

# BIW NEWS

Volume 1  
2019

*Better Sonar Plate Forming p. 12*

*Designer Joe Romano  
checks a mock before  
a plate is formed*

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# LOOKING BACK AND LOOKING AHEAD

## Scott Blackburn takes stock of 42 years at BIW



**S**cott Blackburn joined BIW as a Cost Analyst right after graduating from Bowdoin College in 1976. His many jobs have included buyer, manager of subcontracts, Director of Procurement, director of shipbuilding at ASC PTY in Adelaide Australia and Director of the LCS Program, Planning Yard and Business Development. Halfway through his career he earned an MBA at Boston University. He was named Vice President, Supply Chain and Quality, in 2015. He plans to retire this spring. He likes fly fishing and bow hunting and enjoys offshore fishing for blue fin tuna.

**A**s I reflect on more than 42 years at the shipyard I can't help but think about what has changed over that time frame and what has not. When I started in 1976 there were no computers, cellphones or automated systems such as material resource planning (MRP) or computer-aided design (CAD). The facility was smaller; there was no land level, no EBMF and no large assembly halls or drydock. There was less than half the workforce we have today and we were under contract to build only the lead ship of the FFG 7 class, Oliver Hazard Perry. We worried whether the Navy would order any follow on ships.

Through excellent schedule and cost performance, BIW ultimately earned contracts for 24 additional follow on FFG's and the reputation of "ahead of schedule and under budget" and "Bath Built is Best Built".

Fast forward to today. Our workforce has a passion to design and build the best quality surface combatants for the U.S. Navy and for that, the Navy still considers "Bath Built, Best Built". However, today we are neither ahead of schedule nor under budget.

We have our strongest backlog in more than 40 years - 12 ships under contract to be delivered over the next eight years. We also have future opportunities in the form of additional DDG 51s, 10 to 20 ships in the FFG (X) program, significant fabrication work from Electric Boat to support their Columbia submarine program and a future large surface combatant program.

To win our share of this work, we must demonstrate strong schedule and cost performance.

To help get there, we have been working on strategic process changes to achieve a "guaranteed turnaround" to the Navy customer of two ships per year. The concept, which we call Operational Excellence or OpEx, is centered on improving the flow of material through our fabrication facilities and storage facilities, and connecting them to several stages of construction in the main shipyard. We will move material and build products to support the next stage of construction with a goal of optimizing completion of the entire ship, rather than have one area exceeding production goals when the downstream customer isn't in position to take advantage of that material.

Other features include:

- Organizing work into similar product families, where construction uses similar techniques and takes about the same amount of time.
- Standardizing work for those product families
- Balancing the amount of work and material flow to allow for guaranteed turnaround times for products at each stage of construction
- Making material flow visible to easily identify any disruptions
- Making it easy to identify whether processes are ahead or behind customer demand
- Ensuring each stage of construction builds what their downstream customer wants by using 'first in, first out' principles

We have engaged the workforce to help redesign the process and upgrade production work areas to optimize the effectiveness of that process. We also are adding capacity and replacing machines to improve reliability.

We started a year ago at EBMF where we do outfit fabrication and we have realized significant improvements in vent, machine operations and hull outfit lead time as well as stabilizing the overall throughput of work.

Building on that success at EBMF we began similar efforts last fall at the Consolidated Warehouse, Harding structural fabrication facility in Brunswick and Pre-outfit facilities in Bath. Although early in the transformation, we expect excellent results in all three areas.

It's an exciting time to be in shipbuilding - as challenging and as full of potential as I've seen in 42 years.

I believe we are on the right track in turning around our schedule performance but it will require ongoing commitment by everyone involved. Working together, these initiatives will position us to win future work and continue our tradition of providing the Navy with "Bath Built, Best Built" surface combatants.

# SAFETY HUB



By Ron Lessard

*Learning about safety is part of the job.*

## SAFETY CHATTER

Safety words and abbreviations heard in the shipyard:

### SIF - Serious injury or fatality

In SIF prevention, “serious” injuries are defined as:

**Life-threatening:** Injuries that require immediate life-saving rescue efforts such as CPR or control of severe bleeding.

**Life-altering:** Injuries that significantly and permanently disable a person’s normal life activities.

# Avoiding SIFs is Critical

March 8 marked the 30th anniversary since 28 year-old Nathan Marsh lost his life in a workplace accident at BIW.

March 8, 1989 was a sunny late-winter day and Nathan, a stage builder with less than one year of experience at BIW, was working on a suspended Spy Array staging platform on the future USS Monterey (CG 61). Hazards were either not identified or not acted upon, tragedy struck, and Nathan was killed, leaving behind a wife and two young children.

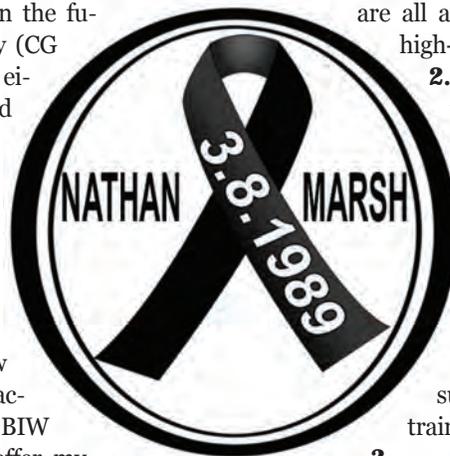
I didn’t know Nathan but many active and retired BIW employees did. I offer my deepest condolences to those of us who knew Nathan and to his family.

On March 13, 1989, BIW President, Bill Haggett spoke to his management team in response to this tragedy: “What we all know in this room is that every day in our business, situations arise that could produce similar results except for perhaps luck in many cases,” he said. “You cannot run a business with the hazards that this one has on luck because if you try to do that, it’s only a question of time.”

Thirty years later we know for sure that we don’t have to depend on luck to prevent serious injuries and fatalities (SIFs) in the workplace. Researchers have identified the most likely causes of SIFs as well as the actions that we can take to prevent them. BIW has implemented a SIF Prevention Program based on this research.

Research tells us that SIFs are most likely to occur when all three of the following conditions exist:

- 1. There is a high-risk situation.** A high-risk situation is any situation that could reasonably produce a SIF injury. Examples include working in confined spaces or working at heights. Activities covered by our Top 5 Safety Absolutes are all activities that can present high-risk situations.
- 2. Management controls to protect employees from the high-risk situation are absent, ineffective, or not complied with.** Examples of management controls include written policies and procedures such as our SPMs and training programs.
- 3. The above two conditions are allowed to continue.**



*“Researchers have identified the most likely causes of SIFs as well as the actions that we can take to prevent them.”*

Based on the causes described above, there are four simple but critical actions that each and every one of us can take throughout the day to prevent SIFs:

- 1. Procedural Compliance:** Always follow written procedures for working safely.
- 2. Pre-Task Risk Assessment:** Evaluate your work area for hazards before starting a new task and whenever conditions change.
- 3. Pause-work Authority:** Pause work whenever you identify a safety hazard and eliminate the hazard before resuming work.
- 4. Report Near-Misses:** Report all “near-miss” events so we can learn from those experiences.

I believe the best way to honor Nathan, his family and all those who have suffered a workplace injury here is to do everything in our power to make sure a tragedy like that is never repeated at BIW. Please, follow the four SIF prevention methods all day, every day.

# 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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# EMPLOYEE SPOTLIGHT

## ROGER (ROBIE) ROBITAILLE



Title: **Deckplate Planner**

Years with BIW: **1981-2005, 2014-present**

Department: **Deckplate Planning**

All of this comes from my father, who was a carpenter as well.

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

I will have to say my table saw. That's where everything starts. You have a raw piece of wood in your hands—the table saw cuts it down to what you need, and you work from there.

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

My name. As long as I've been at BIW, there's only been a handful of people that know me by Roger. Everybody knows me by "Robie". It's been that way from day one. People would say my last name wrong, so I just tell them to call me Robie.

### WHAT IS YOUR FAVORITE AUTHOR OR BOOK?

I used to read some, but then lost track of it because of the kids and so on. But recently I have gotten back into it. I started reading John Grisham. He writes lawyer-type stories and they're very interesting. I got three of his books at home and I'm looking forward to digging into them when I retire.

### TELL US A LITTLE ABOUT YOURSELF?

I was born and raised in Biddeford and have been married for 40 years. My wife and I have a son and a daughter and are proud grandparents to two granddaughters. They are the light of our lives.

### DESCRIBE YOUR ROLE AT BIW?

I'm a Deckplate Planner. We assist the Shipfitters with any issue they have, whether it's drawing and materials, work packages that have to be remade, ordering and locating materials, or troubleshooting for supervisors. I take care of the Aluminum Shop and about three quarters of the AB Building. It's a very complex job that keeps me very busy. From day to day, it's never the same.

### WHAT IS THE BEST PART OF THE JOB?

The best part of my job is being able to resolve the issues that 'fitters come in with. That sparks a light in me because I like to resolve problems so they don't have to go to somebody else to find the answer.

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

Learning to prioritize on days where your plate is overflowing. Also, sometimes dealing with your customer can be a challenge. Of course, the customer is always right!

### DESCRIBE YOUR HOBBIES?

I enjoy fishing and carpentry. I'm going to do more fishing once I retire in May. My favorite fishing hole is on the Saco River up by New Dam. As for carpentry, I'm a carpenter by trade. I'll do side jobs, such as decks, windows and doors. I enjoy helping others who need things done, so they don't have to call a contractor.

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

# LBJ Christening Set for April 27

The christening of Lyndon B. Johnson (DDG 1002) - the third and final ship in the Zumwalt class - is scheduled for April 27 at 10 a.m. alongside Pier 4.

The ship is named for the 36th president of the United States, a Navy veteran who was instrumental in the passage of some of this country's most ground-breaking legislation including Medicare and Medicaid, which guaranteed medical care for elderly and poor Americans, and the Civil Rights Act, which outlawed discrimination based on race, sex, religion or national origin.

President Johnson's daughters, Lynda Johnson Robb and Luci Baines Johnson, are the ship's sponsors and authenticated the keel during the keel laying ceremony held Jan. 30, 2018. The ship launched Dec. 9, 2018.

DDG 1002 features a low radar profile, an integrated power system and a total ship computing environment infrastructure enabling a much smaller crew size. It is 610



feet long and displaces 15,000 tons.

**Employees, retirees and members of the public may request tickets to this private event until April 12 at [gdbiwi.com](http://gdbiwi.com) under Upcoming Events. Everyone who attends must have a ticket.**

# BIW Employee Tends to Child Thrown from Car

**L**arry Gamblin, Craft Administrator in the Pipe Shop, was visiting his hometown in northern Maine during Christmas shutdown and there's a little girl who's glad he was.

Larry and his wife Becky were just heading back to Bath when they came across a minivan which had tumbled, end over end in Washburn. The woman who had been driving was outside the car, hysterical, and her six-year-old daughter was wandering nearby, a serious gash on the left side of her face and another on her scalp.

"It was frigid—maybe even 10 below," Gamblin recalled. "It happened right in an open field—it's all potato fields up there—on top of a hill and the wind was just howling."

The girl had been in a car seat that wasn't secured to the car, and she was thrown through a window.

"Why that vehicle did not roll on top of that little girl is beyond me," he said. "Her car seat was maybe four feet from where

the vehicle came to rest on its passenger side."

"I asked her if I could pick her up and she said, 'Yes, please help me.' I grabbed ahold of her, put a rag on her face to stop the bleeding and I put her in my vehicle to try to calm her down till the ambulance got there." He also stabilized her neck to prevent injury to her spinal cord.

Gamblin figures it was 45 minutes before the ambulance arrived. "The police officer actually showed up first. He said 'You got this under control so I'm just going to direct traffic,'" Gamblin said.

When rescue workers did arrive, the girl didn't want to go with them to the hospital. "She wanted 'her friend that helped her' to take her. I felt so bad for the little thing, but I guess I made her feel safe," he said.

When he climbed back in his pickup, his blood-stained hands were numb and he couldn't bend his fingers around the steering wheel.



I told the officer 'I'm sorry buddy . . . I'm going to have to let my hands thaw before I can drive.' Once they did, Gamblin and his wife—who had been helping to calm the child's mother—grabbed lunch and drove the six hours back to Bath.

Washburn Police Officer Corey Larlee later issued Gamblin a citation—the good kind.

"This is to certify Ptlm. Larlee was witness to life-saving skills to protect and save life, performed by Larry Gamblin of Bath, Maine," the proclamation reads in part. "Gamblin and Becky Gamblin in their actions represented what it is to be a good citizen of Maine."

# DEPARTMENT PROFILE: Print Shop

You may not have visited the BIW Print Shop in the basement of the Main Office Building but most everyone in the shipyard has used their products.

Printers **Marc Turgeon** and **Jon Barrett** create the hard copy of trades training manuals, bid proposals, labor contracts and employee onboarding material. They print everything from christening invitations on linen stock to the latest full-color recruitment brochure.

If you need a total of more than 100 pages printed, chances are you used - or should have used - the Print Shop.

The Print Shop and its high output Xerox printers deliver better quality at a fraction of the cost of using an office copier. Turgeon and Barrett can determine the best paper stock for an application, the most sensible binding and help make sure the finished product has the best color quality and image resolution.

“Those little machines that are out there are designed for five to 10 pages, not a 25-page report that is being distributed to a group of people,” Turgeon said.

“If it’s more than 100 pages of printing, we should do it. We have better quality paper, better quality printing and it’s



cheaper per copy,” Barrett said.

It also looks more professional and is more functional and durable when a report is printed and bound with a saddle stitch like a magazine (as is the case with BIW News) rather than just stapled in the upper right corner.

They also can cut, fold and drill holes in print jobs for different applications.

Barrett started at BIW as an outside contractor and was hired at the Print Shop 10 years ago.

Turgeon has been printing at BIW for 37 years, and he had a commercial printing and copying background before he

joined the shipyard. When he started, there were four people working in the Print Shop.

Today, technology allows the Print Shop to produce more work with fewer people.

“When we first started in color, our first machine was doing nine copies a minute,” Turgeon said. “Now, we have color presses that will do 100 color copies a minute”—144 pages if black and white.

If you need to get a printing job done, contact: [biwprintshop@gdbiw](mailto:biwprintshop@gdbiw), or x2179 or stop by the shop’s location in the basement of the Main Office Building.

## Hanging up the Apron

After serving sandwiches to a generation of BIW employees, **Jerry LaRochelle** is closing up The Sandwich Shop on Vine Street for a well-deserved retirement.



As a sign of its popularity, the shop served more than 600 breakfast sandwiches on the last Wednesday in February, the week it closed.

“My Parents Neil and Mary LaRochelle bought The Sandwich Shop in 1984 from the Nolan family,” said **Sue O’Dare**, a Senior Buyer with the Planning Yard and Jerry’s sister.

Jerry estimates that over the past 35 years, the shop served an average of about 200 sandwiches and 75 salads per day.

That’s more than a million sandwiches and some 600,000 salads - many of them eaten inside the shipyard.

In the shop’s final days, appreciations like this poured in on the shop’s Facebook page: “Thank you all for your hard work and dedication but most of all thank you for your kindness and friendship!”

BIW Year To Date Safety Performance			
Company Safety Metric	2019 YTD	Top 3 Watch Items	Overall Trend
<b>Recordable Incident Rate</b> Goal: 5.2	10.3	<b>Body Part:</b> 1) Hands 2) Eyes 3) Knees	Red Circle
<b>Lost Time Incident Rate</b> Goal: 1.5	2.0	<b>Behavior:</b> 1) PPE 2) Repetitive Motion 3) Eyes on Path	Yellow Circle
<b>Safe Site Program</b> Goal: 96%	97.0%	1) Trip Hazards on Walking/Working Surfaces 2) Poor Housekeeping 3) Inadequate Protection Against Impalments	Green Circle
<b>Personal Protective Equipment</b> Goal: 98%	97.7%	1) Hard Hat 2) Hearing Protection 3) Eye Protection	Yellow Circle
<b>Safety Roadmap Level 4</b> Year End Goal: 100% Active caring & Housekeeping	11%	1) Active Caring 2) Housekeeping	Yellow Circle
<b>Good Catch Program</b> Average per Week: 95	863	1) Housekeeping 2) Risky Behavior/Poor Judgment 3) PPE	Green Circle

# VIPs TURN OUT FOR *Carl M. Levin Keel Laying*

Longtime Michigan Sen. **Carl Levin**, namesake of DDG 120, told a gathering of shipbuilders and special guests in Ultra Hall on Feb. 1 that there is no greater honor for an American citizen than to have a U.S. Navy ship bear his name.

“To all the men and women who design and build our ships and especially to the men and women whose head and hand build ships here at Bath . . . thank you for all you do so well and probably more important than anything, for all that you stand for,” he said.

Sen. Levin was chairman of the Senate Armed Services Committee for nine years and a member for his entire 36-year career. The committee is instrumental in shaping the country’s defense posture and in determining the size and composition of the U.S. Navy.

Maine’s congressional delegation praised Levin and the shipyard.

Sen. **Susan Collins** described her former colleague as someone who demonstrated uncommon commitment to America and its values.

“The men and women of our military must have the most advanced technology, equipment, and ships, and I am proud of the key role the men and women of Bath Iron Works have played in meeting this obligation,” she said. “Their skill and commitment to excellence go into every ship built here, and I am certain that Senator Levin’s extraordinary commitment to public service and our

armed forces will inspire them as they undertake this project.”

The event marked the ceremonial laying of the keel of the ship. Sen. Levin and his daughters—**Kate Levin Markel**, **Laura Levin** and **Erica Levin**, who are the ship’s sponsors—donned green welding coats and a protective helmet and shield, then struck welding sparks to a steel plate that will be welded into the ship.

Sen. **Angus King** likened the keel of a ship to the Constitution of the United States—the foundation on which hardworking people of strong character can build upon.

“It takes the men and women of Bath Iron Works to build the ship, and then the men and women of the Navy will have to fulfill their duty and navigate the ship through hazardous waters,” he said. “It takes a lot of people with dedication, integrity, and courage to turn this keel into the ship that will represent and defend our country across the globe.”

Rep. **Chellie Pingree** noted that as the Navy focuses on expanding the fleet in the years ahead, she was pleased Navy Secretary Richard Spencer was able to see for himself BIW quality.

Rep. **Jared Golden** recalled how while serving as a Marine in Afghanistan, his unit received a machine gun made in Saco, Maine. Not only did it remind him of home, but it also gave him confidence that the gun would work well, it would not jam. He said that same pride in craftsmanship, demonstrated at BIW, would count when sailors lives depended on DDG 120.



Sen. Levin’s daughters concluded the ceremony, announcing in unison “We hereby declare that the keel of the future USS Carl M. Levin has been truly and fairly laid.”

# Health Improvements

## Fit for Life Now Offers Nicotine Replacement Therapy

Fit for Life health coaches are now offering FREE over-the-counter Nicotine Replacement Therapy (NRT) for BIW employees and spouses who want to quit using tobacco, no prescription needed! BIW employees and spouses who are working with a Fit for Life health coach, both face-to-face and over the telephone, can get up to three months of NRT as part of their tobacco quit plan. Available NRT products include the nicotine patch, lozenge, and gum.

NRT can play an important role in helping you quit tobacco. NRT gives you a small, controlled amount of nicotine that helps reduce cravings without all the other harmful chemicals found in tobacco. For people who want to quit using tobacco, using NRT is a safe and effective tool that increases your chances of success. It is intended to be used for a brief period of time, typically three months or less.

Some people say quitting is easy, it's just the *staying quit* that is hard. Having a good plan in place, including the use of NRT, can increase your chances of staying quit. Just ask **Gary Jordan** (Department 10). Gary had tried to quit smoking in the past, using every resource available. He used the free patches he got through BIW, tried cold turkey, and even went as far as hypnosis, but nothing was working. Nonetheless, Gary persevered, and kept working with a health coach and reminding himself that he'd never met anyone who quit on the first try. Gary succeeded and is coming up on his 4th year of quitting. He's been meeting with a health coach to stay accountable and mindful of his health. He works out almost every day and can walk up the stairs without huffing and puffing. "I've got a lot to show for it" Gary said about quitting smoking. With the money he saved from quitting smok-



ing, he bought a camper and motorcycles for himself and his wife. He has to work at maintaining the quit every day. It isn't easy, but it sure is worth it!

In addition to the NRT and health coaching, other resources are available for help quitting tobacco:

- To access the 2Morrow Health app, download the Jiff app and enter "Wellness" as your Jiff token to set up your account. You can find the 2Morrow Health app in the Healthy Rewards Jiff app by going to Explore and then Programs.
- Contact the Maine Tobacco HelpLine at 1-800-207-1230 any day of the week between 8 a.m.-8 p.m. to talk to certified specialists who can help you quit tobacco for good. Family members and friends are also welcome to call to get tips on supporting their loved ones' efforts to quit.

- All BIW employees and family members enrolled in a BIW CIGNA health plan have access to free tobacco cessation medication at the pharmacy with a prescription from their primary care provider.

- BIW Medical offers free NRT too!

Not only will the resources help you quit for good, they can save you hundreds of dollars on your health insurance! You can qualify for tobacco-free rates retroactive to January 1 by completing 2Morrow Health, having four health coach visits focused on quitting, or using the Maine Tobacco Helpline. To learn more about these and other programs, contact Fit for Life at [biwfitforlife@gdbiw.com](mailto:biwfitforlife@gdbiw.com) or call 442-3145.

# Reservist Credits Fellow Employees for Helping Him Serve

When **Steve Cassidy** is at work at the Harding structural fabrication facility, he's a Planning Supervisor - the go-to guy there for the DDG 51 Planning Yard program.

His alter ego is Staff Sgt. Steve Cassidy, U.S. Army, most recently serving in Iraq with a medical brigade from Staten Island, New York. He was conducting preventive medicine assessments to minimize the risk of disease and non-battle injuries among the fighting force.

Cassidy says it takes the support of a large number of BIW employees for him to take the time away from work to serve in the armed forces, support he felt strongly needed to be recognized.

So Cassidy nominated 13 people for the prestigious Patriot Award presented by the Defense Department program Employer Support of Guard and Reserve.

"The administrative staff, supervisors, and senior leaders have the biggest impact on the service members' readiness," Cassidy wrote in a letter read at a presentation cer-



*Bo Balcavage of ESGR reads a letter from Steve Cassidy.*

emony Jan. 10 at the Fitzgerald Conference Center. "I have been very blessed to have your support in preparing for my missions and transiting back home."

"Each of you receiving this award today has personally helped me in ways you most

likely have either forgotten or never realized when it happened," he wrote. "It is through our collective efforts, as service members and employers, that we keep moving the fight forward. Together we continue to keep our nation safe protecting those we love."



*Patriot Award recipients along with members of their leadership: Back row, from left: **Jonathan Mason**, Director, Human Resources Services; **Tim Glinatsis**, Vice President, Engineering; **Doug Drummond**, Director, Post Delivery and Surface Ship Support; **Jonathan Pelletier**, Manager, Lifecycle Services; **Kerry Nelson, Sr.** Supervisor; **Nathan Tibbetts**, Manager, Design; **James Richardson**, Manager, Scheduling. Front row, from left: **Andrew Bond**, Vice President Human Resources, **Matthew Boyle**, Manager, Scheduling; **Mary Dodge**, Sr. Personnel Records Specialist; **Hailey Dyer**, Senior Supervisor; **Chris Waaler**, Vice President, Planning and IT; **Kelly Kingsbury**, Manager, Engineering Planning; **Larry Tondreau**, Principal Planner; **Don Barr**, Deputy Director, DDG 1000 Program. Not shown: **Pam Hull**, Executive Assistant, Human Resources; **Mark Young**, Director, Planning.*

# Community Colleges Helping BIW Find and Train Talent

After working with a textile manufacturing company for 27 years, **Shaun McDougall**, 48, was facing a layoff.

“To change jobs was to say the least a little scary but there wasn’t really much of an option,” he said.

One of his coworkers told him about Southern Maine Community College’s workforce training programs. In cooperation with Maine Quality Centers, the programs provide training targeting specific kinds of jobs, training that is free to qualified applicants. Successful graduates are guaranteed an interview with the shipyard.

As BIW looks to hire some 1,000 employees over the next year, the training relationship with the Maine Community College System is paying dividends.

McDougall trained for three hours a day, three days a week for 13 weeks. When he graduated last summer, he landed a job working in structural fabrication at the Harding plant.

“It gave me all these skills I actually use today which I didn’t have,” McDougall said. “I’m working on the deckplates, tack welding, doing material fabrications . . . and I’m making great money.”

McDougall shared his story recently with a group of Maine legislators who were touring SMCC’s workforce development programs in January.

**Zach Donahue**, 31, shared his experience as well.

He had been working as a night watchman at SMCC when he learned about the manufacturing technician course.

“I thought it was funky hours but I

could swing it,” he said of the early evening coursework. “It was free and it would lead to a job interview with BIW—a good job with benefits.”

He had worked as a bicycle mechanic one winter and had worked a summer job maintaining 100 kayaks for a children’s camp on Casco Bay.

“I would make sure they were ready for three foot seas and three knots of wind. I figured it was not so different from getting ships ready for 25 knot winds and 25 foot seas,” he said with a chuckle.

Donahue was in the first group of manufacturing technician students last winter.

“There was training in measurement skills, technical math, a lot of safety stuff and a lot of hands on welding practice, plasma cutting practice plus a lot of work with machine shop tools,” he said.

After graduation, he was hired by BIW and sent to the Training Academy at the Orion Center in Brunswick to become a Shipfitter, studying how to read blueprints and getting his welding qualification. Now he’s at the Harding Plant building parts for DDG 122 and DDG 124.

**Porshe Sheskey** had been teaching functional life skills to special needs children but needed a change after 13 years. She was working a warehouse job when she learned about the workforce training programs at SMCC.

The training helped her solidify her math skills and exposed her to blueprint reading, she said, skills that helped her get hired as a general laborer initially and then become a shipfitter.

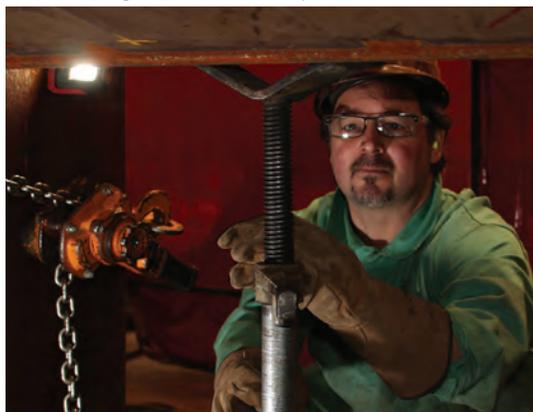
On a recent morning, she was at the BIW Training Academy learning about operating a condo lift. She said the new job has had a profound impact on her life.



*Porshe Sheskey, right, listens to an instructor during class.*



*Zach Donahue*



*Shaun MacDougal*

“I’ve always been in a job where the income would be good and then low,” she said. “It’s really nice to be in something that’s a steady income.”

The SMCC training program is showing results in the shipyard, with a high percentage of graduates landing jobs here, says **Shon Martin**, Operations Manager for Trades Training.

“In the past we’ve sometimes seen a big gap in terms of the skills we’re looking for—math skills or the trades mentality. With the SMCC manufacturing certification program, we have seen an uptick in the quality of many of the candidates we’re interviewing.”

# SecNav: BIW Improving

Secretary of the Navy **Richard V. Spencer** told hundreds of BIW workers gathered on the Land Level Transfer Facility that the shipyard's efforts to improve production mirror the continual improvement he is pushing for in the Navy and Marines.

"We are continually seeking ways to do things faster, better and more efficiently, and I mean to put this in front, under the banner of safety," Spencer said.

Spencer's visit to the shipyard—his second in two years—was to pay tribute to longtime Michigan Sen. **Carl M. Levin**, namesake of DDG 120 which had its keel authentication ceremony Feb. 1. Prior to the ceremony, he spoke to the workforce while accompanied by members of Maine's congressional delegation. His remarks, delivered on Shipway 1, were broadcast live to offsite locations.

BIW President **Dirk Lesko** thanked the delegation for their leadership and Spencer, the nation's highest ranking Navy official, for his faith in BIW, awarding contracts in recent months for five DDG 51 destroyers.

"Secretary Spencer, we deeply appreciate the confidence you've placed in us and we're committed to act with the urgency you've called for in delivering these ships. Thank you for the opportunity they represent and for your trust."

Spencer said the shipyard has shown

that it is already changing how it does business.

"The most recent DDG contract was awarded to you not because you were the lowest bidder. It was awarded to you because you had the largest incremental difference in your final bid," Spencer said. "You stretched the farthest and we rewarded you for that."

"When we all move forward with a sense of urgency and personal accountability, we'll come out the other side much stronger and continually improving for the long run," he said.

Spencer said as shipyard employees prepare to leave the house for work in the morning, they should remember: "Your ships, your product, your work is on patrol - keeping sea lanes clear, providing peace through presence and allowing Americans to live the way they want to live—and know they appreciate it."

At Spencer's request, employees were provided Frosty's donuts for the event. He

finished his presentation by leading employees in a loud cheer: "Bath Built is Best Built!"



BIW President Dirk Lesko and Secretary of the Navy Richard V. Spencer chat prior to speaking to the workforce.



A crowd of shipbuilders on Shipway 1 welcome the Secretary of the Navy.



Attending the Feb. 1 speech from left: Rep Jared Golden, Sen. Susan Collins, BIW President Dirk Lesko, Secretary of the Navy Richard V. Spencer, Sen. Angus King and Rep. Chellie Pingree.

*IF YOU DON'T LIKE THE HEAT...*

# *Hot Forming Leads to Better Sonar Dome Plates*

As the door to the furnace opens onto the Harding bending floor, it's like a scene from a science fiction movie. A narrow rectangle glows orange with so much heat it is impossible to see inside. Mechanics wearing bulky silver protective suits look every bit like astronauts venturing near the surface of the sun. One of them, Machinist **Albert Wyman**, quickly latches a hook onto something inside and steps away as a forklift pulls a metal "sled" out from the furnace. Machinist **Glenn Price** can then slip the tines of his forklift underneath a glowing sheet of steel plate.

With a thick metal shield protecting him from the heat radiating off the plate, Price quickly drives to the 500-ton press and positions the still red-hot load onto a reinforced metal form.

BIW mechanics are refining their process for making sonar dome pieces and new mocks are being developed to create a more accurate finished product, reducing rework and improving schedule and quality.

The fabrication is choreographed to move safely, but quickly because as soon as it leaves the oven, the steel plate that will become a piece of a DDG 51 sonar dome starts to cool off. The cooler it gets, the less pliable and the less able mechanics are



to press it into the shape that is needed. Designer **Joe Romano** says the bright orange of 1,900 degrees dims to a reddish purple of 1,500 degrees in about 10 seconds. "Once it starts to get a little greyness to it it's too late," he said. Sometimes the metal goes back into the furnace to be reheated.

The cherry red plate is laid carefully on the mock - the bottom half of a pair of dies that will be used to mold the steel into shape. Then the top half is pressed down on the steel until it conforms to the curves defined by the two mocks, as much as one million pounds of hydraulic pressure forcing it into shape.

The dozens of contoured plates that make up a sonar dome were once made by a Canadian company. When the U.S. Navy stopped the DDG 51 program, that company went out of business. It sold the forms used to shape the plates to BIW which now - after the DDG 51 program restart - executes the fabrication.

Many of the sonar dome plates are cold formed, using a steel mock and the same 500-ton press. They are gauged

against wooden molds to gradually achieve the right shape, but it's a process that takes much longer. "Parts would go to the shell shop, then back to the bending floor for more adjustments. Fit and finish, then fit and finish again," said Front Line Supervisor **Matt Schreiber**.

BIW has gotten better results hot forming the plates. But even as they master that, teams from Engineering, Design, Manufacturing and Accuracy Control are making our own mocks that result in a much more precise finished product, with fewer imperfections. "It's more or less to make everything match uniformly every time," said **Craig Hewins**, a Front Line Supervisor, who expects the process will completely shift to the new mocks this summer. "It should take out most of the human variance....It should make the process faster, more efficient and easier."

More accurate plates mean less rework and better schedule adherence and the results are proof of what BIW employees can accomplish. "The craftsmanship that it takes to make this type of work possible is pretty impressive," said **Mark Colby**, Director, Fabrication.



## From the Fleet *Going Ashore*

Sailors on Bath-built destroyer USS Donald Cook (DDG 75) man the rails on January 21, 2019 as they make landfall in the Black Sea port of Batumi, Georgia, a country which borders Russia. On shore, sailors were warmly welcomed with an arrival ceremony that included Georgian dance and they participated in a community relations event and helped plant trees. DDG 75 is forward-deployed to Rota, Spain and supports



U.S. national security interests in Europe and Africa. It is on its eighth patrol in the U.S. 6th fleet area of operations. (U.S. Navy photo)

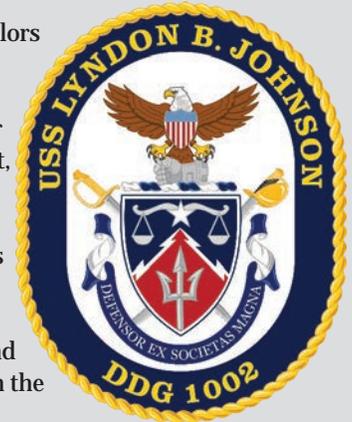
# USS Lyndon B. Johnson (DDG 1002) Crest

**DDG 1002 is the third in the Zumwalt class of destroyers, which are designed for stealth, robust power generation and ship system automation.**

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

Lyndon B. Johnson was the nation's 36th President. He also served as Vice President and Senate Majority Leader and was the first sitting congressman to volunteer for active duty in World War II. As president, he championed what he called the "Great Society" and is credited with passing major civil rights legislation and launching the "War on Poverty."

**SHIELD:** The colors red, white and blue are colors of both the United States and Texas flags. The lightning flashes in chevron allude to the prow, power and speed of the ship's new technology for propulsive power and, in tandem with the trident, suggests the mission of Surface Strike, with the emphasis on stealth and effectiveness against other ships. The scales represent The Civil Rights Act of 1964, considered a landmark achievement of Lyndon B. Johnson's presidency. The white star represents Johnson's home state of Texas and the Silver Star he was awarded for Navy service in the Pacific during World War II.



**CREST:** The astronaut's glove references NASA's Apollo Program which Johnson staunchly supported and he helped push legislation that brought NASA into being when he was Senate Majority Leader. As Vice President, he played an important role in defining and overseeing the lunar landing efforts and the manned space flight missions. He pushed hard for the decision to land on the moon and lobbied for the budgetary and political support needed, culminating in Apollo 11's successful landing on the moon in 1969. The eagle is depicted as an American bald eagle and styled similar to the Presidential eagle to denote that Lyndon Baines Johnson was a President of the United States.

The Navy officer's sword and enlisted cutlass represent the teamwork required of the members of a small crew operating the largest surface combatant ship built for the U.S. Navy since World War II. The motto, "DEFENSOR EX SOCIETAS MAGNA," translates to "IN DEFENSE OF GREAT SOCIETY."

# Snapshot of BIW History by Andy Toppan

## *USS Robert A. Owens (DDK 827)*

USS Robert A. Owens was a post-WWII pioneer, and served for 50 years

As World War II came to an end in late 1945, the U.S. Navy moved to quickly wind down the massive shipbuilding program of the wartime years while simultaneously shifting focus to a new era of technological innovation in warfare.

At shipyards across the country, contracts for hundreds of new ships were cancelled or suspended. Vessels in the earliest stages of construction were unceremoniously scrapped on the ways while ships approaching completion were set aside for future uses.

BIW was no exception to the slow-down, as work on two Gearing class destroyers - hulls 271 and 272, the future Robert A. Owens and Timmerman - was suspended, while four more ships were cancelled outright. The Owens was completed up to the main deck, launched, delivered as an incomplete hull in 1946, and towed to Boston to await her fate. Timmerman, only 46% complete, remained on the ways while the Navy and BIW discussed her future.

Robert A. Owens' absence from BIW was brief, however. By the end of 1946 she was towed back to Bath for completion as an experimental hunter-killer destroyer, assigned BIW hull number 310. In her new role, intended to hunt a new generation of Soviet submarines



based on late-war German designs, she received a number of new, experimental weapons. In place of the original five inch guns she carried two depth charge launchers, known as Weapon Able, and two new, rapid-fire 3-inch/70-caliber anti-aircraft guns. Her superstructure was replaced by a much larger, taller deckhouse built of aluminum instead of steel.

Owens, now designated DDK 827, was redelivered to the Navy in late 1949. After a period of testing with her new weapons, she began routine deployments in the Atlantic and the Mediterranean Sea, which occupied her for the next several years.

In 1963 Owens, already eclipsed by advances in technology, joined her Gearing-class sisters in a major fleet-wide modernization. The overhaul saw a standard 5-inch gun re-installed in place of the experimental (and unreliable) 3-inch weapon, and a launcher for ASROC anti-submarine rockets in-

stalled to replace the short-lived Weapon on Able. She also received a flight deck and hangar for a small drone helicopter known as DASH—a machine that was well ahead of its time and ultimately unsuccessful.

After her modernization Owens resumed a busy cycle of Atlantic and Mediterranean deployments, continuing for many years. By the late 1970's the war-era destroyer was showing her age, and was relegated to service as a naval reserve training ship as newer destroyers entered the fleet. Among the last of her class in service, Owens was decommissioned in February 1982 and immediately sold to Turkey. Recommissioned as TCG Alcitepe, she served the Turkish navy for 17 years until she was finally decommissioned in 1999 and scrapped.

*In the next edition, we'll follow the history of Timmerman, another post-war experimental destroyer.*



# Gulfstream G500 Awarded for Setting New Safety Standards

Gulfstream Aerospace Corp. received a 2019 Business Intelligence Group (BIG) Innovation Award for the advanced technology introduced on the high-performing Gulfstream G500.

The award recognized the G500 for its influence on worldwide travel due to the safety advancements the Symmetry Flight Deck™ brings to the business-jet industry.

Innovations on the Symmetry Flight



*The award-winning Symmetry Flight Deck™ has revolutionized the business-jet industry.*



Deck include active control sidesticks, the most extensive use of touch-screen technology in the industry, and Gulfstream's third-generation Enhanced Flight Vision System. The end result is greater situational awareness, increased visibility, enhanced communication and a new level of safety in the skies.

In addition to the BIG Innovation Award, the G500 received Aviation Week's 2017 Technology Laureate Award for the active control sidesticks and Flying magazine's 2019 Editors' Choice Award. The Gulfstream-designed seats on the G500 and its sister ship, the G600, earned a 2018 International Yacht & Aviation Award.

## NASSCO Repairs Bath-Built Ship

The Bath-built USS Higgins returns to the water recently after five months being in drydock at General Dynamics NASSCO for maintenance.

DDG 76 returned to the water in late January. The Arleigh Burke-class guided missile destroyer was the 200th ship to enter NASSCO's drydock for repairs.

General Dynamics won the \$72.5 million contract to work on DDG 76 last July, and the ship pulled into NASSCO in August. The ship has received maintenance, upgrades and other services.

USS Higgins, which is homeported in San Diego, has a new commander who hails from Maine. U.S. Navy Cmdr. David N. Taft is a Harpswell native and has served in the Navy for 19 years.



*USS Higgins enters the water after five months of being in the drydock at NASSCO.*



# Service Anniversaries

## November

### Dept Name

#### 45 Years

50 Wing, Bruce Carlton

#### 40 Years

10 Taylor, Kevin Sumner  
32 Ripley, Tracy James  
32 Cloutier, Jules Adolphe  
81 Garant, Mark Richard  
81 Doyle, Richard Allan  
66 Rogers, Mark Carter  
07 Fenn, William Rust  
66 Libby, Bonnie Gail  
81 Johnson, Darryll Olin

#### 35 Years

81 Lancaster, Paul Alan

### Dept Name

#### 30 Years

40 Kidd, Mark Robert  
10 Galgovitch, Shawn Rockland  
10 Cogswell Jr, Arthur Earl  
19 Herrick Jr, Loren Dana  
81 Russell, Dexter Scott  
06 Denson, Jeffrey Alan  
27 Hart, Gary David  
30 Grazioso, Dean Anthony  
62 Knutson, Paul Anton  
27 Perkins Jr, Robert Stanley  
10 Hamlin, Dale Howard  
27 Wardwell, Eric Charles  
86 Letarte, Margaret Bradley  
15 McLaughlin, Jonathan Dean  
15 Brown, James Alan

### Dept Name

15 Perry, Richard John  
17 Faucher, Daniel Paul  
10 Collins, William Carroll  
50 Tondreau, Anthony Neil  
97 Murray III, Robert Thomas  
07 McCormick, Thomas Allen  
15 Wallace, Scoville Richard  
27 Hynes, Patrick MacKinnon  
15 Mellen, Robert Aeneas  
15 Workman, Dale William

#### 20 Years

06 Libby, Dwayne Preston  
40 Slade, Marion Daniel Ashby  
78 Davis, George Jeffrey  
10 Binette, Jude Albert

### Dept Name

#### 15 Years

50 Fyfe, Michael Conrad  
43 Johnson, Timothy Sean  
87 Perron, Justin David  
87 Martin, Brian Ronald  
20 Schanz, Anthony Scott  
86 Gray, Edwin Ralph  
13 Page, Adam Paul  
50 Campbell, Justin Wilson

#### 10 Years

86 Rogers, Michael James

## December

### Dept Name

#### 45 Years

80 Biron Jr, Lionel Roland  
84 Farrell, Charles Edward

#### 40 Years

20 Burroughs, Glenn Walter  
43 Lash, Ricky Nelson  
19 Ward, David Leon  
81 Osmond, Michael William

### Dept Name

81 Cunningham, Jolene Rae  
87 Turmenne, Edmond Daniel  
09 Mansir, Peter Alan

#### 35 Years

21 Thibeault, Donald Milton

### Dept Name

#### 30 Years

86 Schumaker, William Richard  
15 Watts, Paul Elwyn  
45 Fowler, Cynthia Ann  
15 Thompson, Allen Roy  
69 Buker, William George  
15 Costigan, Kevin Alan  
27 Kates Sr, Rodney Scott  
27 Grover, James Matthew

### Dept Name

#### 10 Years

40 Cleaver, Matthew Robert  
20 Stewart, David T  
20 Beaulieu, Ryan Marc  
07 Hatherley, Alex Mathew  
25 Twadelle, Todd Adam  
25 Wells, Bert Warner  
20 Whited, Mark Christopher  
09 Wilcox, Andrew Wayne

## January

### Dept Name

#### 55 Years

81 Cole, Henry James

#### 45 Years

43 Siegars Jr, Carleton H.  
86 Cyr, Marcel Reynold

#### 40 Years

07 Gauthier, Paul Marcel  
10 Medeiros II, Chris Emile  
91 Ames, Donald Herbert  
10 Desrosiers, Jeffrey Bryan  
10 Niva, Gregory Lee  
45 Rumery, Judith Elaine  
15 Bozeman, Paul Cochran  
81 Harvey, Gary Allen  
19 Grant, Ronald Myles  
15 Collins, Daniel Seth  
20 Heath, Stephen Pearl  
86 Snell, Leo William  
25 Littlefield, David Walter

### Dept Name

#### 35 Years

24 Hanna, Thomas Ronald

#### 30 Years

66 Bernard, Ronald Paul  
87 Jaramillo, Jody Ann  
10 Jacques, Michael Edmond  
27 Van Meter, Yvonne Risio  
19 Beaudoin, Walter Thomas  
86 Rockwell, Shawn Arlit  
19 Sabins, Glenn Alan  
10 Barter, Todd Michael  
20 Scott, Stephen Randolph  
46 Greenleaf II, Murlyn Harold  
08 Paradis, Philippe Adelard  
45 Jones, Sharon Joan  
15 MacWhinnie, Gary Steven  
82 Cooke, Mary Jean  
27 Stelzer, Laurence William  
30 Lepage, Marc Antonio  
87 Harris, Beverly Ann  
15 Krook Jr, George Francis  
15 Walker, Gregory Scott

### Dept Name

15 Lincoln, Carroll Lee  
17 Hitchcock, Dennis Ray  
19 Chamberlin, Christopher James  
86 Ballard, Edith Elaine  
17 Holbrook, Thomas Anthony  
86 Sewall, Lisa Lynn  
19 Tynes, John Marshall  
69 Mason, Roger Lee

#### 25 Years

40 Harrison, Matthew Lee  
19 Sampson, Penny Darlene  
24 Banks, Lisa Carol  
24 Lamare, Norman Joseph  
27 McKay, Michael Ernest  
66 Roy, Michael Ronald

#### 15 Years

86 Flanagan, David William  
75 Kellogg, James Patrick  
84 Molello, Minter Michael

### Dept Name

#### 10 Years

01 Pontau, Heather Sue  
82 Harris, Carrie Lynn  
86 Humes, Richard Alan  
86 Serrano, Luis Enrique

#### 5 Years

06 Lackedy-McCormick, Timothy James  
06 Hussey, Patrick Reynolds  
06 Hoyt, John Patrick  
24 Mercier, Donald Gerard  
26 Henley, James Eric  
26 Lerette, Kevin Wayne  
40 Turrell Callahan, Carrie Elizabeth  
84 Berry, Jonathan Bunker  
84 Cates, Seth Thomas  
84 Detwiler, Lyn Catherine  
87 Tibbetts, Nathan Joseph  
91 Dowling, Robert James



## Retirees

### November

- |  |   |  |  |
|--|---|--|--|
| <b>06-06</b> <b>Charlene L. Cunningham</b><br>20 Years<br><i>Surveyor</i>      | <b>86-00</b> <b>Kathleen J. Carpenter</b><br>36 Years, 3 Months<br><i>Designer, 1st Class</i> | <b>86-00</b> <b>Peter J. Haag</b><br>42 Years, 3 Months<br><i>Associate Engineer</i> | <b>86-00</b> <b>Kenneth J. White</b><br>42 Years<br><i>Designer, 1st Class</i> |
| <b>43-00</b> <b>Denis R. Bernier</b><br>8 Years, 3 months<br><i>Welder III</i> |   |  |  |

### December

- |  |   |   |   |
|--|---|---|---|
| <b>05-00</b> <b>Sharon A. Bolduc</b><br>34 Years, 3 Months<br><i>Sr Project Manager</i>              | <b>19-00</b> <b>James W. Luce</b><br>30 Years, 11 Months<br><i>Electrician III</i>              | <b>24-00</b> <b>Ralph S. Thompson</b><br>29 Years, 2 Months<br><i>Senior Buyer</i>            | <b>50-00</b> <b>Steven P. Burd</b><br>37 Years, 6 Months<br><i>Shipfitter III</i>           |
| <b>07-00</b> <b>Timothy F. James</b><br>41 Years, 4 Months<br><i>Machinist III</i>                   | <b>19-00</b> <b>Richard N. Potvin</b><br>23 Years, 2 Months<br><i>Electrician III</i>           | <b>27-00</b> <b>Raymond R. Labbe</b><br>30 Years, 1 Month<br><i>Preservation Tech III</i>     | <b>51-00</b> <b>David L. Libby</b><br>40 Years, 7 Months<br><i>Manager</i>                  |
| <b>10-00</b> <b>Daniel L. Francisco</b><br>30 Years, 2 Months<br><i>Sr Craft Administration Spec</i> | <b>20-00</b> <b>Craig A. Lane</b><br>44 Years, 5 Months<br><i>Maintenance Electric HVAC III</i> | <b>27-00</b> <b>Linda T. Pelletier</b><br>29 Years, 2 Months<br><i>Preservation Tech III</i>  | <b>66-00</b> <b>Joseph P. Donohue Jr</b><br>39 Years, 7 Months<br><i>Insulator III</i>      |
| <b>06-05</b> <b>David C. Brewer</b><br>43 Years, 4 Months<br><i>Trades Inspector</i>                 | <b>20-00</b> <b>Timothy A. Moulton</b><br>40 Years, 9 Months<br><i>Maintenance Mechanic III</i> | <b>27-00</b> <b>David W. Holsomback</b><br>30 Years, 6 Months<br><i>Preservation Tech III</i> | <b>66-00</b> <b>Colleen J. Curtis</b><br>30 Years, 11 Months<br><i>Insulator III</i>        |
| <b>15-00</b> <b>Gary L. Wilkie</b><br>39 Years, 8 Months<br><i>Pipefitter III</i>                    | <b>20-00</b> <b>Corinne M. Knight</b><br>31 Years, 3 Months<br><i>Maintenance Custodian III</i> | <b>40-00</b> <b>William S. Andrews</b><br>29 Years, 3 Months<br><i>Sr Principal Engineer</i>  | <b>84-00</b> <b>Eugene C. Hinkley</b><br>43 Years, 9 Months<br><i>Sr Planner</i>            |
| <b>19-00</b> <b>Paul M. Lambert</b><br>34 Years, 1 Month<br><i>Electrician III</i>                   | <b>20-00</b> <b>Janis Hutchinson</b><br>39 Years, 7 Months<br><i>Maintenance Custodian III</i>  | <b>43-00</b> <b>Barry E. Bacon</b><br>40 Years, 4 Months<br><i>Welder III</i>                 | <b>84-00</b> <b>Donald E. Sherburne</b><br>32 Years, 4 Months<br><i>Principal Planner</i>   |
| <b>19-00</b> <b>Robert M. Canavan</b><br>38 Years, 10 Months<br><i>Electrician III</i>               | <b>20-01</b> <b>Jeffrey T. Neale</b><br>41 Years, 4 Months<br><i>Section Manager</i>            | <b>43-00</b> <b>Jesse T. Scott</b><br>20 Years, 8 Months<br><i>Welder III</i>                 | <b>84-00</b> <b>Gerald D. York</b><br>6 Years, 6 Months<br><i>Planner (Production)</i>      |
| <b>19-00</b> <b>Raymond H. Breton</b><br>36 Years, 7 Months<br><i>Electrician III</i>                | <b>24-00</b> <b>Gregory A. Gallant</b><br>43 Years, 10 Months<br><i>Senior Buyer</i>            | <b>50-00</b> <b>David A. Finley Sr</b><br>32 Years, 3 Months<br><i>Shipfitter III</i>         | <b>86-00</b> <b>Gerald E. Atkinson</b><br>50 Years, 6 Months<br><i>Sr Tech, Engineering</i> |
| <b>19-00</b> <b>Dwight E. Whitten</b><br>30 Years, 10 Months<br><i>Electrician III</i>               |   | <b>50-00</b> <b>Michael P. Lufkin</b><br>45 Years, 3 Months<br><i>Shipfitter III</i>          | <b>86-00</b> <b>Daniel R. St Onge</b><br>28 Years, 11 Months<br><i>Designer, 1st Class</i>  |
|  |   | <b>50-00</b> <b>David N. Bosse Sr</b><br>28 Years, 10 Months<br><i>Shipfitter III</i>         |   |

# Mainer with GD-OTS in Saco Wins Charity Race

General Dynamics Ordnance and Tactical Systems employee **Rob Gomez** won the 2nd Annual Skyway 10K race with a record breaking time of 33:23 with a pace time of 5:23 minutes per mile.

Gomez works in Maine for Saco Defense,

a division of General Dynamics Ordnance and Tactical Systems.

The Skyway 10K race, held in St. Petersburg, Florida, benefits the Armed Forces Families Foundation which donates 100% of the proceeds to military families.



## January

<b>08-00</b> <b>Mark G. Kendrick</b> 41 Years, 3 Months <i>Front Line Supervisor</i>	<b>32-00</b> <b>Raymond D. Bilodeau Jr</b> 44 Years, 8 Months <i>Yard Rigger III</i>	<b>51-00</b> <b>Matthew G. Brooker</b> 37 Years, 10 Months <i>Sr Spec, Labor Relations</i>	<b>86-00</b> <b>Michael J. McKenna</b> 29 Years, 4 Months <i>Designer, 1st Class</i>
<b>09-00</b> <b>Robert A. Dyer</b> 40 Years, 5 Months <i>Outside Machinist III</i>	<b>40-00</b> <b>James W. McCabe</b> 37 Years, 10 Months <i>Designer, 1st Class</i>	<b>81-00</b> <b>Joseph P. Lamontagne</b> 44 Years, 10 Months <i>Material Handlers III</i>	<b>87-00</b> <b>Kirk R. Douglass</b> 42 Years, 3 Months <i>Associate Engineer</i>
<b>15-00</b> <b>Richard L. Brewer</b> 30 Years, 3 Months <i>Pipefitter III</i>	<b>40-00</b> <b>Glen T. Eaton</b> 39 Years, 10 Months <i>Associate Engineer</i>	<b>84-00</b> <b>Barry G. Grinnell</b> 41 Years, 5 Months <i>Sr Planner</i>	<b>87-00</b> <b>Laurier J. Marcoux</b> 43 Years, 5 Months <i>Designer, 1st Class</i>
<b>24-00</b> <b>Cynthia L. Gower</b> 39 Years, 5 Months <i>Senior Buyer</i>	<b>49-00</b> <b>Sharon M. Utecht</b> 35 Years, 10 Months <i>Principal Specialist, Benefits</i>	<b>86-00</b> <b>Wayne P. Oliver</b> 36 Years, 7 Months <i>Designer, 1st Class</i>	<b>87-00</b> <b>Mark J. O'Donnell</b> 29 Years, 4 Months <i>Associate Engineer</i>
<b>27-00</b> <b>Paul M. Gray</b> 36 Years, 10 Months <i>Preservation Tech III</i>	<b>50-00</b> <b>James C. Frechette</b> 36 Years, 8 Months <i>Shipfitter III</i>	<b>86-00</b> <b>John V. Colombraro</b> 19 Years, 8 Months <i>Sr Tech, Engineering</i>	<b>91-05</b> <b>Kimbly K. Johnson</b> 31 Years, 2 Months <i>Planning Tech</i>
<b>27-00</b> <b>Dennis H. Ripley</b> 30 Years, 5 Months <i>Preservation Tech III</i>		<b>86-00</b> <b>Thomas C. Campbell</b> 39 Years, 4 Months <i>Designer, 1st Class</i>	



## In Remembrance

<b>Joseph J. Hubner</b> January 15, 2018 21 Years <i>Welder III</i>	<b>John K. Alexander</b> December 3, 2018 20 Years <i>Corporal</i>	<b>David D. Grover</b> December 21, 2018 37 Years <i>Shipfitter III</i>	<b>Harold J. Plourde</b> January 8, 2019 27 Years <i>Tinsmith III</i>	<b>Edward H. Leeman</b> January 26, 2019 27 Years <i>Heavy Equipment Operator III</i>
<b>James G. Young</b> March 22, 2018 38 Years <i>Designer, 1st Class</i>	<b>Robert D. Suckow</b> December 6, 2018 17 Years <i>Admin II</i>	<b>Rita R. McGuigan</b> December 23, 2018 15 Years <i>Painter 1st Class</i>	<b>Richard A. Labbe</b> January 8, 2019 22 Years <i>Double Craft Tinsmith</i>	<b>Bernard A. Wyman Jr.</b> January 30, 2019 36 Years <i>Planner II</i>
<b>Gary W. Lothridge</b> May 7, 2018 29 Years <i>Electrician III</i>	<b>Delbert R. Mason</b> December 10, 2018 20 Years <i>Pipefitter III</i>	<b>Richard F. Delano</b> December 28, 2018 29 Years <i>Crane Operator III</i>	<b>Bruce C. Leach</b> January 8, 2019 30 Years <i>Insulator III</i>	<b>Ronald A. Marsters</b> January 30, 2019 24 Years <i>Tinsmith III</i>
<b>Daniel J. Kavanaugh</b> May 26, 2018 27 Years <i>1st Sergeant</i>	<b>Joseph F. Frederick III</b> December 13, 2018 35 Years <i>Principal Planner</i>	<b>William M. Dolloff</b> December 29, 2018 17 Years <i>Outside Machinist Double Craft</i>	<b>Clinton A. Feyler</b> January 11, 2019 33 Years <i>Double Craft Skill Welder</i>	<b>Roger A. Fortin II</b> February 6, 2019 29 Years <i>Yard Rigger</i>
<b>Blanche H. Lee</b> August 16, 2018 2 Years <i>Secretary, Administrative</i>	<b>Cecil R. Korhonen</b> December 15, 2018 27 Years <i>Designer, 1st Class</i>	<b>Alfred J. Galgovitch</b> December 30, 2018 18 Years <i>Maint. Mechanic 1st Cl Sk</i>	<b>Donald J. Parent Jr.</b> January 11, 2019 42 Years <i>Welder III</i>	
<b>Clarence W. McKenzie</b> September 6, 2018 21 Years <i>Shipfitter III</i>	<b>Ralph K. Keenan</b> December 18, 2018 9 Years <i>Maintenance Custodian III</i>	<b>Charles R. Burns</b> January 7, 2019 44 Years <i>Preservation Tech III</i>	<b>James A. Kerwin</b> January 24, 2019 17 Years <i>Fleet Service Principal Engineer</i>	
<b>Stephen L. Gray</b> November 23, 2018 31 Years <i>Planner II</i>	<b>Earl A. Wright</b> December 18, 2018 20 Years <i>Welder 1st Cl Sk</i>	<b>Roger L. Flaig</b> January 8, 2019 35 Years <i>Machinist III</i>		

# Harding 2020: Modern Machines Installed, More on the Way

A mechanic at the Harding structural fabrication facility lifts a sheet of remnant metal or “skeleton” off the Messer plate cutting machine leaving a number of small pieces behind. They are then collected for additional modifications like drilling and beveling and then set aside to be included in work order kits.

That is the present. Not far away sits the future, a still shiny small-parts cutting machine that will automatically separate the small parts from the remaining stock, which will then be mechanically deposited in a scrap area. The machine can cut with oxy-fuel or plasma. While it's cutting the parts, it can also drill, tap, countersink and cut bevels.

“It's a huge efficiency gain,” said **Don Bernier**, Facilities 2020 Project Manager. “That's going to be a workhorse.”

Six months ago, the Harding 2020 upgrade was in the ‘procurement phase,’ after an exhaustive evaluation of equipment for functionality and reliability.

“Now we're in the execution phase,” said Bernier.

New blast and paint machinery has been installed in a new building, creating a revamped preservation line that will feed plate and shape cutting machines.

The small parts cutting machine was installed and operator and maintenance training launched. Now, development and installation of software is underway for the nesting programs – the computerized directions that tell the machine where to cut which shapes from the raw stock.

Inherently cautious, mechanics are looking forward to seeing how well the new equipment meets expectations.

“If everything works as well as it does on paper, we should be kicking butt and taking names,” said Machinist **Albert Wyman**.

For Shipfitter **Ralph Norwood**, the new machines won't directly change his job making small assemblies. But he says if the process upgrades result in the parts he receives being more accurate, that makes his job more efficient.

Right alongside the new small parts cutting machine, crews have removed the old Avenger large plate burning machine and have been dredging out old slag, dirt and structure that was beneath it. Where the pit is now, a new large plate cutting machine will be installed this spring.

Like the other burning tables, it will be fully enclosed, capturing smoke and noise and increasing safety, as the operation is viewed on a series of screens.

“No more riding a bucking horse anymore,” said Bernier referring to the moving control seat that operates the large plate burner. “It's much safer”

It's a lot of change in an old facility, and those overseeing the investment have held mini-town halls for groups of eight to 10



Top: The new preservation line building. Bottom: The new small parts cutting machine.

mechanics, offering a three week look ahead at the next set of changes.

It is the biggest overhaul at the Harding plant since the 1970s, Bernier said, and one of the most significant investments in the shipyard since construction of the Land Level Transfer Facility and the Ultra Hall.

## Into the Wild Blue Yonder . . . Almost

Like the destroyers he photographs so well, BIW Photographer Mike Nutter is sailing off into the sunset – well on paper anyway.

After more than 36 years, Mike is retiring but he won't go far. He has agreed to continue taking pictures and video, as well as flying the drone camera on a part-time basis.

Mike and his red Toyota RAV4—license plate EMERLD-1—have been a fixture in

the shipyard, with a friendly wave, a big smile and occasionally the startling honk of the horn.

Nowhere has Mike's presence been felt more than in the pages of BIW News, where he has consistently produced compelling images that show who we are and what we do (take for example, the hot plate forming pictures on Page 12–13.)

Best of luck, brother, Mike. We'll be seeing you around.



# BIW Medical: “Surveillance is Important!”

We want every worker to return home in the same condition in which they arrived, yet every day some of us perform work that may present unnoticeable long-term health risks. This is why BIW, in compliance with OSHA regulations, requires employees to wear appropriate personal protective equipment (PPE) and to attend regularly scheduled Medical Surveillance. This provides employees with protection from over-exposure to hazards such as noise, lead, asbestos, chemicals and fumes and allows the early detection of illnesses that can be associated with these hazards.

## What is Medical Surveillance?

“Medical Surveillance is monitoring to identify early disease so that you can get



A member of the medical staff takes readings of an employee's eyesight.

treated and then making changes to help prevent others from also getting sick,” said Dr. **Nia Foderingham**, BIW's Chief of Occupational Medicine. “Your initial testing creates a baseline, which is then checked year to year to make sure there are no major changes.” Any changes in baselines may indicate the development of health problems which could become serious without intervention.

For example, someone may not notice that their lung capacity is slowly declining year after year but surveillance would pick this up and provide an opportunity to correct or mitigate the issue before it becomes serious or permanently affects your health.

## Why Should I Attend?

When you are scheduled for surveillance, the Medical department creates an appointment just for you, just like if you were visiting your family doctor. Medical can identify deteriorating health conditions before they become serious. Over the years, BIW Medical has discovered dozens of non-work related health conditions such as lung tumors and heart issues which allowed the employee to seek medical attention before the issues became serious. It is important to know that your surveillance



Getting audiology measurements is an important part of routine medical surveillance.

information is kept confidential and released only as appropriate for work-related injuries/illnesses or when you complete a medical release form.

## If You Miss Your Appointment...

Attending Medical Surveillance when scheduled is treated as a job assignment as it is an OSHA and company requirement. If you miss an appointment you will not be automatically rescheduled. Please call (or have your supervisor call) 442-2319 or email [medsurvsch@gdbiw.com](mailto:medsurvsch@gdbiw.com).

“OSHA requires BIW to have a Medical Surveillance program to help keep workers safe and healthy over the course of their long careers,” Foderingham said.

## SAVE THE DATE! DDG 118 to Christen on June 22

The Christening of the future USS Daniel Inouye (DDG 118) is scheduled for June 22.

The ship is taking shape and being outfitted on Shipway 2 in preparation for the summertime launch.

The ship is named for Sen. Daniel Inouye, a Medal of Honor recipient who fought in World War 2 then had a distinguished career as a U.S. Congressman from Hawaii.

Ship sponsor Irene Hirano Inouye, wife of the late Senator, visited BIW on May 14 of last year for the DDG 118 keel laying.

Stay tuned for more information about the DDG 118 Christening in the months ahead.



Ship sponsor **Irene Hirano Inouye** is shown attending the May keel laying of DDG 118. To her right is Capt. **Casey Moton**, the Navy's DDG 51 class program manager, and to her left **Ed Kenyon**, BIW's Director of New Construction Programs.

# Engineering Expo— Kids View Cutting Edge Tech

An enthusiastic team of volunteers gathered at the Costello Field House on the USM Gorham campus Saturday, March 2 to represent BIW at the Maine Engineering Expo.

The Expo gathers engineers, educators, and students together for hands-on activities and workshops to learn about what engineers do. The intent is to inspire bright young minds to engineering and technology careers. The BIW exhibit has become one of the most popular events and this year featured many high tech shipbuilding displays including:

An **Augmented Reality(AR) Sand Table**—demonstrating the AR technology BIW is developing for use in the shipyard. The sand table uses sensors and a short throw projector to display a topological map onto the surface of the sand. As the sand is moved around into different shapes the map instantly changes showing peaks, valleys and even water flow from rain clouds formed by the user's hands over the table!

The **Exoskeleton** exhibit—our overhead arm harness and zero-G arm—was very popular. These hands-on demos were a great way to introduce visitors to the

**Ship Materials** display with shipbuilding tools and components that are unique to shipbuilding.

The **3D Printer** exhibit emphasized how 3D printing is being used in shipyard . . . and we were giving away cool ship models made with our printer. Soon, many red DDGs were seen “floating” in the AR Sand Table.

Our new **Mixed Reality** exhibit was very popular. Visitors were intrigued by the HoloLens headset and the ship model tour they took with our remote tour guide **Dave Heath**—“on vacation” in Florida—who appeared as an avatar visible in the virtual world.

BIW's booth also included:

A **360° Imaging** display showing views of our tests aboard Training Ship State of Maine; **Lifting and Handling** exhibit with miniature, remotely operated cranes; **3D Scanners**; our **Augmented Reality “InfoTagger”** application and an **Aerial Drone** demonstration.

The **Auxiliary Power Unit Simulator** was one of our more technical displays and seemed to be

of greatest interest to the Electrical Engineering students. The simulator connects electrically to an engine control console instead of a real gas-turbine generator, simulating inputs and outputs without risking a real engine.

BIW's **Virtual Reality(VR)** demonstrations drew big crowds. We rigged up monitors so people could see what the VR user was seeing. We had to tape off an area to safely corral the VR user, and to keep onlookers back so they didn't get hit by kids slinging virtual burger patties.



## “Aegis” Awards Recognize Excellence

Five BIW employees were honored with DDG 51 Program Excellence Awards for superior work in the DDG 51 program.

Destroyer excellence awards were presented to **Hailey Dyer** and **Colin Tal-**

**bot**, Planners, for developing an integrated schedule for Flight III pre-production activities and the 2018 Upgrade Zone Design Schedule.

The pair worked closely with Engineering and design leadership to determine the proper order of work, staffing needs and when different disciplines would be dependent on each other, said Robert Dundas Jr., Director of Design. Their work on integrating Engineering, Design and Planning pre-production tasks enabled those activities to be complete before construction on Flight III begins.

**Jessica Ferguson** and **Ashley Carter**, D82 Designers, were recognized with awards for their work upgrading documentation from the Flight IIA configura-



tion to Flight III, Lead Yard Services' largest Implementation Directive . Supervisor of Shipbuilding, Bath and the Navy Program office described the effort as a “tremendous job.”



# USS Michael Monsoor Commissioning Highlights Teamwork

The crowd gathered for the USS Michael Monsoor commissioning in San Diego was told the ship's namesake served as an inspiration as it was being built.

"Each ship brings unique challenges," said **Brent West**, addressing the commissioning crowd on Jan. 26. "In building this ship we had an advantage in attacking those challenges. We had the inspiration of U.S. Navy SEAL Michael Monsoor."

"You see, at its core, shipbuilding is a team sport, and in Michael we had the example of the ultimate team leader," said West, who served as DDG 1000 Program Manager. "Whenever our Navy-industry team faced a shipbuilding challenge, and there were many, we only needed to remember how Michael led and how he sacrificed for his team. Nothing seemed insurmountable on a ship built in the image of Michael Monsoor."

Petty Officer 2nd class SEAL Michael Monsoor was posthumously awarded the Medal of Honor after he dove on a grenade to save his fellow servicemen while fighting in Iraq.

At the culmination of the ceremony, Michael Monsoor's mother Sally, the ship's sponsor, gave the command, "Officers and crew of the USS Michael Monsoor, man our ship and bring her to life!"

With a hearty "Aye aye!", the DDG 1001 crew ran across gangways to take up stations on the ship while a military band played "Anchors Aweigh."

The ship had sailed from BIW on Nov. 9, 2018. In his remarks, West assured Capt. Scott Smith that he commanded a top-quality ship.

"We know we have built the Michael Monsoor in a way that is worthy of her name. We know that



Top Photo: Sally Monsoor, mother of Michael Monsoor and the ship's sponsor, delivers the order to man the ship during the commissioning ceremony of USS Michael Monsoor. She is flanked on her left by Capt. Scott Smith, commander of DDG 1001, and on her right by Master Chief Patrick Tummins.

Bottom Photo: Sailors fire a 19-gun salute during the commissioning ceremony.

through Michael you will be proud to sail a Bath-built ship in defense of the freedoms we all hold so dear."

# Green Belt Grads Put Training to Work

Seventeen BIW employees graduated from Green Belt training in February and are now working throughout the company helping teams change processes to be safer, more efficient and to deliver requirements-based quality.

"We had an overwhelming outreach from all divisions for Green Belt classes this year," said **Nannette Reed**, CI Process Improvement team and a Lean Six black belt.

The training is based on Lean Six Sigma, a philosophy which aims to identify and avoid waste, bottlenecks and variability across a business. Belt colors used in martial arts show the level of training an employee has in the principles. Those who master the Lean Six Sigma approach earn black belts.

This Lean approach has proven effective in creating sustained improvement in production and non-production process.



From left: **Josh Hersom, Conner Olsen, Caleb Rivera, Lexie Spinazola, Tammy Jawdat, Stephenie Pinkham, Ben Cerneus, Matt Murphy, Kris Kruswick, Adam Furin, Andrew Johnson, James Webster, Kate Beaumont, Steven Levkoff, Leslie Twist, Emily Rose.**

Graduates learned techniques to:

- identify critical issues and provide pathways for rapid resolution
- improve our focus on customer needs and quality
- ensure the best use of resources
- improve safety with 6S workplace organization and visual controls
- facilitate teams to improve and control processes
- document and identify process value

and flow

"The hands-on learning kept us engaged, and real life scenarios and discussions made every piece applicable to our daily job functions," said **Lexie Spinazola**.

"As a Project Engineer for the DDG-51 program, I am already working on two new 'lean' projects," said **Tammy Jawdat**, who works in the Planning Yard.

# GENERAL DYNAMICS

Bath Iron Works

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Bath, ME 04530

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## Faces of BIW

