Buchanan, BIW Hull 78, launched on Jan. 2, 1919 and delivered 18 days later, was one of 11 Wickes and Clemson class “flush deck” destroyers built at BIW during the World War I era. But it would be World War II when Hull 78 was the centerpiece of a daring scheme to hobble the Nazi fleet.

The “flush deck” class, numbering 273 ships in all, formed the bulk of the US destroyer force between the wars. Displacing around 1,200 tons, Buchanan was armed with four 4-inch guns and a heavy battery of twelve 21-inch torpedoes.

Joining the fleet just as hostilities concluded, Buchanan saw typical peacetime service, initially assigned to San Diego and cruising with the Pacific Fleet. With a surplus of war-built destroyers available, Buchanan was placed in reserve from 1922 to 1930 then alternated between active service and periods in reserve from 1930 to 1939.

Buchanan’s career took a more interesting turn in late 1939, when she transferred to the Atlantic Fleet and joined the Neutrality Patrol. This assignment saw the destroyer patrolling off the U.S. East Coast to protect U.S. interests and report the location of combatant ships before the United States entered WWII.

In late August 1940, with the United Kingdom in dire need of additional warships, the US and British governments concluded a bases-for-destroyers deal. In exchange for 50 old “flush deck” destroyers, the US received land to build naval and air bases in Canada and other British possessions in the Americas. Buchanan was among the ships to be transferred, and she immediately sailed for Halifax, Nova Scotia, where she was decommissioned and



*USS Buchanan as part of the U.S. Navy fleet.*

transferred to the Royal Navy on September 9, 1940.

Upon recommissioning as HMS Campbeltown, the old destroyer was assigned to patrol and convoy escort duties, including a period assigned to the Royal Netherlands Navy. Late in 1941 she was selected for her final mission, a bold raid on the German-held port of St. Nazaire, France. The audacious plan called for the destroyer to ram the gates of the largest drydock on the German-controlled Atlantic coast, to prevent its use by the Germans. By eliminating a critical repair facility, the British hoped to deter convoy raiding expeditions by German warships including the powerful battleship Tirpitz.

For this risky mission Campbeltown was modified to resemble a German torpedo boat, and her bow was packed with explosives. On the night of March 26, 1942, the destroyer and a flotilla of small craft boldly sailed into the port of St. Nazaire, bluffing their way past German harbor defenses. In the final minutes, as the Germans opened fire on the



flotilla, the Campbeltown accelerated to full speed and rammed directly into the drydock gates.

With timers set on the explosives aboard Campbeltown, commandos scrambled ashore to attack other facilities in the port, and her crew began a risky escape by small craft. The explosives packed into the old destroyer finally detonated the next day, demolishing the drydock gates, putting the dock out of action for the remainder of the war. Campbeltown was destroyed as well, and her remains lay in the drydock for months afterwards.

The raid succeeded, though at the cost of 169 British sailors and commandos killed and 215 captured. The feared battleship Tirpitz never sailed to attack convoys, and remained hidden in Norwegian fjords until it was ultimately destroyed by British bombers.



*Renamed HMS Campbeltown when it joined the British Navy, BIW Hull 78’s final act was destroying a German drydock. This photo (and inset photo above), taken March 27, 1942, are from German Navy archives.*

# United Way 2018: *United We ALL Win!*

Whether it's supporting a safe place for at-risk teens to hang out after school, helping to provide affordable, life-saving medications or ensuring tax help for seniors, United Way is improving thousands of lives—work that is only possible because of the generous support of BIW employees.

BIW's 2018 United Way campaign is underway and shipyard workers make up almost half the funding for the Mid-Coast chapter.

One of those workers who has had a longtime relationship with United Way and especially the Oasis Free Clinic is **Steve Cornish**, a Materials Handler and Local S6 Campaign Co-Chair.

"I am committed to changing and saving the lives of thousands of people through my leadership giving and volunteering," Cornish said. "BIW's United Way campaign is the most effective way to do so!"

United Way works with dozens of non-profit groups to provide improved health and economic stability for people of all ages and to help children get the best start in life.

"The United Way uses this money to fund 35 to 40 agencies across the Mid-



United Way board member **Pat Thomas**, Vice President, Programs; Loaned Executive **John Portela**, Sandblaster; Campaign Co-Chair **Bob Murray, Sr.** Principal Project Manager; Local 7 Representative **Danny Loudermilk**, Planning Tech; Local 6 Representative **Steve Cornish**, Materials Handler; and IGA Representative **Harland Stanley**, Plant Security.

coast area," said **Bob Murray, Sr.** Principal Project Manager and one of the co-chairs of the campaign.

Facing a multitude of needs, the United Way identifies which organizations and initiatives have the biggest impact and most need the funds, said **Karen Race**, Project Manager, a campaign co-chair.

The United Way also provides guidance for the people doing the work to help them be as effective as possible.

United Way of Mid Coast Maine kicked off its campaign Sept. 13, setting a goal of \$1.75 million.

## PDP's Get Involved Outside the Gates

The Professional Development Program (PDP) Class of 2019 (**Greg Milligan, Chandler Dundas, Bobby McCluskey, Olivia Plaisted, Joe Kelly, Josh Mansir, & Josh Cuff**) has continued their development outside of work by actively giving back to the community they became a part of this past year.

Members of the class have been involved in coordinating food deliveries and working shifts at the Bath Area Food Bank (BAFB), collecting donations for disaster relief, and raising funds for Big Brothers and Big Sisters of Bath/Brunswick (a United Way-supported program), among other community service activities. Olivia was even asked to sit on the BAFB's Board of Directors!

The PDP is an intense two year rota-

tional program centered on learning and leadership development. Through community service, Class of 2019 has learned the importance of genuine personal connections, respect, and humility; values they will carry with them as they develop into future leaders throughout the company.

Members plan to stay involved with the community, notably BAFB, where PDP classes are representing BIW in the 3rd annual Walk to End Hunger this September, a fund raising drive in January, and multiple volunteer shifts at the food pantry. The Bath



PDP Classes of 2019 & 2020, from left: **Mike Lawrence, Chandler Dundas, Greg Milligan, Bobby McCluskey, Olivia Plaisted, Ryan Gilley, and Bezie Tesson-Legnine**

Area Food Bank relies heavily on the support from the local community and truly appreciates the help they receive from Bath Iron Works employees.



# Service Anniversaries

## January

Dept	Name
<b>50 Years</b>	
81	Gowell, Gregory Alan

## February

Dept	Name
<b>30 Years</b>	
86	Bowman, Eric Roger

## May

Dept	Name
<b>45 Years</b>	
20	Arsenault, Tony Lee
<b>40 Years</b>	
05	Fisk Jr., Edwin Eugene
10	Flaig, Daniel James
10	Masse, Dennis David
15	Murphy, Michael Wayne
20	McPhee, Daniel Albert
20	Albert, Michael Odina
20	Varney Sr., Stephen Ralph
27	Overlock, Doreen Louise
43	Vachon, Raymond Gerard
43	Gray Jr., Joseph Bartholomew
50	Driscoll, John Wayne
51	Libby, David Lee
80	Mailloux, Arthur Dennis
81	Ryan, Michael John
<b>35 Years</b>	
81	Skillin, Phillip Eugene
86	Foley, Martin Curtis
87	Hoffman, Kevin Francis
<b>30 Years</b>	
06	Karass, Mark H
07	Ouellette, Claude Francis
10	Benedict, Andrew Leo
10	Olson, Ricky Henning
15	Allen, Todd Lester
15	Boyker, Robert Bruce
15	Stretton, Laurence Alfred
15	Wasson, Wayne Alan
17	Curtis, Timothy Gerald
17	Drouin, Richard Emile
17	Mitchell Jr., Jon Stafford
17	Smith, Egbert Harris
17	Peabody, David Shawn
19	Turcotte, William David
19	Watson, Theresa Lynn
19	Poulin, Richard William
19	Millett, Timothy Albert
19	Lane Sr., Timothy Phillip

Dept	Name
19	Parsons Jr., Parker Eugene
19	Daigle, James Richard
25	Greenman, Timothy Zack
27	Trott, Phillip Daniel
27	Jones Jr., Bobby
27	Rodrigue, Marc Andre
32	Thompson, Durward Erroll
32	Cyr, Albert Joel
43	Greenlee, Scott Dale
43	Intermont, Scott Peter
43	Gilchrist, David Albert
50	Gary, Jennifer A
50	Morton, Richard John
50	Pulk, Randall Jason
66	Lundevall, Jay Edward
66	Spaulding, Jeffrey Wayne
81	McCulloch, Curtis Alan
81	Palmer III, Lawrence Waldron
82	Langlois, Beth Ann
82	Young, Douglas James
86	Rhoten, Roger Alan
86	Castonguay, Mark Neal
86	Michaud, James Peter
87	Lowell, Craig Edward
87	Doyon, Peter Leon
87	Charest, Daniel Paul
87	Lewis, Rian Earl
87	Flanagan, Sylvia F.
<b>20 Years</b>	
05	Mohan, Kenneth Charles
06	Charles, Eric Edward
10	Smith, Scott Earle
10	Melanson Jr., Terry Stephen
26	Chase, Corey Dean
32	Beaulieu, James Edward
32	Stade, Harold
40	Parker, David Michael
43	Trott, Timothy Alan
43	Shaw, Bruce Lee
43	Curtis, Donald Leverage
43	Guarino, James Richard

Dept	Name
50	Tobias, Duane Anthony
62	Totman, Thomas Harold
69	Morse, Kevin Douglas
<b>15 Years</b>	
10	Fox, Torrance Shane
10	Tebben, Christopher J.
10	Gilman, Evan Andrew
19	Odom, Russell Oliver
19	Bohunicky, Patricia Adrianna-Jean
19	Whittemore, Robert Lee
43	Jacobs, Stacey Marie
43	Spear Jr., Joseph Torrey
43	Colby III, Willis Clark
43	Parks, Daniel George
43	Whitcomb, Jonathan Edwin
66	Pushard III, Richard Loring
<b>10 Years</b>	
01	Friedman, Paul Daniel
10	Garcia, Jose Luis
40	Willertz, Daniel Edgar
40	Turner, Marc Allen
40	Ross, Dustin Lee
49	Lobikis, Cynthia S
71	Duguay, Ruby Lynn
86	Therrien, Janice Ann
<b>5 Years</b>	
07	Beale, Andrew Chandler
09	Brown, Brandon Lyle-Frost
10	Metten, Hans Robert
10	Martz, Clint Brad
10	Whitelaw, David Robert
10	Porter, Christopher Ken
10	Boucher, Adam Robert
17	Dennison, Ronald Eugene
17	Bonn, Craig Anthony
17	Handy, Terry Romaine
17	Leavitt, Shawn Patrick
17	Carpenter, Samuel John
17	Laprise, Benji Albert

Dept	Name
17	Laplante, Kevin Roger
17	Peters, Matthew Thomas
19	Moser, Cory Joseph
19	McDevitt, Joshua Isaac
19	Burgess, Calvin, Norman
19	Olivares, Jacob Joseph
19	Sevey, John Thomas
19	Veit, Michael Mark
19	Engelbert, James Francis
19	Lape, Alan Lewis
19	Aube, Michael Raymond
19	Wight, Cameron David
19	Stone, Kurt Douglas
19	Carter, Troy Andrew
19	Goodwin, Douglass Robert
19	Bindbeutel, Henry, Frederick
20	Mack, Gerald Richard
27	Landry, Steve Armand
27	Bedard, Christopher Thomas
27	Bellefleur, Jami Caitlin
30	Kenney, David James
30	Warner, Kevin James
30	Carver, Weston Charles
32	White, Justin Donald
32	Doherty Jr., William Alan
32	Stodder, Jason Allen
32	Burnham, Paul Arnold
32	Hannan Sr., James Leroy
32	Prosser, Kory James
43	Burgess, Michael John
43	Perry II, Vernon P
43	Clark, Shane Edward
43	Robbins Mitchell Hugh
43	Shaw, Dustin Thomas
43	Plaiisted, Nicolas Scott
43	McIntyre, Derek Paul
50	Piper, Randy Brooks
50	Moore, Josia
50	Mason, Daniel Albert
81	Cole, Lucas Anthony
81	Ormsby, Joshua David
91	Tome, Michael Christopher



## Service Anniversaries

### June

Dept	Name	Dept	Name	Dept	Name	Dept	Name
	<b>50 Years</b>				<b>10 Years</b>		
86	Atkinson, Gerald Edward	81	Chadbourne Jr., Philip Larry	01	Simpson, Ian Robert	19	Hopper, Michael, Charles
		81	Goldmann, Edward Patrick	05	Cohen, Stephen Mark	19	French, Gary Lee
		84	Stevens, Robert Bruce	08	Miller, Jeffrey John	19	Costigan, Dylan Michael
	<b>40 Years</b>	86	Umberhind, George Erlon	10	Stevens, Thomas Christian	19	Davidson, Charles Benson
19	Parker Jr., Harold Francis	86	Burkhardt, Gerald David	53	Douglass, Ashley Erin	19	Nickless, Mathew John
50	Murphy, Daniel Kenneth	94	Parsons, Kimberly Jayne	84	Ostermann, Keith William	19	Cropley, Sonya Ann
52	Graziano, Frank Mario			90	Weisheit, John Joseph	19	Hall, Christopher Walter Leonard
			<b>25 Years</b>			19	Collins, Michael Anthony
	<b>35 Years</b>	10	White, Steve Arthur		<b>5 Years</b>	19	Winn, John Thomas
81	Fournier, Terry Gabrielle			06	Fugere, Charles Robert	19	French, John Austin
86	Colucci, Angela Jean		<b>20 Years</b>	06	Milliken, Eric Harry	20	Cosgrove, Shawn David
97	West, Brent William	10	Lozano, Luis C	06	Malloy, Christopher Michael	25	Duguay, Kurt David
		40	Weiblen, Shawn Aaron	07	Taylor Jr., Stanwood Brown	26	Maccio, Domenic Peter
	<b>30 Years</b>	43	Welsh, Timothy Joseph	09	Smith, Shane Lawrence	27	Franklin, Joseph Ezra
05	Pelletier Jr., Donald Richard	43	Blair, Douglas William	10	Denson, Samuel Fred	27	Justice, Joshua Brooks
10	O'Neal, Michael Edward	43	Havlicek, Gary Francis	10	Field, Steven Robert	27	Burpee, Michael Stephen
15	Young, William Blair	50	Lovell, Phillip MacKay	10	Pierce, Jeremy Percy	30	Dawkins, Orville Dale
15	Poissant, Robert Andre	50	Chaney, Merle Lowell III	10	Whitman, Mark Craig	32	Weatherbee, Jason Lee
15	Halpin, Timothy Frank	50	Welner, Richard Dana	10	Hall, James Gregory	43	Gosse, Palmer David
15	Chateauvert, Glenn Evan	53	Andrew, Frederick Morgen	10	Jordan, Gary Michael	50	Hertel, Richard Dudley
17	King Jr., Robert Buswood	57	Toppan, Andrew Clark	15	Stickney, Ramsey Cote	50	Ackley, Joshua Daniel
17	Lynch, Kevin Brian	86	Chen, Julie Y	15	Charest, Joshua Ryan	50	Duguay, David James
17	Chapman, Scott Anthony	99	Locke, Paul Gregory	15	Cooper, Matthew Ryan	50	Dodge Jr., Carl Adams
17	Sharples, Kurt Lewis			15	Tibbetts, Dylan Christopher	50	Pinette, Craig Ronald
19	LaPointe, David Robert		<b>15 Years</b>	15	Small, Dustin Lee	50	Chamberlain, Shawn Thomas
19	Whittier, Daniel Preston	10	McKay III, Robert Carrol	17	Therrien, Jacob Matthew	52	Bull, Peter Robert
19	Benner, Nathan Winston	20	Riddle, Stephen Matthews	17	Pushard Jr., Richard Loring	62	McFadden, Kevin Theodore
19	Poulin, Glenn Scott	43	D'Amour, Charles David	17	Robert, Steven Lloyd	69	Callan, Logan McKay
19	Gagne, Richard Donald	43	Wiers, Christopher Lou	17	Hujara III, Thomas Martin	81	Hart Jr., Daniel Paul
27	Holsomback, David Wayne	50	Roglitz, David W	17	Lundevall, Kevin Arthur	91	Soule, Geoff
27	Denonville, Gary Maurice	57	Kenney, Mark William	17	Willigar, Justin Noel	91	Chubbuck, Jessica Mae
40	Taylor, William John	86	Reynolds, Stephen Edward	19	Cunningham, David William	91	Cressey, Lorraine Brenda
50	Labonte, Maurice Clem	86	Bragdon, Jamie Michael	19	Hodgdon, Heather Colby	91	Lyons, Thomas Joseph
50	Nolon Jr., Richard Austin	87	Gelineau, Seth Daniel	19	Clukey, David James		
50	Hoskins, Bradley Peter			19	Pomerleau, Christopher Lee		

# Cloutier Elected to Coatings Board

**Robert Cloutier**, a manager in the Paint Department's Coatings and Corrosion Group, was recently elected to the board of governors of the Society for Protective Coatings (SSPC).

Cloutier is a 38-year employee who has been involved with all aspects of surface preparation, marine coating application, specifications, process development, training and inspection. He also serves as the Vice Chairman of the Surface Preparation and Coatings Panel for the National Shipbuilding Research Program.

"Bob has attended and worked on many SSPC conferences, panels and training opportunities during his career here at Bath

Iron Works," said **Peter Lockwood**, Sr. Process Control Engineer. "This most recent accomplishment endorses Bob's breadth and depth of knowledge when it comes to coating system surface preparation and applications."

The SSPC's goals are "to inspire learning, advance knowledge, and elevate performance in the industry through training, certification, and education of the work force, communication of advances in technology, and promotion of the use of protective coatings."

Cloutier started his BIW career in the paint shop as a laborer. He moved up through the trade to supervisor, assistant

foreman, superintendent and paint shop process control.

"It's an honor to represent Bath Iron Works around the country, working closely with the US Navy, NAVSEA, as Vice Chairman of the NSRP and now on the Board of Governors of the SSPC," Cloutier said.



## July

Dept	Name	Dept	Name	Dept	Name	Dept	Name
	<b>40 Years</b>						
09	Plouff, Jeffrey Frank	50	Clowes, Drace Mitchell	86	Andelman, Gene Edward	19	Lavoie, Jason Paul
15	Cunningham Jr., Damon Earle	50	Clark, Lance Edwin			19	Moreau, Jonathan Andrew
15	Fitzpatrick, Michael Steven	66	Turner, Daniel David		<b>15 Years</b>	19	Packard, Meagan Elizabeth
40	Dyer, Scott Edward	66	Buzzell, Celia Ardean	10	Hiles IV, Francis Jaques	19	Seaman, Michael Joseph
40	Levesque, David Emile	69	Merrill II, David Michael	20	Johnson, Brian Dwight	19	Winslow Jr., Jerry Lee
52	Michaud, Rodney Lee	80	Wyman, Kevin Philip	20	Bernier, Timothy Scott	19	Duncan, Brian Francis
86	Martin, Michael Frank	81	Bisson, David Scott	43	Dustin, Matthew Jaymes	19	LaPointe, Leo David
87	Bryant, Douglas Melvin	81	McFadden, Scott William	43	Swearingen, Jacob	19	Guillereault, Craig Roland
		82	Stevens, Gary Allen	43	Cressey Jr., Donald Llyod	19	Hester, Joseph C.
		87	Bilodeau, Timothy Raymond	50	Boulet, Gregory Robert	19	Litchfield, Allan Morrill
				50	Cost III, William Thomas	19	White, Richard Michael
	<b>30 Years</b>		<b>20 Years</b>	50	Mank, Shawn Franklin	19	Davis, James Dudley
06	Patterson, Matthew Todd	09	Farrington, Jeffrey Dale	50	Ouimette, Robert Roger	27	Sylvester, Sean Parker
07	Hinson, Steven Michael	09	Blasingame, Donald Herman			27	Norzow, Norman Tyler
07	Cotton, Ray Everette	10	Miller III, Eugene Rodefild		<b>10 Years</b>	27	Beaule, Tyson Samuel
07	Duguay Jr., Gerard Nester	10	Liberty, Robert Eugene	10	Grover, Richard Allen	27	Ames, Cody Nathaniel
10	Groder, William Linwood	10	Morris, Hale Bennett	51	Bubar, Brandon Gray	27	Carver, Brent Merile
10	Waterhouse, Ian Shane	10	Murphy, Donald James	82	Gaudette, Lisa Ann	30	Nieves, Wesley Sheldon
10	Libby Jr., James Alexander	19	Brochu, Gregory Marcel	84	Averell, Michael Harold	32	Seigars, Gerald William
10	Harper, Daniel Bryan	20	Kelley Jr., Leonard Charles			43	Kirk, Michael James
15	Dumond, Mark David	26	Coro Jr., Kenneth Herbert		<b>5 Years</b>	43	Harrington, Travis Dean
15	Paine, Randall Bruce	26	Alexander, John Karrick	07	Mills, Matthew Tyler	50	Waltz, Brian Leslie
15	Racine, John Albert	30	Bowen, Timothy Eugene	07	McRobbie, Andrew Scott	50	Knizeski, Maxfield Richard
17	Russell, Bradley Eugene	40	Wyman, Jerod Lee	07	Bluteau, Joseph Thornton	50	Mackie, Justin Kevin Lee
19	Moore, Matthew Arden	43	Bilodeau, Michael Stephen	07	Manson, Jordan Timothy	50	Kotow, Jonathan Nickolas
19	Quirion, Timothy Raymond	43	Bartshe, Michael Alan	07	Schools, Kevin John	50	Martin, William Richard
27	Joseph, Eugene	43	Hanson, Darren Eric	09	Yee, Muh-Tsyr	52	Reny, Christopher Gene
27	Savage, Jeffery Scott	50	Greenleaf, David Lee	09	Gregory, Derek Edwin	62	Lavers, Mason W.
27	Kennedy, Theodore Wayne	50	Aube, Mark Ronald	09	Rines, Patrick Neal	66	Lachance, Alicia Alice
32	Young, Cory Lee	50	Small, Jonathan Edwin	10	Warren, Darrell Roger	69	Condon, Shawn Albert
32	Chase, William Byron	50	Levesque, Jason Paul	10	Tarpy, Joseph Clark	80	Whitt, Kristian Raymond
43	Ashby, Robert Stanley	50	Bickford, George Lee	15	Krook, Ryan George	80	Pomeroy, Alan Shaw
43	Rancourt, James Ronald	50	Hersey Jr., Robert Everett	15	Dostie, Tanner Gabriel	86	Manning, Michael Bernard
43	Farrington, Kendall Earl	50	Franks, Kevin Stanley	15	Matthews, Knowell Alan	91	Liberty, Robert Charles
43	Albert, Michael Allen	80	Sinibaldi, Edgar Joseph	17	Raymond, Jason James	91	Fontaine, Jason Patrick
45	Mackie, Carrie LL	86	Dudley, Stephen Jay	17	Rice, Matthew Maurice		
50	Kelley, Brian Walter			19	Cressey, David Allen		

# General Dynamics Excellence Award

A BIW workflow project has been selected for a General Dynamics Supply Chain Excellence Award.

The Interdepartment Transfer Form (ITF) Workflow project uses a JIRA workflow system to track re-installed material and excess material that has been returned to the warehouses and placed back into inventory.

Every year the General Dynamic Corporate Supply Chain Management Committee solicits business units for projects that improve business processes. The Supply Chain Excellence Committee then selects projects to be presented at GD Corporate Headquarters. BIW's Supply Chain project was one of 12 selected.



Supply Chain members **Ben Bramson, Tim Mercier, Rick Masse and Susan Sarber** will represent BIW at GD Corporate on Oct. 25, 2018.



# Retirees

## May

- |  |   |   |  |
|--|---|---|--|
| <b>01-10</b> <b>Jane M. Colby</b><br>41 Years, 3 Months<br><i>Executive Assistant</i>                      | <b>13-00</b> <b>Richard L. Farnham</b><br>43 Years, 11 Months<br><i>Lab Tech 1/C</i>    | <b>27-00</b> <b>Roy K. McCluskey</b><br>31 Years, 7 Months<br><i>Preservation Tech III</i>    | <b>84-00</b> <b>Dana R. Koenig</b><br>40 Years, 9 Months<br><i>Planner (Production)</i>          |
| <b>06-05</b> <b>Martin Willebeek-Lemair</b><br>37 Years, 2 Months<br><i>Trades Inspector</i>               | <b>13-00</b> <b>Richard L. Crocker Jr.</b><br>37 Years<br><i>Lab Tech 1/C</i>           | <b>40-00</b> <b>Dennis E. Marenius</b><br>41 Years, 7 Months<br><i>Principal, Engineering</i> | <b>84-00</b> <b>Gerard Ayotte</b><br>44 Years, 8 Months<br><i>Sr Supervisor</i>                  |
| <b>09-00</b> <b>Leo A. Tardiff</b><br>30 Years, 2 Months<br><i>Outside Machinist III</i>                   | <b>19-00</b> <b>Bruce A. Richardson</b><br>36 Years, 4 Months<br><i>Electrician III</i> | <b>43-00</b> <b>Gary W. Shields</b><br>37 Years<br><i>Welder III</i>                          | <b>91-05</b> <b>Roger F. Labrecque</b><br>30 Years, 10 Months<br><i>Planning Tech</i>            |
| <b>10-00</b> <b>Steven D. Berry</b><br>18 Years, 5 Months<br><i>Manager</i>                                | <b>19-00</b> <b>Carroll L. Fernald</b><br>44 Years, 2 Months<br><i>Electrician III</i>  | <b>43-00</b> <b>John J. Bean</b><br>36 Years, 10 Months<br><i>Welder III</i>                  | <b>95-00</b> <b>Timothy J. Dolan</b><br>35 Years, 8 Months<br><i>Principal Proj Mgr, Program</i> |
| <b>10-00</b> <b>Harold H. Emerson</b><br>35 Years, 11 Months<br><i>Front Line Supervisor</i>               | <b>19-00</b> <b>Paul E. Brochu</b><br>36 Years, 3 Months<br><i>Electrician III</i>      | <b>50-00</b> <b>Michael J. Shaw</b><br>30 Years, 4 Months<br><i>Shipfitter III</i>            | <b>99-00</b> <b>James D. Levesque</b><br>36 Years, 5 Months<br><i>Sr Program Analyst</i>         |
| <b>10-00</b> <b>Clinton J. Robbins</b><br>41 Years, 5 Months<br><i>Director Wtrft Cnst/ Test&amp;Trial</i> | <b>19-00</b> <b>Robert J. Page</b><br>36 Years, 2 Months<br><i>Electrician III</i>      | <b>81-00</b> <b>Louis J. Dickson</b><br>37 Years<br><i>Material Handlers III</i>              |  |
|  | <b>19-00</b> <b>Edward W. Blackman</b><br>38 Years, 9 Months<br><i>Electrician III</i>  | <b>81-00</b> <b>Steven A. Theberge</b><br>43 Years, 11 Months<br><i>Material Handlers III</i> |  |

## June

- |  |   |  |  |
|--|---|--|--|
| <b>01-10</b> <b>Steven B. Colfer</b><br>31 Years, 5 Months<br><i>Director Facilities &amp; CPI</i> | <b>15-00</b> <b>Ronald P. Pinsonneault</b><br>29 Years, 8 Months<br><i>Pipefitter III</i>       | <b>20-01</b> <b>Carl D. Ferris</b><br>35 Years, 8 Months<br><i>Front Line Supervisor</i>   | <b>50-00</b> <b>Mark P. Warren</b><br>31 Years, 9 Months<br><i>Shipfitter III</i>            |
| <b>06-06</b> <b>Stephen N. Carey</b><br>42 Years, 9 Months<br><i>Surveyor</i>                      | <b>15-00</b> <b>Dennis M. Lailer</b><br>30 Years, 7 Months<br><i>Pipefitter III</i>             | <b>20-01</b> <b>Stephen W. Davis</b><br>36 Years, 2 Months<br><i>Front Line Supervisor</i> | <b>81-00</b> <b>Joseph A. Shaw Jr.</b><br>38 Years, 9 Months<br><i>Material Handlers III</i> |
| <b>09-00</b> <b>Samuel R. Tibbetts Jr</b><br>33 Years, 8 Months<br><i>Outside Machinist III</i>    | <b>20-00</b> <b>Robert A. McNally</b><br>38 Years, 3 Months<br><i>Maintenance Custodian III</i> | <b>26-01</b> <b>Ray J. Doughty</b><br>38 Years, 2 Months<br><i>1st Sergeant</i>            | <b>86-00</b> <b>Thomas A. Peaco</b><br>21 Years, 10 Months<br><i>Sr Tech, Engineering</i>    |
| <b>09-00</b> <b>Stephen J. Lamore</b><br>39 Years, 2 Months<br><i>Outside Machinist III</i>        | <b>20-00</b> <b>Angus N. Norcross</b><br>37 Years, 3 Months<br><i>Maintenance Mechanic III</i>  | <b>26-02</b> <b>Jerry L. Winslow</b><br>39 Years, 1 Month<br><i>Firefighter</i>            | <b>86-00</b> <b>Edward A. Muzeroll</b><br>34 Years, 10 Months<br><i>Designer, 1st Class</i>  |
| <b>10-00</b> <b>Christopher T. Dempsey</b><br>34 Years, 5 Months<br><i>Manager</i>                 | <b>20-00</b> <b>Garry H. Harlow</b><br>43 Years, 11 Months<br><i>Maintenance Mechanic III</i>   | <b>32-00</b> <b>David J. Labbe</b><br>39 Years, 1 Month<br><i>Yard Rigger III</i>          | <b>86-00</b> <b>Ronald R. Charrette</b><br>28 Years, 2 Months<br><i>Designer, 1st Class</i>  |
| <b>10-00</b> <b>Torrie G. Smith</b><br>44 Years, 3 Months<br><i>Front Line Supervisor</i>          | <b>20-00</b> <b>Donald H. Boyd</b><br>35 Years, 7 Months<br><i>Maintenance Mechanic III</i>     | <b>43-00</b> <b>Reginald C. Campbell Jr.</b><br>37 Years<br><i>Welder III</i>              | <b>87-00</b> <b>Carmen M. Collins</b><br>11 Years, 3 Months<br><i>Designer, 1st Class</i>    |
| <b>10-00</b> <b>Edward D. Doyle</b><br>39 Years, 8 Months<br><i>Front Line Supervisor</i>          |   | <b>43-00</b> <b>Paul T. Winchenbach</b><br>36 Years, 11 Months<br><i>Welder III</i>        | <b>91-05</b> <b>Everett P. Main Jr.</b><br>44 Years, 7 Months<br><i>Planning Tech</i>        |



## Retirees

### July

<b>01-40</b> <b>Thomas J. Hennessey</b> 35 Years, 11 Months <i>Sr Principal Project Manager</i>	<b>17-00</b> <b>Stephen A. Strout</b> 37 Years <i>Tinsmith III</i>	<b>45-05</b> <b>Anne A. Labbe</b> 40 Years, 4 Months <i>Administrative Technician</i>	<b>87-00</b> <b>James P. Cole</b> 11 Years, 3 Months <i>Designer, 1st Class</i>
<b>07-00</b> <b>Paul E. Newton Sr.</b> 7 Years, 9 Months <i>Machinist III</i>	<b>19-00</b> <b>Owen F. Cunningham</b> 39 Years, 1 Month <i>Electrician III</i>	<b>50-00</b> <b>Richard J. Bryant</b> 34 Years, 3 Months <i>Shipfitter III</i>	<b>87-00</b> <b>Douglas J. Munsey</b> 41 Years <i>Project Manager, Principal</i>
<b>09-00</b> <b>John S. Mims</b> 28 Years, 3 Months <i>Outside Machinist III</i>	<b>40-00</b> <b>Murray A. Howard</b> 19 Years, 2 Months <i>Principal, Engineering</i>	<b>50-00</b> <b>Kendall R. Ames</b> 20 Years <i>Shipfitter III</i>	<b>90-00</b> <b>Robert F. Dionne</b> 40 Years, 7 Months <i>Sr Project Manager, Program</i>
<b>15-00</b> <b>Alan D. Young</b> 30 Years, 9 Months <i>Pipefitter III</i>	<b>43-00</b> <b>Joseph B. Gray Jr.</b> 40 Years, 2 Months <i>Welder III</i>	<b>84-00</b> <b>John L. Walker</b> 39 Years, 6 Months <i>Sr Planner</i>	<b>91-05</b> <b>Susanna M. Haining</b> 40 Years, 4 Months <i>Planning Tech</i>
<b>17-00</b> <b>Charles C. Coburn</b> 31 Years, 9 Months <i>Tinsmith III</i>	<b>43-00</b> <b>Guy C. Erdmann</b> 31 Years, 2 Months <i>Welder III</i>	<b>86-00</b> <b>David W. Kostos</b> 9 Years <i>Designer, 1st Class</i>	
	<b>44-00</b> <b>Michelle L. Ouellette</b> 17 Years, 6 Months <i>Sr Adjuster, Workers Comp</i>	<b>87-00</b> <b>Alfred W. Cappen</b> 40 Years, 6 Months <i>Designer, 1st Class</i>	



## In Remembrance

<b>Michael C. King</b> January 6, 2018 18 Years <i>Metal Preparation Tech III</i>	<b>Richard G. Waters</b> April 13, 2018 21 Years <i>Carpenter</i>	<b>Keith Urban Waning</b> May 13, 2018 39 Years <i>Preservation Tech III</i>	<b>Lincoln T. Ravenscroft Jr.</b> June 12, 2018 16 Years <i>Sr Engineer, Engineering</i>	<b>Mark A. Foye</b> July 10, 2018 41 Years <i>Welder III</i>
<b>Richard G. Cote</b> January 12, 2018 15 Years <i>Leadperson II</i>	<b>Donald E. Payson</b> April 23, 2018 33 Years <i>Welder III</i>	<b>Richard A. Denis</b> May 21, 2018 31 Years <i>Maintenance Custodian III</i>	<b>Kenneth W. Connors</b> June 22, 2018 21 Years <i>Leadperson II</i>	<b>Robert P. Pree</b> July 12, 2018 26 Years <i>Machinist III</i>
<b>James L. Cosgrove</b> February 11, 2018 20 Years <i>Electrician 1St Cl Sk</i>	<b>Jean R. Brunjes</b> May 2, 2018 20 Years <i>Fabricator 1St Cl Sk</i>	<b>John C. Lutz</b> May 22, 2018 36 Years <i>Technical Writer</i>	<b>Joseph A. Catalo</b> June 24, 2018 14 Years <i>Designer, 1st Class</i>	<b>Timothy S. Sullivan</b> July 15, 2018 31 Years <i>Carpenter III</i>
<b>Lendall D. Alexander Sr.</b> February 27, 2018 9 Years <i>Matl Clerk, Single Craft</i>	<b>Bertrand L. Provencher</b> May 2, 2018 11 Years <i>Welder 1St Cl Sk</i>	<b>Andrew J. Holbrook</b> May 27, 2018 5 Years <i>Tinsmith III</i>	<b>Adolph L. Fisher Jr</b> June 25, 2018 14 Years <i>Shipfitter III</i>	<b>John L. Farmer</b> August 5, 2018 25 Years <i>Machinist III</i>
<b>Donald W. Anderson</b> March 7, 2018 20 Years <i>Maint Elect Double Craft</i>	<b>John D. McIlhinney</b> May 12, 2018 10 Years <i>Outside Mach Double Craft Sk</i>	<b>Kenneth R. Severy</b> May 31, 2018 16 Years <i>Principal, Engineering</i>	<b>Patricia E. Carney</b> June 26, 2018 22 Years <i>Preservation Tech III</i>	<b>Raymond G. Vachon</b> August 18, 2018 40 Years <i>Welder III</i>
<b>Everett F. Christie</b> March 12, 2018 37 Years <i>Welder, Double Craft Skill</i>	<b>Frederick E. Vose Jr.</b> May 12, 2018 15 Years <i>Administrative Technician</i>	<b>Doris L. Farmer</b> June 2, 2018 13 Years <i>Technical Clerk, 1st Class</i>	<b>Peter Chabot Jr.</b> June 26, 2018 41 Years <i>Trades Inspector</i>	
<b>James W. Swanson</b> March 13, 2018 13 Years <i>Tinsmith Workleader</i>		<b>Franklin C. Leavitt Jr.</b> June 2, 2018 39 Years <i>Director of Engineering</i>	<b>James A. Miller</b> July 7, 2018 15 Years <i>Tinsmith III</i>	

# Classy Cars *CRUISE IN* to CROF

For **Lou Levasseur**, retired Assistant Foreman, his classic 1966 Ford F-250 was worth the wait—though it was a long 30 years.

When his father bought the truck that Lou learned to drive in, a pine green F-250, a neighbor down the road bought a red model from the same dealer. Later, when his father's truck was long since used up, Levasseur offered to buy the cherry red sibling but the owner wouldn't sell.

"For 30 years I was trying to get that truck." Finally, three years ago, he succeeded. Levasseur took the 4x4 down to the frame and rebuilt it piece by painstakingly restored piece.

"I planned on four years but it only took three and a half," he said. "I won't take it out if there's even a mist in the air."

The restored farm truck was on display at BIW's seventh Annual SSSC Cruise In at its new location at the Church Road Office Facility.

"We ended up with 27 vehicles and it was awesome to see some of the retirees who have left BIW over the recent years," said organizer **Tom Webb**, a Senior Engineering Technician. "Plus, we raised \$362 for the Veterans at Togus!"

Earlier in the summer, Webb delivered \$1,000 from previous Cruise Ins to the Togus Veterans Home on behalf of the men and women of BIW. The money was used

to help previously homeless vets get established in their own places.

Not everything at the show was vintage. **Steve Uhde**, who works for CDI Marine in the LCS Planning Yard, showed off his 2017 Dodge Challenger with a 5.7 liter V8 Hemi pushing 375 hp—an updated muscle car.

"I love the classic cars but I got this one because I can drive it. It's a modern hot rod true to the original design," he said. "I drive it most of the time, except in slush and salt."

**Louise Dickinson**, a Material Designer, had her 1973 VW Bug "Clover" on display. Her husband Chris had his 1966 VW Bug with the Herbie the Love Bug paint job and their grandson Brandon was busily polishing it.

Chris said he expects the youngster has been bitten by the classic car bug.

For many owners, the cars hearken back to their youth.

**Dick Kinney**, retired PY Engineering team leader, was driving a 1966 Volvo P1800.

"I had one in 1968 when I first graduated from the University of Maine," he said. Ten years ago, he treated himself to a car that was almost identical but in pretty rough shape. Retired BIW engineer **Tom Bryant** rebuilt the engine for him.

"Now it's pretty much identical to the one I had," Kinney said, though this one gets pampered more.



## Summer of Highlights for 2018 Interns

Fifteen students from across the country participated in this year's internship program. The program builds relationships with colleges and universities and identifies prospective hires. This year:

- The interns attended a three-day orientation which included a condensed version of Shipbuilding Basics & Safety. **Bob Dorr**, Senior Organizational Development Specialist, also presented his Leadership Lessons module, a huge hit.

- BIW participated for the first time in the FocusMaine Internship Experience, a program that builds community among Maine interns to increase the likelihood talented young people remain in our state. The program included interns from companies such as L.L. Bean, IDEXX, Unum, WEX and Tyler Technologies.

- Interns completed an approved PII, and worked together in groups to present their executed projects. They included: an easy to use reference for the multitude of different fittings a new designer must become familiar with; a matrix showing what paintings and coatings from each vendor meet the varied needs of the Navy; a sticker for the inside of hardhats with easy to read emergency numbers.

- Each Friday the interns gathered at the EDC for learning sessions and debriefs about different areas of BIW. Other events included a Senior Staff Meet & Greet, Resume Writing Workshop and Q & A panel with former BIW Interns.



*Interns present their process improvement projects.*

Overall, feedback from our interns described BIW as an exciting and challenging place to work, said **Theresa Clark**, Senior HR Generalist, who coordinated the program. "They all expressed interest in careers here after graduation!"

# Shop SAT Sets the Pace on Roadmap

The Shop Safety Action Team has made major strides in implementing Level Four of the Safety Roadmap - making safety an ongoing part of daily work life - and it shows in the newly organized storage areas at North Pier.

“This particular year we’re trying to raise the level of awareness and change the culture so safety becomes part of everyday life,” said **Peter Lockwood**, Senior Process Control Engineer and salary co-chair of the group.

An audit found that team members, supervisors and shop mechanics aren’t just going through the motions. They’re walking the walk and liking the results.

The Shop SAT was the first area to complete two ‘bricks’ of the roadmap:

- All front line supervisors in the area are promoting Total Safety Culture by regularly sharing current information from safety action boards
- Supervisors are covering safety topics at muster. Mechanics are active participants and satisfied with the information they’re receiving.

“They want to make a difference and kind of be leaders instead of followers,” said **Shawn Randall**, Sandblaster, L6 SAT co-chair and a member of the SAT Steering Committee.

During a recent Roadmap Assessment Audit, **Andrew Bond** (Vice President Hu-

man Resources) walked around for several hours. He actually picked mechanics to get feedback from and he liked the comments he heard,” Randall said. “Also, there were some other questions and concerns the mechanics were bringing up. It was a good situation.”

The Shop SAT covers a diverse group of mechanics over a large area, from the North Pier and Machine Shop to Blast and Paint shops and the MSC service shop.

“The group has focused very hard on 6S(sort, set in order, shine, standardize, sustain, safety,” Lockwood said. Director of Trades **Evan Gilman** “has challenged us not only to pick an area within our area but to do the whole area.”

SAT member **Hal Pierce**, Senior Staff Engineer, has worked with the carpenter shop, maintenance and some on-loan mechanics to clean up and organize portions of the North Pier.

“Not only does it look good, which improves morale, but it’s actually going to increase productivity,” Randall said. “Now when members go down to get what they’re looking for, they don’t have to go through a big mess to



Members of Shops Safety Action Team meet recently to talk strategy and success at the Conley Building. Below, before and after pictures showing changes at North Pier.



find the board or piece they need. They can find what they need and go.”

“It’s a win-win.”

## BIW Carries on Proud GD Tradition at Army Ten-Miler

BIW is sending two runners to run alongside employees from other GD business units at the annual Army Ten-Miler on Oct. 7.

**Robert Ashby**, who ran in last year’s race, will again put on the GD jersey. The second shift welder will be joined by **Denise Manhardt**, Planning Tech.

Also heading south from Maine is Rob Gomez, an employee at Saco Defense, a division of General Dynamics Ordnance and Tactical Systems. Last year, Gomez was 21st out of some 25,000 runners.

The race is one of the largest 10-mile road races in the world and proceeds from the event support soldiers’ welfare, morale and recreation.

General Dynamics is a major supporter of the effort.

Last year, General Dynamics’ took first place in the corporate division, third overall, notching Raytheon which was seventh overall. Ashby posted a time of one hour 49 seconds.



Ashby, in the back wearing the blue ball cap, poses with other General Dynamics runners at the 2017 race.

## Shipbuilders join in Bath Heritage Days

The 2018 Bath Heritage Days, which BIW helps sponsor, included a July 4th parade packed with floats and troupes entertaining an appreciate crowd lining Lincoln, Centre and Front streets.



The float entered by BIW’s Local S6 Ladies Group—The Many Hats of Rosie—embraced the heritage of women shipbuilders from Rosie the Riveter to today’s skilled craftswomen.

# GENERAL DYNAMICS

Bath Iron Works

700 Washington Street  
Bath, ME 04530

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## Faces of BIW



*Volunteers and visitors had a blast at this year's Master Shipbuilder Open House.*