

BIW NEWS

December
2018



DDG 1002...

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FROM THE HELM

The Navy needs ships... and we can earn that work

2019 is just around the corner. I feel great optimism in the things we will accomplish in the coming year. We can work confidently just as fast as we can, knowing there is more work out there to add to our 11 ship backlog and service portfolio.

This work is important not just to us and our families, but to the Nation. The Navy is facing challenges on every front from the South China Sea to the Mediterranean and they need Bath ships to be able to cover that vast expanse of ocean.

We have much work proposed pending award, more work we are preparing proposals for now, and future work on the drawing board. Together, we can assure our success by continuing to improve Safety and Quality; and focus on gaining Schedule thereby improving Cost. Delivering DDG 1002 and getting our shipyard to a delivery rate of two DDG 51s per year is important to this effort. That will prepare us to take on DDG 51 Flight III and create room for more construction work in the shipyard.

Recently we submitted a price for an additional DDG 51. The Fiscal Year 2018 multi-year contract, in which we were awarded four ships, contained a provision for the Navy to buy additional Flight III ships each year through 2022. One ship is available in 2019, and we and our competitor have submitted a price for that ship. It will likely be awarded to one of the shipyards before the end of January.

We are awaiting the outcome of several competitions for Planning Yard work. BIW currently holds the LCS Planning Yard Program which today employs around 50 people. Competition for this work is tough and there are several other competitors. We expect the Navy will announce an award in the 1st quarter of 2019. We also submitted an updated proposal in September of 2018 against at least one other competitor to be the DDG 1000 Program Planning Yard. We also expect the Navy to announce this award in the first quarter of 2019. We are currently in discussions with the Navy for renewal of the DDG 51 Planning Yard and we hope to complete those negotiations soon.

For new programs, we are actively working a concept design for a new US Navy frigate based on a parent craft built by our long-time business associates Navantia S.A. in Spain. Many of us remember helping Navantia (then Bazan) construct a variant of the FFG-7 Class Frigates in the 80's. We expect to submit our design in mid-2019 and immediately enter a competition for a detail design and construction contract. The Navy will likely build at least 20 ships of this class. There are five yards competing for this work. Proposals are due in late 2019 and awards are expected in 2020 with construction starting in 2023.

Just over the horizon is the successor to the DDG 51 Program, a new Large Surface Combatant. We have begun studying the best way to design, win and execute this program. If we succeed, that program will cement our future into the 2030s and beyond.

There is work for future generations of shipbuilders on the Kennebec, and we can make it happen, but like anything in life, we must earn it. All of us working together to get to a delivery rate of two ships per year will help preserve our legacy.

One final note: Earlier this month, I had the extreme honor with many other BIW shipbuilders to attend the commissioning of Hull 508, USS Thomas Hudner (DDG 116) in Boston. The ship's captain couldn't wait to show Gene Miller and me a video of his ship breaking through 16 foot waves in the Atlantic. He was all smiles. Later, as the commissioning pennant broke and a huge American Flag colored the skyline, the elderly gentleman next to me turned and with great sincerity said "Thank you. You must be so proud." I said "We are."

Bath Built IS Best Built.

Pat Thomas,
Vice President, Programs



Pat Thomas came to Maine in 1981 at the age of 21 looking to sign on at Bath Iron Works. After holding positions in materials, quality and operations - including managing construction of USS Stockdale (DDG 106) - Thomas became Vice President, Programs in 2015. The Program Management Office is the primary contact for our Navy customer, makes sure our contracts promote BIW's long term health and coordinates issues across internal departments. Thomas serves on the United Way of Mid-Coast Maine board of directors. In his off time he enjoys gardening, sailing and cross country skiing.



DDG 1002 is guided to Pier 4.

SAFETY HUB



By Ron Lessard

Learning about safety is part of the job.

SAFETY CHATTER

Safety words and abbreviations heard in the shipyard:

Recordable injury

Any work injury that requires medical treatment beyond simple first aid.

Lost-time injury

Any recordable injury that causes the employee to miss one or more days of work.

2018 Safety Performance Review



Shipfitting Front Line Supervisor **Gary Jordan**, Shipfitter **Timothy Averell** and Shipfitter **Dtrace Clowes** consult a Job Hazard Analysis checklist.

2018 has been a good year for injury reductions at BIW and I'm grateful for the contributions that all of you have made toward this success.

Let me explain how we measure our injury-reduction performance. If an employee is injured and requires medical treatment beyond simple first aid, OSHA regulations require that we record and maintain specific information about that injury. Any injury that we are required to record is called a "recordable" injury.

A recordable injury is further classified as a "lost-time" injury if the injury caused the employee to miss one or more days of work. We are also required to record the total number of days that an employee is out of work because of a lost-time injury. We keep a running tally of all such "lost work days" that we experience throughout the year.

Our injury-reduction objectives for 2018 included reducing our recordable injury rate, lost-time injury rate, and total number of lost work days.

As of the close of the November production month, we have reduced our recordable injury rate by 14%, our lost time injury rate by 19%, and our lost workdays by 36% as compared to the same time last year!

There are several ongoing initiatives at BIW that help us to achieve continuous injury-reduction improvement:

- Mechanics and supervisors throughout the yard work very hard to implement our Safety Roadmap. The Safety Roadmap is a multi-year, multi-level, multi-

element plan for changing safety culture at BIW. Each production area has a Safety Action Team (SAT team) comprised of partners from both labor and management and each SAT team works to implement the Roadmap in their area. Most SAT teams are working on level 4 of the 5-level Roadmap.

- BIW also has an International Standards Organization(ISO)-certified safety management plan which helps to create a safer work environment.

- The BIW Safe Worker Program has also shown some very positive injury-reduction results.

- We are currently piloting Job Safety Analysis (JSA) programs in two areas with plans to expand that yard-wide in 2019. JSAs are a way for mechanics to make sure that their jobs are safely set up prior to beginning work.

Whether you put in many hours as a Safety Action Team member or simply took a few extra minutes to set your job up safely before beginning your work, your efforts helped to prevent work-related injuries at BIW in 2018. BIW's recordable and lost time injury rates are still above the average for our industry but we have been making steady injury-reduction progress for many years and we expect to cross that industry average line soon.

Once we cross that line, we'll set new safety goals to pursue. A safe workplace will lead the way to improved quality, cost and schedule performance.

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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EMPLOYEE SPOTLIGHT

TELL US A LITTLE ABOUT YOURSELF?

I live in Brunswick with my wife Amanda, daughter Hannah, 6, and son Ethan, 7.

DESCRIBE YOUR ROLE AT BIW?

Environmental Operations is a very small Department, only five of us if you include my Manager, who also supervises the Technical Laboratory and Health (Industrial Hygiene). My role is to ensure the company's actions do not violate environmental regulations such as the Clean Water Act, and the Clean Air Act. Environmental regulations are very complex and often not intuitive, so we interpret them and develop procedures to ensure compliance. My concentrations are hazardous waste, solid waste, and oil regulations.

WHAT IS THE BEST PART OF THE JOB?

The people I work with are awesome. It can be a frustrating and stressful job, but my coworkers are great, and come through to support one another when things go sideways.

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

The top challenge can also be one of the best parts of the job, and that is the need to problem solve. There are times where production needs to do something that carries a risk to the environment if done incorrectly. Sometimes coming up with workable solutions is very challenging but also very satisfying.

DESCRIBE YOUR HOBBIES?

I love being outside. I grew up fishing a lot with my Dad and now get to teach my kids as well. I also love skiing and want to get my kids out there this year.

PATRICK HENNESSEY



Patrick Hennessey (center) with family at the Open House including father-in-law, Planning Tech **Mike Lowery** (right), a 40-year Master Shipbuilder.

Title: **Environmental Engineer**

Been with BIW since: **2012**

Department: **Environmental Operations**

WHAT'S THE MOST USEFUL TOOL IN YOUR GARAGE?

That's hard, because I love them all, but—and this will sound odd—it's a jigsaw. Hear me out: Back when I worked construction in college, an older finish carpenter who I learned a lot from would joke about how if he could only have one cutting tool on a deserted island, it would be a jigsaw because given the right blade, you can make almost any cut with it.

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

I am a "Mainer". For some reason, a lot of people think I grew up out of state (maybe it is a lack of accent), but I was born in Portland and have been here my whole life except four years in New York for college.

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

Right now, I am reading the Mike Bowditch series written by Paul Doiron, which is a mystery series about a Maine Game Warden. I like these books because, aside from being a good read, they also nail some very nuanced things about Maine that you wouldn't notice unless you had lived here for a long time.

NOMINATE our next employee spotlight today by emailing david.hench@gdbiw.com

BIW Helps Get Big Bad John 'Back to the Fight'

USS John S. McCain (DDG 56) is back in the water and preparing to rejoin the Seventh Fleet thanks in part to a dedicated group of BIW employees.

McCain was badly damaged in a collision last year which killed 10 sailors.

The ship is an important asset in the Pacific fleet and the Navy wants it back in operation as soon as possible. That led Rear Adm. **James Downey**, head of maintenance for non-nuclear Navy surface ships, to specifically request more than two dozen BIW Electricians to join BIW's On Site Representatives in Yokosuka, Japan.

"Everybody came with the pride that Bath Built is Best Built and we were here to do our part to get the JSM (John S. McCain) back to sea," said **William Holden**, Section Manager. "There were several of us that came to Japan that were on the ship at the time of construction at BIW in 1992."

Among numerous other jobs, BIW Electricians cut close to 22,000 feet of cable and pulled almost 50,000 feet in the repair area.

Electrician **Neil MacDonald** was one of those working on the repairs who helped build DDG 56. "It was great to see her after 25 years," he said, "and it's great to get her back working and back in the fleet."

In appreciation, Capt. **Micah Murphy**, DDG 56 commanding officer, presented the BIW shipbuilders an award saying: "It has been fantastic to have so many Bath team members who were a part of the original construction out here to help shepherd these repairs."

"You diligently worked six days a week from mid-June up and through the end of October--including double shifts through the Red Sox triumphant World Series--all while away from the comforts and support of home," Micah said. "In some ways, this was like a deployment for you - another way

for you to better connect your life's work and vocation with that of our sailors."

"It is our hope that you also bring back with you the observations of seeing your creation a few decades later, and the importance that quality craftsmanship has in warfighting readiness."

Holden said the job was challenging but rewarding.

"Overall it was a great job by the men and women of BIW working together with the JSM team in Yokosuka, Japan, where we don't only build ships, we build relationships," Holden said. "May the men and women of 'Big Bad John' return soon to service, so she can continue the mission of protecting our freedom."



Engineer Honored

Congratulations to our own **Kate Beaumont**, Senior Engineer on being selected for the Society of Naval Architects and Marine Engineers (SNAME) Francis T. Bowles Medal for Notable Early Career Achievement by a Young Maritime or Ocean Professional.



Beaumont holds a BS in Civil (Structural) Engineering and a MS in Mechanical Engineering, both from the University of Maine in Orono. She has been with BIW for 11 years. She has worked in the Noise, Shock and Vibration group and spent the past two years identifying potential efficiency gains in ship construction as part of Accuracy Control.

Beaumont was nominated by **Gene Miller**, VP Operations, **Russ Hoffman** and **Robert Brown**, Engineering Manag-

ers, as well as **Kathi Dubar** of Bath Supervisor of Shipbuilding. Beaumont was presented the award at the SNAME Awards Banquet and Annual Meeting on Oct. 24, in Providence, Rhode Island.

"This is an impressive accomplishment," Miller said, "well deserved by Kate, and represents BIW well."

BIW Year To Date Safety Performance			
Company Safety Metric	2018 YTD	Top 2 Watch Items	Overall Trend
Recordable Incident Rate Goal: 6.5	11.22	Body Part: 1) Hands 2) Eyes	Red Circle
Lost Time Incident Rate Goal: 1.9	3.15	Behaviors: 1) Personal Protective Equipment 2) Eyes On Path	Yellow Circle
Safe Site Program Goal: 96%	96.2%	1) Trip hazards 2) Poor Housekeeping	Green Circle
Personal Protective Equipment Goal: 98%	97.0%	1) Hard Hat Usage 2) Hearing Protection	Yellow Circle
Safety Roadmap Level 4	11.0%	1) Active Caring 2) Housekeeping	Red Circle
Good Catch Program Average per Week: 110	5493	1) Housekeeping 2) Risky Behavior / Poor Judgement	Green Circle

“Above All Others” ... Thomas Hudner Sets Sail

The future USS Thomas Hudner (DDG 116) pulled away from Pier 3 on Oct. 10, its sailors dressing the rails for its final trip downriver on its way to join the U.S. Navy fleet.

As tugs pushed the guided missile destroyer into the channel, BIW employees lined the rails of Lyndon B. Johnson and Daniel Inouye, applauding and chanting “USA! USA!”

Thomas Hudner holds a special place for many BIW employees.

For Welder **Tyler Jenness**, it was the first ship he worked on after being hired three and a half years ago.

Shipfitter **Tony Coulombe** felt a sense of pride as the ship pulled away.

“A lot of (Navy) people you talk to always want a BIW-built ship...They’re reiterating that we are the best and it’s not bragging if you back it up.”

Some shipbuilders valued BIW’s rela-



tionship with the ship’s namesake, Capt. Thomas Hudner. Before his death, the Medal of Honor recipient participated in many of the ship’s milestones, like Keel Laying and Christening.

As a Navy fighter pilot during the Korean War, Hudner intentionally crash landed his plane into a mountainside in an effort to save a member of his squadron, Ensign Jesse Brown, the

country’s first black naval aviator.

The motto for DDG 116, “Above all others,” speaks to the courage of Capt. Hudner, a spirit that inspires the ship’s crew and the shipbuilders who built her.

Commander **Nathan Scherry** said: “I am thankful for the opportunity to lead over 300 of America’s finest men and women as we prepare this warship for service in the active fleet and know that we will be the finest ship on the waterfront.”

The ship was commissioned Dec. 1 in Boston, after which, it was headed to its homeport of Mayport, Florida.

Joining the Fleet

The commissioning of USS Thomas Hudner was held in Boston on Dec. 1. More than 100 BIW shipbuilders attended and several speakers praised BIW’s work.

Secretary of the Navy **Richard Spencer** said DDG 116 shows “what teamwork—of all our people—can do, all we can accomplish together. A special tip of my hat to the workers at Bath Iron Works: Bath Built, Best Built—it remains the saying today.”

Capt. Hudner’s son, **Thomas Hudner III**, said his father enjoyed his visits to Maine as DDG 116 was being built. “While we regret that my father did not live to witness today’s event, we will be forever grateful that he was alive to see and participate in the evolution of the ship’s development from the naming ceremony here in Boston in 2012 to the christening last year in Bath, Maine,” Capt. Hudner’s son said.

“It was a thrill for him to have the opportunity to visit Bath Iron Works many times and to meet and to thank the men and women who were bringing his namesake ship to life, whose great skill and dedication carry on the legacy of Bath Built is Best built.”



Michael Monsoor SAILAWAY

Mark Haines, Director of Ships Completion, embraces the emotion, sense of achievement and pride in BIW craftsmanship.

On Nov. 9, Michael Monsoor (DDG 1001) sailed down the Kennebec River to join the U.S. Navy fleet. She is the 2nd of the three Zumwalt class destroyers – a class that is built only here at BIW. We first cut steel at Hardings on Oct. 29, 2009. It is remarkable how many faces have changed since that date and how many people touched the ship in that time.

The ship's namesake, Michael Monsoor, was a Navy Seal who was killed in Iraq by throwing himself on a grenade and saving two SEAL teammates – an amazing story. When I joined the Hull 603 completion team in April of 2016, I wrote under the brim of my hardhat with a Sharpie "You Never Quit", a quote from Michael's Navy SEAL days. It remains there today to help remind me of the importance of what we do and provide inspiration when we are up against significant challenges.

There was a set of pictures of Michael and his SEAL teammates on display at DDG 1001's mast stepping ceremony. After float-off, we had the pictures laminated and hung

in the entrance to the ship so everyone could understand and appreciate what the ship was about and what we do here

The Hull 603 completion team became a strong, tight knit group. They were challenged in many ways but with a lot of teamwork, the ship conducted successful sea trials and was delivered to the Navy. In the end, DDG 1001 finished with significantly less man-hours than the lead ship, Zumwalt, did, something we should all be very proud of.

The day before Michael Monsoor sailed, the crew held a "thank you BIW" ceremony. Capt. **Scott Smith**, the Commanding Officer, had special thanks for Chief Superintendent **Lu Lozano** and Area Supervisor **Eric Duplessis**. He went on to compliment the entire team.

"Michael Monsoor was, in the words of his teammates, a 'big, tough frogman,'" Capt. Smith told the assembly of shipbuilders and crewmen. "Michael Monsoor (DDG 1001) is also big and tough - made that way by the skilled and

dedicated workers and operators of Bath Iron Works. We are proud of our ship and our association with the City of Ships."

After the ceremony, I took a few minutes to walk the ship with Preservation Technician **Josh Streevey** who had been on the finishing team for the final months. As we walked, Josh bantered with the crew as if they had been working together for years. The ship was bustling with activity. The crew had been living on board for six months and it was their home – it was their ship. The sights and sounds of construction had been transformed into the sights and sounds of an energized Navy team ready, but anxious, for sail away.

It was a very emotional walk for me.

I reflected on the many challenges we faced: harmonic filter replacement to get back to sea to finish trials last winter; the MTG replacement this summer. There were pictures of all stages of ships construction throughout the crew's mess. And to my surprise and delight, hanging in the wardroom, Chief Petty Officer mess and the passageways were the laminated pictures of Michael that we had hung back in June of 2016.

I have no doubt that the crew of the Michael Monsoor will speak highly of the people at Bath Iron Works and of the ship that we built for them. For those of you in Fabrication, Planning, Engineering, Design, Assembly, Maintenance, Procurement and all the other Divisions and locations that make up the BIW team, thank you for what you do every day. You help provide those of us in Ships Completion the honor and privilege of working side by side with the sailors that our ships are built to protect. The final product is amazing. Be Proud.
BATH BUILT IS BEST BUILT



Some members of the DDG 1001 Post Delivery Team

EBMF Fabrication Hits Its Stride

Mechanics at the East Brunswick Manufacturing Facility have increased fabrication tempo, taking advantage of new machinery, improved work stations and more efficient movement of work through the production lanes.

EBMF teams completed more than 1,000 work orders for five consecutive weeks this fall, an important milestone as the shipyard ramps up to a two ship a year build rate. The first week of November showed an 8 week average of 1,027 work orders which is clear evidence of sustainment. EBMF has also reduced their fabrication backlog by over half in the past quarter.

“That delivers 1½ DDG 51s every year,” said **Tristan Moore**, Plant Manager. It puts the facility on a path to supporting the

construction of two ships per year, which is the Navy’s and BIW’s ultimate goal. “EBMF can pace the rest of the shipyard, so it’s important that we increase our throughput first, which allows Bath to perform.”

The team on the floor has proven that they can actually produce two ships a year in certain work families. Currently those families are machine operations (MO), brazed pipe & ventilation. “We wouldn’t be anywhere close to these goals if it weren’t for the hard work and diligence of the workforce. I appreciate the leaders on the floor and the work they perform every day,” said Moore.



“The materials, planning and quality teams have been right there with us along the way. Their swift resolution of issues translates directly into further improved

performance.”

The strong performance comes after a partial redesign of the facility improved its functionality and work environment. Machine capabilities were increased with the addition of several new machines over the past year and a half, said **Greg Hanson**, Senior Industrial Engineer with Continuous Process Improvement.

The improvements reflect the combined input from mechanics, EBMF leadership and outside specialists, who worked together to enhance the fabrication facility.

The increased throughput has not hurt quality. “During the recent ramp up in throughput the EBMF internal work order defect rate has maintained a similar rate to when we were putting half of the work through the plant,” Moore said.



BIW Extends Helping Hands to Vets

BIW Employees are reaching out to those of our nation’s veterans who could use a hand.

Members of the UAW Region 9A Veterans Council donated \$500 toward homeless veterans programs at the 21st Annual Homeless Veteran Stand Down on Oct. 13.



From left: Designer **David Colfer**, Veterans Social Worker **Susie Whittington**, retired Tech Clerk **Donna Mathews** and Designer **Gregg Moulton**.

East Brunswick Manufacturing Facility employees collected their bottles and cans to donate money for heating oil for veterans.

They also donated items to create 21 full Thanksgiving meals. Pipefitter **Kevin Lucas** organized the effort. Forty people brought potatoes, squash, rolls, pies, and vegetables and the company donated turkeys.

“The people of EBMF feel that it is important to continue to give to those who have served our country a bountiful Thanksgiving to show our gratitude for their sacrifices,” Lucas said.



Thanksgiving meal donation by EBMF employees, including front row, from left: Welder **Carl Pepin**, Pipefitter **Kevin Lucas**, Electrician **Dave Campbell** and back row from left: Material Handler **Dexter Russell**, retired Welding Lead Man **Herman Wright**, Electrician **Tim Quirion** and Sandblasters **Frank Moore** and **Mike Cruto**.

Collins Headlines Start Fab for DDG 127

Sen. **Susan Collins** cut the ceremonial first steel for the future USS Patrick Gallagher at a Start of Fabrication ceremony on Nov. 9 at the Harding structural fabrication facility in Brunswick.

Sen. Collins was assisted by Material Control Supervisor **Mark Kendrick** and Shipfitter **Dave Greenleaf** in making her way to the burning table where she activated the blue jet of plasma which cut into heavy steel plate.

Collins said in her remarks that the future USS Patrick Gallagher would become a shield for our nation's freedom and that the sailors who take the ship to sea will appreciate that it was built at BIW.

"They always know when they're serving on a Bath-built ship because the quality of craftsmanship is superior and that is a credit to each and every one of you," she

told more than 100 shipbuilders gathered for the ceremony.

"It does make a difference to the crews of our ships to have a Bath-built ship. It's not just a slogan that Bath Built is Best built, it is the truth."

BIW President **Dirk Lesko** told the group that Collins was instrumental in securing funding for DDG 127. "From her influential position on the Senate Appropriations Committee, Senator Collins gained nearly \$1.5 billion dollars needed to fully fund this ship," he said.

"Sen. Collins also supported tax legislation that encourages investment in modernizing manufacturing facilities," Lesko said. "The impact of her efforts is being realized in nearly every BIW facility today. Here at Harding we're implementing a vision that will help ensure that Bath Built is Best Built for decades to come."

DDG 127 was named for Lance Cpl. Patrick Gallagher, an Irish immigrant who joined the Marines and fought in Vietnam. He was awarded the Navy Cross for valor for diving onto a live grenade to save his fellow Marines and then being able to throw it safely away before it



exploded.

Lance Cpl. Gallagher continued to fight for his adopted country until he was killed in action the following year.

Cmdr. **Joseph Darcy**, the Navy's DDG 51 Program Office Production Officer, told the assembled shipbuilders that it is fitting this ship is named for a warrior like Gallagher.

"America constructs moving monuments to freedom and democracy and names them after her heroes—Arleigh Burke, John S. McCain, Winston Churchill, Michael Murphy and now Patrick Gallagher," he said.

"What sets these people apart is that once they accomplished the extraordinary, they continued to give all that they had to their goals and ideals, goals and ideal that we as a nation share—freedom, friendship, hard work and service."



BIW Powers UW Campaign Past Its Goal

BIW employees were given special recognition at United Way of Mid Coast Maine's fall Campaign Finale on Nov. 8 as the regional campaign surpassed its goal, raising \$1.77 million to support community initiatives and vital services.

Campaign Chair and Sagadahoc County Sheriff **Joel Merry** introduced the BIW volunteer team by saying: "without the hundreds of thousands of dollars raised by BIW employees every year, this united campaign for people in need would be a shadow of itself."

When the volunteer team of Materials Handler **Steve Cornish**, Senior Principal Project Manager **Bob Murray**, Sandblaster **John Portela**, and Project Manager **Karen Race** announced the amount pledged during the BIW campaign—\$477,735—the shipyard employees received a standing ovation from the crowd of community leaders and volunteers.

The employees of Bath Iron Works are by far the largest contributors to United Way's annual campaign. "We are grateful to all BIW employees," said Merry. "You make so much good work possible."

United Way donations fund community initiatives and vital services at 37 local partner agencies that provide Mid Coast people in need with food, shelter, prescription assistance, health care, volunteer matches for isolated seniors, Big Brothers and Big Sisters for adolescents, home visiting for new parents, high-quality child care, and much more.

Merry gave special recognition to Cornish, Murray, Portela and Race who are stepping down this year from their lead-



Cornish, Portela and Race with Vice President, Programs **Pat Thomas**, a UW board member.

ership roles. "You have worked very hard every year to make this the best campaign for people in need, and the best expression of the caring of BIW employees, it could possibly be. You have helped thousands of people to a better life. Thank you!"

OVER THE HORIZON

“3D Printing” Gets Its Navy Debut



When the future USS Thomas Hudner (DDG 116) left BIW Oct. 10, on board was technology that could pave the way for important new manufacturing techniques.

It wasn't in the weapons system or propulsion or communications. Instead, a handful of wrench holders represent a possible transformation in outfit fabrication.

The holders, or stowages, were created using additive manufacturing, commonly called 3D printing. Instead of cutting, drilling, bending and welding metal to make the holders, a “printing” machine layered thousands of thin filaments of thermal plastic into the necessary shape based on a computer design.

Why does it matter? BIW has used 3D printing to make manufacturing aids for several years. We have used lightweight 3D templates and jigs and fixtures to help mechanics be safer and more productive. The test on the Thomas Hudner, however, was the first application of a 3D printed part on a Navy surface combatant. It represents the



first step in a new method of ship fabrication.

The process has the potential to improve schedule and cost. It can be done more quickly, the cost is almost entirely in materials, and there is almost no waste. It also frees up mechanics from tedious work to focus on more sophisticated, productive tasks, increasing throughput and the shipyard's ability to attract new work.

“I just see this as a force multiplier for us,” said **Joshua Taylor**, Engineer.

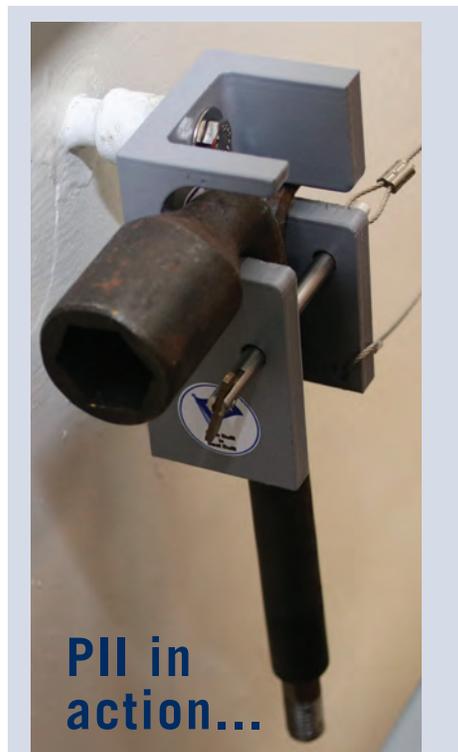
Taylor is part of General Dynamics' Additive Manufacturing Working Group, which has representatives from all business units across the corporation. The wrench holders were actually printed by General Dynamics Gulfstream.

Paul Friedman, leader of the Advanced Concepts Group in the Engineering Division, says BIW will likely purchase the special 3D printers required for Navy approved material as the volume grows and then train Mechanics to operate them.

Wrench holders might not seem like a major breakthrough, but there are 500 of them on a DDG 51. More importantly, the process for demonstrating that the 3D printed parts can meet the Navy's exacting specifications for shock and vibration, fire, smoke and toxicity as well as repeatability is a break-through that will help pave the way for other parts to be created this way.

“When we 3D print we want to make sure its repeatable every single time, so if something breaks out in the fleet, they can get replacements,” Taylor said.

BIW is working with the University of Maine at Orono's Advanced Manufacturing Lab to develop testing techniques that will help the shipyard inexpensively determine whether a part can meet the Navy's standards.



PII in action...

“Using 3D printing for the wrench stowage is kind of a great highlight of how well our PII system can work,” said Joshua Taylor. “This was an idea created through a PII from **James Crabtree**, one of our engineers.”

Crabtree was working on the wrench stowage and had a side interest in 3D printing. He said the holders would be a good candidate to test the additive manufacturing process on for a Navy ship because they were not mission critical. As 3D printing gains more visibility, Taylor expects that shipbuilders will suggest more uses as manufacturing aids, as well as completed parts.

“They recognize a better way to do something when they see one,” he said. “Imagine if they had the capability to create it.”

News from other General Dynamics Business Units

GDMS Launches Bluefin-9

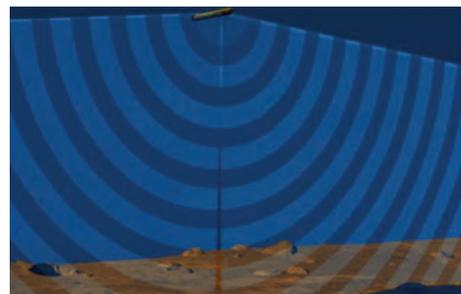
General Dynamics Mission Systems in October released the new Bluefin-9 autonomous unmanned underwater vehicle (UUV) at the Oceans 2018 conference in Charleston, South Carolina.

The vehicle combines high navigational accuracy, outstanding sonar resolution, and precision manufacturing to deliver defense, commercial and academic cus-

tomers highly-detailed subsurface data in minutes rather than hours.

The portable UUV can be deployed and recovered from piers, a rigid-hulled inflatable boat (RHIB) or other vessels. It delivers mission endurance of up to eight hours at a speed of three-knots, and can reach speeds of six-knots and dive to 200 meters.

“General Dynamics has invested in the



The Bluefin-9 can conduct inshore surveys, hydrographic mapping, mine countermeasure, port and harbor security, and intelligence, surveillance and reconnaissance.



The 155-pound portable UUV provides the same data collection capabilities of larger UUVs.

redesigned Bluefin-9 and a broad team of engineering experts has made significant improvements to the design, production quality, modularity and reliability of the entire Bluefin Robotics product family to deliver cost-effective UUVs with more mission capability and range,” said **Carlo Zaffanella**, vice president and general manager of Maritime and Strategic Systems, General Dynamics Mission Systems.

Electric Boat Christens SSN Vermont

The fast attack submarine Vermont (SSN 792), 19th ship of the Virginia Class, was christened at Electric Boat in Groton, Connecticut on Saturday, Oct. 20.

Gloria Valdez, the ship sponsor, christened the ship with a bottle of sparkling wine from the Putney Mountain Winery in Vermont. Valdez recently retired as deputy assistant secretary of the Navy overseeing naval shipbuilding programs.

“To the exceptional shipbuilders, the many trades and specialized artisans, thank you for building this incredible submarine for our nation and bringing this critical capability to our fleet,” she said.

In his Christening remarks, EB President **Jeff Geiger** said, “I am particularly proud of Electric Boat’s shipbuilders, and thank them for the skills, capabilities and commitment they bring to their



work every day.”

Virginia-class submarines displace 7,835 tons with a hull length of 377 feet and a diameter of 34 feet. They are capable of speeds in excess of 25 knots and can dive to a depth greater than 800 feet, while carrying Mark 48 advanced capability torpedoes and Tomahawk cruise missiles.



Top photo: The nuclear-powered fast attack submarine Vermont (SSN-792). Inset: Gloria Valdez, christens the submarine Vermont.



Dockmaster **Jeff Neale**, above, orchestrated the complex translation of DDG 1002 from Land level to drydock to the water. This was his final float off as he retires this month after a 41 year career that started as an Apprentice Loftsmen. The tug Thomas Hyde (top) broke through a skim of ice before helping to maneuver DDG 1002 out of the dry dock once it had floated. Navy personnel and BIW people worked through a chilly launch (photos at right).

DDG 1002 FLOAT OFF

Following its translation and float off earlier this month, Lyndon B. Johnson (DDG 1002) is in the water and entering the final stage of construction. “We’re now focused on tradework and activation leading up to trials,” said **Todd Estes**, Chief Superintendent.

The ship, which displaces roughly 15,000 tons, was slowly rolled on a rail system onto the drydock. The dock then moved out into deep water, submerged in the river and on Dec. 9, the ship floated free. “It is truly impressive to see the ship afloat in the

Kennebec River for the first time and we look forward to taking her to sea,” Capt. **Jeremy Gray**, prospective commanding officer, DDG 1002, said after the launch.

Float off is a major milestone in the construction of a ship, Estes said, with crews transforming “a steel building into a ship.”

“It represents what this company does for a living - it builds ships,” Estes said. “When you put something like this in the water, it’s a good testament to our skill.”



Health Improvements

BIW Employees Team Up To Eat Healthy



*@Work Salad Bar participants in Engineering from left **Abbey VanBerg**, Supervisor, **Kelly Kingsbury**, Manager, **Steve Nicholson**, Director, and **Hailey Dyer**, Senior Supervisor.*

Eating a diet rich in fruits, vegetables, beans, and whole grains is linked to a healthy heart, reduced risk for most cancers, and most importantly, overall health and longevity.

Your BIW Fit for Life team has provided employees opportunities over the years to eat healthy while at work. Employees have taken advantage of programs such as the Good Food Bus mobile farmers market and Harvest Tide Organics summer and winter farm shares.

Now Fit for Life is encouraging employees to “team-up” to create their own @ Work Salad Bar. Fit for Life launched the pilot @ Work Salad Bar in the Engineering division this fall.

How does it work?

1. Employees form teams of about five to eight people.



2. Each person brings a salad ingredient to share with others on their team.

3. At lunchtime, the team sets out their salad items and has an easy, low cost, @ Work Salad Bar!

So far, more than 20 teams representing over 120 employees at CROF and North Stores are participating in the Salad Bar program.

Ellen McIver, Engineering Administrative Assistant, has high praise for what her group calls their ‘salad club.’

“Not only has the salad bar made it easy to eat a delicious salad, it’s also provided a great way for me to sit down with a group of my colleagues

and chat about what’s going on in our lives,” she said. “Salad club is not only letting me eat a healthier lunch, but eat it with a great group of people.”

Carrie Hayes, Designer, says she looks forward to Wednesday and Thursday lunches now that she and her team started their own salad bar.

“We always have enough left over and it’s so nice not to have to worry about lunch those two days and to know we are eating a great meal,” Hayes said.

Designer **James Hamilton** likes the simplicity. “Bringing in items as a group makes preparing lunch so much easier. It was such a success, that we now plan our salads to last two days.”

If you have a group of co-workers here at BIW who are interested in an @ Work Salad Bar, please reach out to Amanda Hopkins, Fit for Life Health Coach at (202) 607-9440. Amanda can provide you and your team a poster that gives you info to help get started.

Snapshot of BIW History by Andy Toppan

USS Georgia (BB 15)— BIW's Only Battleship

Georgia held the record as BIW's largest ship for more than 60 years.

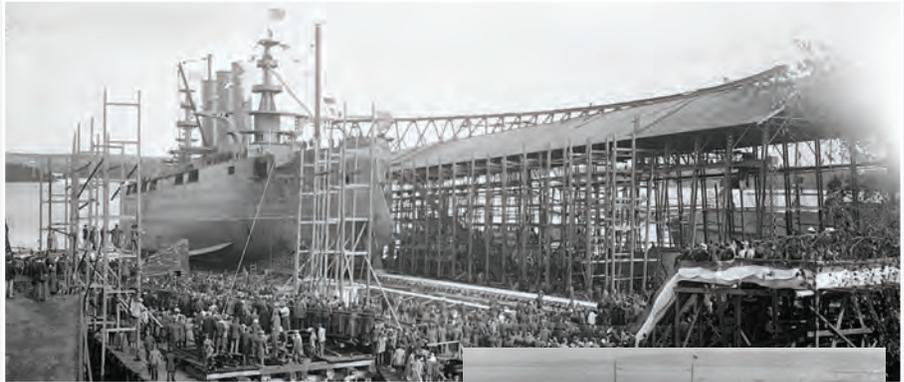
The only battleship built at BIW—USS Georgia, BIW Hull 39—was delivered at a time of rapid change in naval design which significantly affected her career.

She was the third of five Virginia class battleships, measuring 441 feet in length, 76 feet in beam, with a draft of nearly 24 feet, and displacing over 16,000 tons. Typical of battleships of the era, she carried a variety of armament—four 12" main guns supplemented by eight 8-inch, 12 6-inch, 12 3-inch, and 12 3-pound guns, in addition to torpedo tubes.

The enormous battleship was the only vessel under construction at BIW for several years, and drew a great deal of attention as she towered over the shipyard. Georgia's 1904 launching brought a crowd of 20,000 spectators, and an impromptu civic celebration erupted upon her return from successful sea trials, where she clocked in as the fastest battleship in the US fleet, at 19.26 knots. Following her trials Georgia was delivered on Sept. 21, 1906 and commissioned two days later.

Her time in the spotlight was short-lived, however, with the commissioning of great Britain's HMS Dreadnought just two months later. The revolutionary Dreadnought, at 21,000 tons displacement, carrying a massive armament of ten 12-inch main guns, and capable of 21 knots, rendered earlier ships obsolete and ushered in a new era of warship design and a new arms race as navies around the world hurried to catch up.

As international tensions swirled towards war, the first few years of Georgia's career were occupied by celebrations and diplomacy, marking the evolving worldwide role of the United States. In the summer of 1907 the battleship sailed to Hampton Roads for



the Jamestown Exhibition, to celebrate the founding of the Jamestown Colony 300 years earlier.

Later in 1907, Georgia set sail with 15 other US battleships as part of the Great White Fleet. Over the next 14 months the fleet circumnavigated the globe, covering more than 45,000 miles, returning to Hampton Roads in February, 1909. Along the way, the fleet demonstrated the strength of the rapidly growing U.S. Navy, conducted diplomatic and humanitarian operations, and gained practical experience that would guide future ship designs and naval tactics.

Soon after the cruise, USS Georgia and the rest of the fleet traded their traditional peacetime white paint—from which the Great White Fleet drew its name—for more practical gray. For the next several years she continued in a routine of training cruises, diplomatic and peacekeeping missions in nearby waters, overhauls, and periods of inactivity. With the U.S. entry into WWI in 1917, the older battleships including Georgia played a supporting role, most-

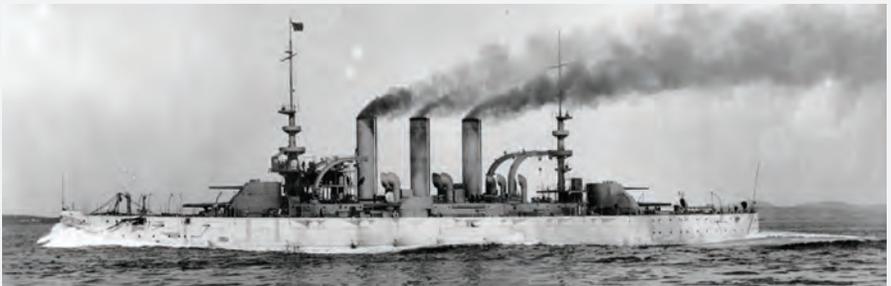


ly engaged in training in friendly waters.

Towards the end of the war, Georgia crossed the Atlantic escorting a troopship convoy. Soon after, the battleship was assigned as troop transport herself, making five trips from France back to the States, transporting over 6,000 troops in all.

With the war over and many newer ships in service, Georgia's days were numbered. She transferred to the U.S. Pacific Fleet in July 1919, but saw little activity before she was decommissioned a year later.

In an attempt to avoid a post-war naval arms race, major world powers negotiated the Washington Naval Treaty, ratified in 1923, limiting the size of naval fleets and requiring the disposal of many older warships. Under the terms of the treaty Georgia was sold for scrap at the end of 1923, ending a career shortened by major technological and political change.



September

Dept	Name
	45 Years
32	Avery, Paul Winfield
49	Dodge, Mary Hodgdon
50	Lufkin, Michael Pierre
82	Lewis, Terrence Lee
84	Harper, David Joseph
	40 Years
09	Staples, Harvey Leonard
10	Favreau, James Allen
20	Brown, David James
25	Stephenson, James Lee
86	Lambert, Eric John
86	Riendeau, Russell Joseph
	35 Years
86	Lussier, John Louis
87	Campbell, Byron Timothy
	30 Years
09	Murphy, Patrick Sean
09	Lavallee, James Allen
10	Bernier, Robert James
10	Jackson, Randall Francis
10	Lussier, Kirk Joseph
10	Campbell, Scott Andrew
10	Richardson, Dana Scott
15	Gastonguay, James Arthur
15	Boyce, Shawn Alan
15	Clabby, Michael John

Dept	Name
19	Salo Jr, Frank Albert
19	Milligan, Jamie Angie
19	Sacre, Michael James
19	Washburn, Dana Jon
19	Michaud, Jeffrey William
19	Dean, Donald Raymond
19	Walsh, John David
19	Hanks, Alvin Joseph
20	Gurney, Irwin Charles
27	Searles, Arnold Earl
27	Burnham, Dana Roy
27	Moskus, Peter Warren
27	Reed, Jeffrey Eastman
27	Hersom, Donald Alton
30	Frizzle, Tobey Wayne
38	Babb, William Warren
40	Duong, Lap Trung
43	Dolloff, Joel Eugene
43	Miles, Michael James
43	Jacobs Jr., Robert Michael
43	Stubbs, Charles Arnold
43	Lyons, David Scott
45	Hinkley, Narda Ann
50	Sprague, Chester Harvey
50	Rancourt, Kevin Allen
50	Maheux, Scott Ronald
52	Jolicoeur, Danny Frederick
66	Leary, Jeffrey Lynn
66	Faulkingham, Chris Allen
69	Stevens Jr., Gerald Arthur

Dept	Name
81	Ladd, Kevin Scott
81	Moore Jr., Dale Avon
81	Butcher, Arthur George
81	Brown, David Robert
84	Young, Mark David
86	Morales, Daniel Almario
86	Field, Susan Jane
86	Cook, Robin Dale
86	Anderson, Deborah Rouillard
86	Caouette, Joseph Roger
87	Crocker-Wilson, Jonna Day
87	McMullan, Sean Patrick
91	Davis, Jeffrey Clifford
	25 Years
40	Detwiler, Brian Walter
	20 Years
01	LaMagna, Richard Michael
10	Daigle, Wayne Michael
20	Tondreau, Stephen Geoffrey
32	Wyman, Stuart Shane
40	Boddie, Michael Jon
43	Duteau, Kevin Charles
43	Magee, Roy Gene
44	Dalton, Pamela Jean
50	Garneau, Eric Patrick
50	Beaulieu, Jason Roland
75	Clark, Edward Schuyler
86	Fitzherbert, John Harvey

Dept	Name
	15 Years
07	Welch, Ryan Alton
10	Blais, Eric Rejean
25	Belanger, Jean Roger
30	Duke, Shawn Aric
32	Caraway, Michael Lee
40	Kupfer, Ronnie Paul
40	Popadak Jr., Bernard Richard
43	Harnden, Carey-Paul
43	Crocker-Wilson, Adam Ross
50	Williams, Michael Don
50	Fortin, Maxim George
50	Daigle, Steven Andrew
81	Jordan, Scott Gary Allen
	10 Years
40	LePage, Joshua David
84	Anderson, Drew Randall
	5 Years
07	Mack, Daniel David
07	Mailey, Joseph Henry
10	Kinee, David Russell
19	Raymond, Alex Michael
19	Weber, Stephen William
26	Carpentier II, Paul Richard
86	Jawdat, Marcus Marcelle

October

Dept	Name
	45 Years
09	Wallace, Daniel Louton
20	Wright, Albion James
43	Prindall, Lynn Richard
50	Mitchell Jr., Sherman Hans
87	Crocker, Scott Allen
	40 Years
10	Campbell Jr., Dennist Ray
10	Neagle, Timothy Dale
15	O'Leary, Peter Kevin
19	Beasley, Kenneth Raymond
25	Buzzell, Edward Eugene
27	Lutz, John Alan
27	Segars, Guy Aubrey
43	Pepin, Carl Louis
50	Plourde, Michael John
66	McNelly Jr., Roger Verl
81	Pono, Dominick Anthony
86	Berube, Roger Wayne
91	Coonradt, Chester William
91	Moody, Timothy Edward

Dept	Name
	35 Years
20	Thomas, David Wayne
94	Nutter, Michael Carl
	30 Years
10	Pearl, Eugene Joseph
10	Daigneault, James Albert
10	Jones, Jeffrey Wayne
10	Francisco, Daniel Lee
15	Kindlimann, Mark Anthony
15	Bowden Jr., George Wesley
15	Lopez, Rene Peter
15	Smith, Gregory Stephen
15	Carter, Randy Joe
15	Brewer, Richard Lawrence
19	Berube, Dennis Charles
19	Hayes, Sandra Rita
19	Burt, Laurie Lee
19	Tardif, Shawn Christophe
19	Bureau, John James
19	Viles, Kenton Troy
19	Heath, Joseph Russell
19	Washburn, Jeremy John
19	Morse, Barry Lee

Dept	Name
19	Doughty, Ronald David
20	Vosmus, Kenneth Fowler
24	Walfield, Bradford Robert
25	Ellingwood, David Frank
25	Libby, James Alexander
27	Maier, David Joseph
27	MacLean, Charles Allen
27	Williams, Joel McVey
27	Gray, John M
27	Lavigne, Michael George
27	Klimko, Shane Matthew
27	Castonguay, Marc Roger
31	Carpenter, John Henry
32	Gilley, Darry
32	Ostlund, Jeffrey Allen
32	Roberts, Dean Matthew
32	Cary, Michael Manning
32	Dulac, Wilbert Willie
40	Breton, David James
45	Craige, Susan Jean
50	Collomy, David William
50	Payne, John David
50	Dilley, Brian Gene
50	Chouinard, Michael Marcel

Dept	Name
52	Hilt, Glen Thomas
52	Robertson, Jeffrey Tyrone
66	Harmon, David Wayne
66	Chattley, Douglas Michael
80	Vinal, David Wayne
81	Cornish, Steven Lane
81	McMillan, Angel Eleen
82	Dodson, Karen Ann
86	Clark III, William Alpheus
86	Pellerin, Daniel Bernard
87	Cobb, David Scott
87	Krigbaum, Andrew William
	20 Years
40	Buczowski, Gregg Stanley
84	Bolton D'Alessandris, Tracy Ann
	15 Years
50	Proud, Stephen John
50	Grivois, Jeffrey Alan
50	Rousseau, Jeffrey John
87	Williams, Steven Lee



Retirees

August

- 09-00 Ronald E. Mansir**
44 Years, 8 Months
Outside Machinist III
- 10-00 Brenda J. Merrill**
44 Years
Assistant, Administrative
- 19-00 Yvon D. Bernard**
32 Years, 1 Month
Electrician III
- 19-00 Patrick J. Brewer**
30 Years, 8 Months
Electrician III
- 20-00 Roland G. Desrosiers**
37 Years, 3 Months
Maintenance Mechanic III
- 20-00 Dennis P. Marquis**
38 Years, 7 Months
Maintenance Electric & HVAC III
- 20-00 Mark Q. Temple**
44 Years, 4 Months
Maintenance Mechanic III
- 38-00 Kerry L. Stanchfield**
36 Years, 5 Months
Sr Engineer, Fleet Services
- 40-00 Judith E. Rowe**
29 Years, 11 Months
Designer, 1st Class
- 45-05 Eleria A. Pecci**
30 Years, 4 Months
Administrative Technician
- 50-00 David L. Halm Sr**
28 Years, 11 Months
Shipfitter III
- 81-00 Henry W. Leuteman**
40 Years, 5 Months
Material Handlers III
- 81-00 Robert M. Verrill**
40 Years, 1 Month
Material Handlers III
- 86-00 Brian D. Hinkley**
40 Years, 6 Months
Designer, 1st Class
- 87-00 Eugene O. Boullie**
28 Years, 11 Months
Designer, 1st Class
- 91-05 Paul R. Rawson Sr**
11 Years
Planning Tech

September

- 10-00 Wayne R. Benn**
39 Years, 1 Month
Superintendent
- 10-00 Norman H. Bourque**
43 Years, 1 Month
Principal Project Manager
- 13-10 Brett S. Hardacker**
36 Years, 2 Months
Lab Tech 1/C
- 19-00 Robert J. Arris**
39 Years, 5 Months
Electrician III
- 19-00 Michael G. Schotten**
30 Years, 10 Months
Electrician III
- 24-00 Rhonda G. Card**
31 Years
Assistant, Executive
- 40-00 Suzanne M. Snowden**
11 Years, 11 Months
Principal, Engineering
- 50-00 Ernest P. Folino**
37 Years, 2 Months
Shipfitter III
- 99-00 Lynn M. Davis**
19 Years, 11 Months
Sr Program Analyst

October

- 09-00 Kenneth W. Libby**
43 Years
Outside Machinist III
- 10-00 Philip E. Kinney**
39 Years
Director, Ships Completion
- 15-00 Kenneth L. Cressey**
36 Years, 3 Months
Pipefitter III
- 19-00 David J. Berube**
29 Years, 4 Months
Electrician III
- 20-00 Tony L. Arsenaull**
45 Years, 5 Months
Maintenance Mechanic III
- 20-00 Ronald C. Wing**
36 Years, 6 Months
Maintenance Mechanic III
- 25-00 Richard E. Townsend Jr**
38 Years, 7 Months
Carpenter III
- 27-00 James A. Gagne**
32 Years, 1 Month
Preservation Tech III
- 58-05 Cathy A. Callan**
36 Years, 7 Months
Telecommunications Tech
- 81-00 David S. Wright**
37 Years, 4 Months
Material Handlers III
- 84-00 Dale R. Turner**
40 Years, 6 Months
Sr Planner
- 87-00 Salvador R. Perez**
11 Years, 9 Months
Designer, 1st Class
- 90-00 Dean R. Pelletier**
39 Years, 8 Months
Manager
- 91-05 Dennis C. Tome**
45 Years, 1 Month
Planning Tech

“I WONDER IF WORK IS CANCELED BECAUSE OF TODAY’S SNOWSTORM...”

Now you can know. Receive automatic messages about emergent matters, including facility closures, with Automessenger. Sign up at www.asp.schoolmessenger.com/biworks/subscriber Detailed instructions are available on the BIW intranet at the Automessenger logo.





In Remembrance

John K. Alexander
December 3, 2018
20 Years
Corporal

Anthony J. Ouellette
December 3, 2018
18 Years
Leadman

John H. Johnson
November 23, 2018
23 Years
Ship Rigger, Double Craft

John E. Gumz
November 19, 2018
29 Years
Welder III

Wilfred J. Blanchard
November 16, 2018
7 Years
Preservation Tech,
Sing Craft

David J. Gagnon
November 11, 2018
39 Years
Designer, 1st Class

Dennis H. Gordon
November 5, 2018
26 Years
Area Supervisor II

Roland F. Bonsey
October 28, 2018
15 Years
Designer, 1st Class

Ella K. Hersom
October 16, 2018
38 Years
Project Manager, Materials

David J. Anderson
October 10, 2018
19 Years
Supervisor

Paul E. Dedrick
October 6, 2018
41 Years
Tinsmith III

Ronald S. Call
October 5, 2018
13 Years
Pipefitter

Robert A. Moody
September 30, 2018
18 Years
Engineer II, Q/A

Jeffrey A. Johnson
September 29, 2018
26 Years
Sandblaster III

Patrick W. Perry
September 25, 2018
39 Years
Carpenter III

Anne A. Labbe
September 24, 2018
40 Years
Administrative Technician

Lucille R. Fournier
September 15, 2018
21 Years
Designer, 1st Class

Clarence W. McKenzie
September 6, 2018
21 Years
Shipfitter III

Warren P. Skillings
September 6, 2018
37 Years
Sr. Manager, Project

Daniel J. Venuto
September 4, 2018
26 Years
Electrician III

Laverne R. Wenger
August 21, 2018
28 Years
Pipefitter III

John E. Tourtelotte
August 17, 2018
26 Years
Assistant Foreman II

Gary W. Durgin
August 13, 2018
30 Years
Shipfitter III

David R. Coosard
August 7, 2018
20 Years
Administrative Technician

Roger W. Parks
August 4, 2018
35 Years
Welder III

Outfit Hall Crane Strength + Employee Ingenuity = Improved Process

Operations and Engineering collaborated on a new process for assembling the DDG 51's 354 stern unit which should increase safety, be more efficient and improve schedule.

With Hull 521, DDG 120, three smaller units – inner bottom, mid-level and main deck – were combined in one station in the Outfit Hall, where superior crane strength can lift the resulting 363-ton stern unit.

On previous DDG 51s, the inner bottom was built in a mock and the mid-level welded onto it. Then it had to be removed from the station, the mock was moved out of the way and lifting beams attached to the unit. That's because once the main deck was added on top, the unit is too heavy for the cranes available to the Assembly Building.

Instead, the unit would have to be jacked up so it can be moved by a transporter, a process that requires 12 carpenters placing and removing large pieces of oak at six different stations as the unit is raised about four inches at a time.



"It costs like a couple hundred hours to do it" said **Dennis Masse**, Manager, referring to the jacking process and the removal and later reinstallation of the mock for the next ship

David Nadeau, Shipfitting Supervisor, suggested joining the main deck onto the lower two while they remained in the mock, eliminating down time.

That required collaboration with Engineering because it wasn't clear the mock could support the heavier weight and requalifying it could take weeks or months. Enter Senior Engineer **Dustin Ross** and Engineering Principal **Adam**

White. The pair helped design a system of locking jacks at points within the mock that increase support, transferring the added weight of the top unit to the floor.

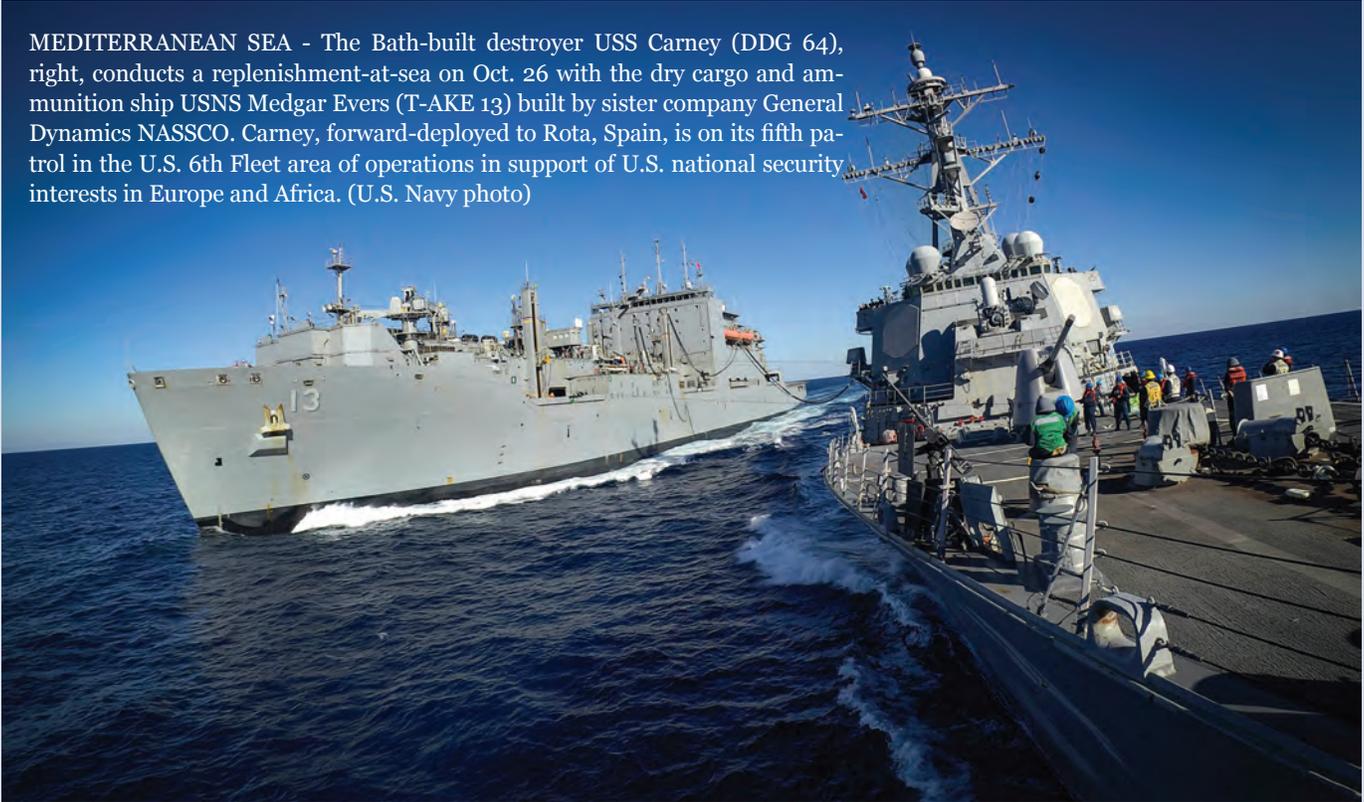
"We build this product heel to toe in the same station for the next hulls, thus letting us leave the mocks in and locked down to start the next hull," Masse said. "It also allowed us to build permanent staging with services station loaded. And safety-wise, not having to do the jacking is an improvement," he said.

That section of Hull 521 is now complete and is in 2-door being prepared to move to the Blast and Paint Facility. Meanwhile, that section of Hull 522 is being started in the mock.

"This is a great example of when skilled people doing the work share an idea with folks managing the work, who are willing to listen and support it," said **Dan Nadeau**, Director, Ground Assembly. "The result is an improvement that can really make a difference!"

From the Fleet: *All in the Family*

MEDITERRANEAN SEA - The Bath-built destroyer USS Carney (DDG 64), right, conducts a replenishment-at-sea on Oct. 26 with the dry cargo and ammunition ship USNS Medgar Evers (T-AKE 13) built by sister company General Dynamics NASSCO. Carney, forward-deployed to Rota, Spain, is on its fifth patrol in the U.S. 6th Fleet area of operations in support of U.S. national security interests in Europe and Africa. (U.S. Navy photo)



Hand Injuries from Grinder Use

We have had a number of preventable hand injuries in our Operations Team this year, particularly when using 5" ATA grinders with Cubitron discs.

Take the extra couple minutes to approach the job safely, make sure you have tools that can be used as they were designed and use two hands when the tool calls for it. Tools should be returned to the Tool Cribs for regular maintenance.

Grinders can spin at 10,000 rpm. They are designed to smooth hardened steel so they are able to cut through even the most protective gloves.

Don't take shortcuts. Let's all keep our hands safe so they can do their primary job - lifting children and grandchildren and hugging those we care about.



A demonstration of unsafe grinder use.

“Spooktacular” Contest



Honorable Mention—Support Services Group—L-R **Mitchell Stewart, Mackenzie Riley, Ashley Romatowski, Lindsay Watts and Lexi Spinazola.**



Capital/MRO Goup—**Pam Bryan, Larry Chadwick, Pam Everett and Jim Soreide**

To get into the Halloween spirit this fall, the Supply Chain group initiated a door decorating contest. Purchase Specification, Capital Maintenance, Repair and Operations (MRO), Support services and general material/Capital MRO groups all participated in the competition on their own time.

Each door was evaluated for their Halloween theme. Capital MRO took the win with their Spirit of Spiders theme. Among other features, their entry had sound effects and decorated gourds—from **Pam**

Bryan’s garden—to represent human heads caught in the spider’s web. Honorable mention went to the Spare Parts door from Support Services, which included a “parts list” next to skeleton.

Senior Buyer **Danielle Olson** coordinated the effort. “There are a lot of new people in our group and this idea came forward. The contest fostered employee camaraderie and there was lot of laughing and great creativity,” she said. “It was spooktacular!”



Feed the Hungry Challenge

Volunteers collected almost \$6,000 in donations and a truckload of food during the Feed the Hungry Challenge held Nov. 14-15. Donations were divided between five Maine food programs.

The collection was held on the same day BIW distributed a frozen turkey to each employee for the holidays. Many employees donated their turkey and the company donated the ones that remained after the distribution. They were a welcome gift to many of the 16 percent of Maine families who struggle with food insecurity.

“These turkeys made A HUGE difference in so many families lives!” said Kimberly Gates, of the Bath Area Food Bank. “Not only did it help us feed 175 families for Thanksgiving but it is helping us feed about 150 for Christmas!”

*Right: Volunteers show some of the food donated by BIW employees during the Feed the Hungry Challenge last month. From left, Senior Buyer **Lisa Sherburne**, Section Manager **Chris Riley**, Senior Supervisor **Jolene Nickerson**, Senior Buyer **Nick Lemay** and Program Manager **Dan Bessey**.*



*Material Control and Warehousing Manager **Tim Mercier** (far left) and Material Handlers **Eric Smith** (left) and **Joshua Ormsby** (right) helped deliver frozen turkeys from BIW to the Bath Area Food Bank.*



'Like a *BIW Family Reunion* ...'

BIW employees and their families turned out for sun and fun at the BIW Recreation Association's annual Family Day held at Funtown Splash-town USA on Sept. 8.



Shipbuilders in Afghanistan

Electrical Deckplate Planner **Michael Beaulieu** works in the Aluminum Shop. **J.J. Marcigliano** works as a Safety Supervisor based in the Manufacturing Support Center (MSC). For much of the past year they've been working together as members of a Maine Army National Guard Medevac unit deployed to Afghanistan. Beaulieu is maintaining and repairing Blackhawk helicopters and Marcigliano is flying them.

The pair are just two of the several BIW employees currently on active duty or training to go. Marcigliano and Beaulieu deployed with their unit at the beginning of April. This is



Michael Beaulieu and J.J. Marcigliano

Marcigliano's second deployment, Beaulieu's first.

Beaulieu has been with the National Guard for six years and works as an aircraft mechanic keeping Blackhawk helicopters maintained. Some of his coworkers have deployed – a couple in the same unit he now serves in - and they have been very supportive as have others. "I have a huge family, friend and neighborhood support system relieving a lot of stress off of me leaving a wife and young son at home," he said. Marcigliano started as a Blackhawk mechanic and now is a pilot. He got married just before he left. As cold as it gets in Maine, he was not looking forward to the

climate he was going to. "I don't like going to Florida where it's hot and it's definitely hot where I'm going."



Thanksgiving Turkeys!

BIW's senior staff handed out more than 5,000 turkeys to employees the week before Thanksgiving. Getting the frozen birds in the hands of employees as they left led to a fun frenzy of activity.

A Muddy Job Well Done

Before Lyndon B. Johnson (DDG 1002) could be floated, a team had to extract almost 4,000 tons of silt and mud from the three dozen ballast tanks used to float and sink the drydock.

Each tank is 80 feet long and 36 to 50 feet wide, depending on whether it's beneath the added weight of a wingwall. And each was filled with a decade's accumulation of river silt and mud, about a foot and a half to two feet deep.

"It was interesting work to say the least," said Supervisor **Kris Favreau**. "Some of the tanks smelled more than others. It just depended on what the silt composition was. It mostly smelled like dead marine life, like mud flats."

Working down in the tanks was a little like spelunking in caves. Workers with headlamps were tethered by a rope from their harness to a tripod over the tank opening. They wore protective suits with facemasks and breathing apparatus.

"There were so many safety procedures in place to cover all our bases," Favreau said. There was a six hour briefing at the start of the project and a thorough job hazard assessment. There also were regular morning briefings on new or changing conditions and potential hazards.

The project was completed without any injuries and a month ahead of schedule.

Getting the mud out of the tanks wasn't simple or easy. They had to hydroblast the mud to break it up and create a slurry, which was then pumped out using four Clean Harbors "Supervacs".

An inert flocculent material was added to the slurry to soak up some of the water over time. The mud was then injected into a huge bladder called a Geotube made of a membrane that lets water leach out but not mud said **Deborah Nadeau**, Manager, Laboratory and Environmental, who helped make sure the project met all environmental requirements. The 3,000 cubic yards of dewatered silt could then be excavated and reused beneficially as reclamation in a local quarry.



Preservation Tech **Terrance Gerow** takes a break from the ballast tank cleanout.

The total amount of dewatered material removed was 3,700 tons. For comparison, an Ultra 2000 unit weighs just about 3,200 tons.

GENERAL DYNAMICS

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