GENERAL DYNAMICS
Bath Iron Works

BIW NEWS

October
2010

Jason Dunham (DDG 109) Departure

See story on pg. 4

INSIDE

From the Helm

Jeff Geiger, President, Bath Iron Works

John Fisette (D10)

On the morning of October 6, 2010, our 32nd DDG 51 class destroyer, *Jason Dunham* (DDG 109), took in lines and sailed down the Kennebec River. This event marked the end of a remarkable transformation of raw material into a complex, fully integrated Navy warship that took nearly five years to build. Coming to the shipyard every day and concentrating on the work directly in front of us can cause us to overlook the bigger picture of our accomplishments. For me, a ship sailaway always provides a good opportunity to reflect on how all the things we do each day combine to produce results.

DDG 109 is the extraordinary result of the contributions made by thousands of BIW employees. On the day of sailaway, I had the pleasure of spending a bit of time with Deb and Dan Dunham, the parents of CPL Jason Dunham, USMC. We had a great conversation and they were truly impressed with the ship. They were also very gracious in their praise of all the BIW men and women who built it. In the course of their visits to the shipyard, they observed the transformation of their son's ship and looked into the eyes of many of you who labored to ensure it was constructed to "Bath Built" standards. They are grateful for your efforts, thankful to be part of our family, and proud of the ship we built that honors their son.

I also had the opportunity to speak with CDR Scott Sciretta, USN, the Prospective Commanding Officer. Like the Dunhams, he had many good things to say about the ship and our work force. Having previously served on two Bath Built ships, he has great confidence in the Bath Built ship he now commands. For those of you who observed the ship's departure or have since seen pictures of the ship leaving the shipyard, you may have wondered about the signal flags that were flying from the mast. They spelled out the ship's high tribute to all of us at BIW. The flags on the starboard halyards spelled out the words "*Bath Built*" with the flags on the port halyard spelling "*BZ*" (Bravo Zulu) which is the naval signal for "Well Done". I couldn't agree more.

Just a few days prior to DDG 109's sailaway, I had an entire day to show the Chairman and CEO of General Dynamics, Jay Johnson, what we're doing here. I covered the details of his visit in a previous Bulletin. He was impressed with what he saw throughout the shipyard and aboard DDG 109 and he left us with a very important message. He emphasized that in the current defense business environment we must stay focused on those things that set us apart from our competitors—the things we do best. That means staying centered on working safely, reducing costs to improve affordability and maintaining the high standard of "Bath Built" quality. Doing so will result in strong future opportunities.

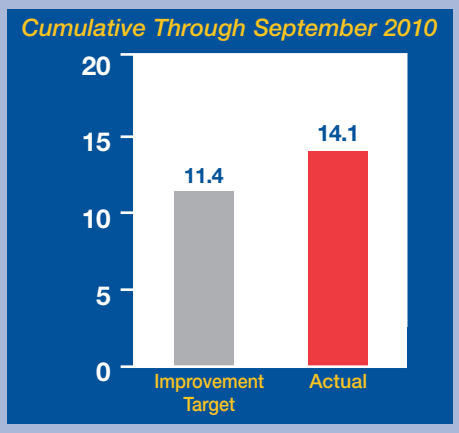
I'll leave you with one final thought. In just a few days, we will celebrate Veteran's Day. If you encounter a veteran, be sure to thank him or her for their service—we can never be thankful enough for their efforts on our behalf.

TOGETHER WE CAN MAKE A DIFFERENCE.

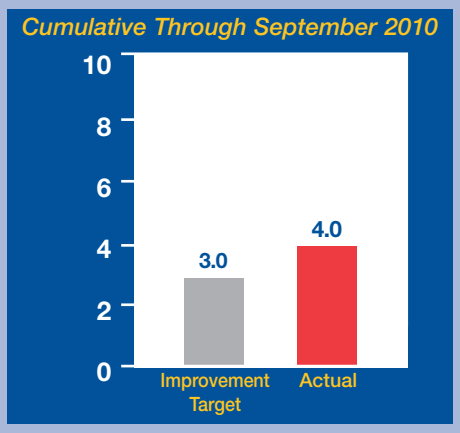
Performance September 2010

Safety

RECORDABLE INJURIES



LOST-TIME INJURIES



Environmental

Year to date (YTD) progress toward achieving our environmental performance goals under the **Maine DEP STEP UP** and other environmental programs is displayed as follows:

- Equal to or better than YTD goal
- Above YTD goal; improved from prior year
- Above YTD goal; not improved from prior year

Cumulative Through September 2010

Solid Waste	🔴
Hazardous Waste	🟡
Energy Costs	🟢

BIW NEWS

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

The primary objectives of *BIW NEWS* are to recognize the service, accomplishments, innovation and contributions of our employees and to provide information on matters that are of interest to our workforce.

Comments and suggestions are welcome and should be forwarded to Dixie Stedman at Mail Stop 1210 or by e-mail at dixie.stedman@biw.com.

Facility/Shift Information Call Line

Toll free information on facility status, work shift delays, and cancellations

1-866-630-BATH

(1-866-630-2284)

GENERAL DYNAMICS
Bath Iron Works

GD Chairman and CEO Visits BIW

On October 1, 2010, General Dynamics Chairman and Chief Executive Officer, **Jay L. Johnson**, visited BIW, accompanied by **Phebe Novakovic**, Executive Vice President Marine Systems and **Bob Helm**, Sr. VP Planning and Development. Mr. Johnson's tour of the shipyard concluded with a visit onboard *Jason Dunham* (DDG 109) which was scheduled to leave BIW a few days later.

Jeff Geiger said, "Mr. Johnson commented on the appearance and quality of the ship and remarked that all of us at BIW should be very proud to have delivered this ship to the U.S. Navy. He left with the message to never let up on our drive to reduce the cost of our ships because that, coupled with BIW quality, is what will distinguish us from our competitors. He reminded us that in the current defense environment, as long as we at BIW and our colleagues in our sister GD business units continue to focus on doing what we do best, we will remain a strong company and corporation."

Mike Lemay, left, with Jay Johnson.

DDG 109 Departure

On October 6, 2010, *Jason Dunham* (DDG 109) departed BIW for Newport, Rhode Island and its homeport of Norfolk. It will be commissioned in Fort Lauderdale, Florida on November 13.

From the point that it was announced that this ship would be named for **CPL Jason Dunham, USMC**, who gave his life in Iraq and posthumously received the Medal of Honor, the ship, the Dunham family and BIW began to develop a strong connection. The story of CPL Dunham and his sacrifice inspired us throughout the construction program and motivated the precommissioning crew as they trained and prepared their ship for operations.

The bottom line was to ensure that the ship bearing CPL Dunham's name was of the highest quality and ready in every way to defend the interests of the United States and protect the lives of its crew wherever it sails. That is what we did. When the ship departed on October 6 with CPL Dunham's parents, **Dan** and **Deb Dunham** onboard as guests of the US Navy and the crew, we can only imagine what it meant to the Dunham family.

PCU captain, **CDR Scott Sciretta** paid us a terrific compliment when he ordered an unusual set of signal flags flown as the ship left the dock (shown right). On the starboard side of the yardarm, the flags spelled out "Bath-Built," and on the other, "Bravo Zulu," the international naval signal for "well done."

Jeff Geiger said, "You (BIW employees) take great pride in what you are doing. Whether you worked on that ship or work in some other part of the shipyard, it takes all of us doing what we do wherever we're working to produce such a great product."

Above: DDG 109 departs Bath. *Cover photo, taken from the South Bath Town Landing, courtesy of Glen Hilt.*

Manufacturing 5 Star Compliance

During 2010, BIW has re-evaluated all 5-Star areas to ensure that the program continues to serve as a useful tool regarding compliance with regulations and to help reduce incidents, accidents and injuries. The chart to the right indicates that this re-evaluation and recertification is nearly 100% complete. However, all areas continue to be monitored and inspected on a regular basis to ensure that each area is maintained at the required level.

Our steady progress indicates a high level of awareness and commitment to safety on everyone's part. We have to keep the momentum and the commitment going forward, because safety can never become anything less than a number one priority.

Safety is everyone's business.

OCTOBER 22, 2010	Electrical	Machine Guarding	Fall Protection	Fire, Health, Safety	House-keeping
5-Skids	★	★	★	★	★
Assembly Building	★	★	★	★	★
ABC Plat	★	★	★	★	★
ACE/CW/Bissons	★	★	★	★	★
Aluminum Shop	★	★	★	★	★
MSC Warehouse/Service Shop	★	★	★	★	★
Blast I	★	★	★	★	★
Blast II	★	★	★	★	★
Blast III	★	★	★	★	★
Boiler Shop	★	★	★	★	★
Buildings 18 and 19	★	★	★	★	★
Carpenter Shop	★	★	★	●	●
Dry Dock	★	★	★	★	★
EBMF	★	★	★	★	★
Facilities	★	★	★	★	★
H 504 (DDG 109)	★	★	★	★	★
H 505 (DDG 111)	★	★	★	★	★
H506 (DDG 112)	★	★	★	★	★
Hardings	★	★	★	★	★
Hyde South	★	★	★	★	★
LLTF	●	★	★	●	●
Machine Shop	★	★	★	★	★
Panel Line	★	★	★	★	★
P0II/Ultra Hall	★	★	★	★	★
South Central Receiving	★	★	★	★	★

★ Compliant ● Preparing for Assessment ● Lost Star

Healthy Body, Fit Mind Returns to BIW

Healthy Body, Fit Mind is presenting a weight management course titled "Rest of Your Life Diet." This unique course is led and designed by **MaryAnn Molloy**, a Certified Personal Trainer and Lifestyle/Weight Management Consultant. A similar demonstration program was piloted last year with great success. The course is education-based and teaches fitness principles along with healthy eating.

Most programs focus on weight loss—the primary focus of this course is lifestyle and weight management (versus loss) with an emphasis on body FAT loss, not just weight. Additionally, other factors such as sleep, resiliency and environment are addressed. Each session is fast paced (with some self-paced, on-your-own, follow-up work), fun and informative. The course covers the entire process of physiology, digestion, food and fitness through lecture, questions and answers, and interactive components that can be applied to real life for the rest of your life.

The fall 2010 "Rest of Your Life Diet" sessions started earlier this month and will run for 12 weeks. Over 60 employees signed up for the program and classes are being held in the main yard in Bath, CROF and SSSC.

If you are interested in the program but missed this round of classes, watch for future program offerings in early January 2011.

" Most programs focus on weight loss—the primary focus of this course is lifestyle and weight management (versus loss) with an emphasis on body FAT loss, not just weight."

Mary Ann Molloy teaching a BIW class in 2009.

Building Healthy Ways Reminds You . . .

Annual Enrollment

Annual enrollment for 2011 benefit elections is now underway and runs through November 12. Now is the time to review your benefit elections and make sure you have the benefits that are right for you and your family in 2011.

Benefits enrollment and/or changes are made through the General Dynamics Service Center (you'll need your password; if you don't have one, request one now) by calling 1-888-432-3633 or online at www.gdbenefits.com. If you need help or have questions, call the Benefits Help Desk at 207-442-2527.

Retirees
September 2010

Dept.	Name
66-00	**Paul D. Suitter** 31 Years, 11 Months *Insulator III*
86-00	**Alfred A. Bourque** 37 Years *Designer, 1st Class*

Service Anniversaries
September 2010

Dept.	Name
	35 Years
05	Chapman, Stanley Lloyd
06	Carey, Stephen Nelson
10	Tarbox, Charles Howard
10	Ward, Gregory Wayne
15	Warner, Robert Leon
19	Curry III, William Henry
20	Harper, Ewell
20	Lilly, Gerald Merton
24	Leeman, William Woodrow
27	Arsenault, Edward William
68	Cox Jr, James Harold
	30 Years
19	Michaud, Michael Allen
20	Picard, Jeffrey Gerald
66	Gilliam, Amber Marie
66	Quimby, John Wayne
87	Berry Jr, Paul Allan
87	Cutliffe, Glenn Dawson
	25 Years
50	Fournier Jr, Henry Pierre
51	Lombardo, Robert John
81	Weeks, Daniel Jay
	20 Years
40	Avery, David Ward
40	Emmons Jr, Ronald Allen
86	Cullen, Paul Pierce
	15 Years
10	Cormier, Maurice Aldric
10	Norsworthy, Timothy James
19	Feely, Daniel Clifford
20	Green, David Alan
43	Charbonneau, Leonard George
86	Spring, Stephen Richard
	10 Years
24	Clay, Dale Robin
	5 Years
06	Burden, Joshua Edward
10	Woodworth, George Lawson

COSAL Fab Contributes to DDG 109 Completion

When *Jason Dunham* (DDG 109) left BIW on October 6, 2010, the ship reflected the skills and pride of hundreds of BIW mechanics, engineers, designers and other specialists involved in its design, construction and testing. A less well-known aspect of a ship's preparation for departure is the Coordinated Shipboard Allowance List (COSAL) and the COSAL Fabrication (Fab) process, which is administered by a relatively small group of equally skilled individuals.

Don Paquette with one of the DDG 109 specialty items. Another example of COSAL Fab items, a DDG 109 recognition board, is shown on the inset.

The COSAL effort is managed and coordinated by the Allowance & Outfitting group located at the Surface Ship Support Center to provide the ship with the items which it requires to ensure mission-readiness. Whereas the COSAL list is a lengthy, defined list of equipment and tools generally common to all ships of the class, the COSAL Fab list is a smaller number of items developed by each ship in accordance with its needs and specific preferences.

As the DDG 51 Class BIW COSAL Fab Coordinator, **John Fitzherbert (D86)** ILS, meets regularly with SupShip Bath and the Ship's Force to manage all active COSAL Fab lists and ensure that items added to the lists are properly authorized by the Navy. He then works with a variety of BIW trades to coordinate, fabricate, procure and load-out the ship with these 500+ items. He calls it a great job. "I get to interact with so many people and each ship brings new people to meet."

Early in the process, John meets with SupShip Bath and Navy crew representatives to confirm the COSAL items that typically roll over from ship to ship and to identify those special items which the ship requests in order to personalize the interior of their ship. For example, the base tasking contains items that relate to areas such as safety, damage control, electrical or medical and includes such things as safety nets, ring buoy stenciling, and assembly of rescue swimmer tending lines.

Then come the specialty items such as crew photo boards, a variety of recognition boards and display cases for items associated with the ship's namesake, its sponsor, or with aspects of the ship's pre-commissioning period. These items promote namesake heritage and help the ship's force create its own identity.

COSAL Fab items are made by the Sign, Electric, Tin, Carpenter, Label Plate, Pipe and Carpenter shops, as well as by EBMF and the Rigging loft. Many of the specialty items are made in what is known as the Hobby Shop where **Don Paquette (D25)** presides over an area that would be the envy of any serious woodworker.

A long-time carpenter, Don has been in the Hobby Shop for 3 years and DDG 109 is his fifth ship. He built cases to hold CPL Jason Dunham's baseball jersey and bat, a gift from the Dunham family to the ship, as well as a case for one of Derek Jeter's baseball jerseys. He also created something not previously requested by a ship—a napkin/mailbox to hold silverware for the officer's mess. "In short," John says, "each ship tries to outdo the others with these specialty items—it sets them apart and contributes to the morale of their crew."

Don and John agree that over time, the specialty boards have become larger and much more intricate. Part of the designer's role in the COSAL Fab process includes measuring the intended area onboard ship to make sure the completed items will fit. **Roy Molt (D87)** leads the small design group that works with these items and is a key player in the process. From experience, he is aware of the tendency towards late definition of specialty items and knows that trades can easily run into issues at that point. John said, "Roy does a lot of coordinating and has developed some techniques to help get the work started as quickly as possible and to keep it moving to meet the deadline."

The Sign Shop has an important role in the COSAL Fab process which has only increased with the acquisition of new, more efficient banner-making equipment. Browskirts, banners which are displayed when the ship is in port, are standard COSAL Fab items. A typical browskirt tasking order consists of four large banners, each with different designs. **Steve Martin**

COSAL continued...

and **Angie Flint** (**both D31**) work with the ship's force to develop the designs, incorporating each ship's crest, DESRON insignia, CLASSRON markings and the Navy seal. While working on DDG 109 items, Angie suggested adding a picture of CPL Dunham, the ship's namesake, to the browskirts. At first, the Navy was skeptical because it had not been done before, but the crew was enthusiastic about the final product. John said, "The photo quality is remarkable and the positive feedback suggests new options for future designs."

Another improvement developed jointly by the Sign Shop and the Navy involved the 66-inch diameter stack insignia boards which were previously hand-painted. Now, the signs are laminated decals attached to a painted base which stand up quite well to the weather but can be peeled off and replaced if necessary. USS *Wayne E. Meyer* (DDG 108) was the first ship to accept this approach and BIW provided a case of new decals with installation instructions. John said, "The DDG 108 Supply Officer was very happy with this approach."

Angie said, "When I started in the Sign Shop in 1990, I used to silk screen 3 days a week, all day long. With this new equipment, we haven't silk screened in over 2 years." She continued, "In addition, the laminated signs that we produce take nearly all types of marking pens, so information subject to change, like a compartment number, date or time of day, can be wiped clean and the signs reused, which is far more efficient for the ship."

Speaking for all of those involved in the COSAL Fab process, Angie said, "We enjoy this type of work and we look forward to working with the Navy to ensure that they continue to receive high value for their available COSAL Fab funding."

Angie Flint and Steve Martin, above. With help from others, John Fitzherbert, top, displays one of the DDG 109 banners.

Industrial Security Inspection—Well Done

On September 24, 2010, BIW received a "*Commendable*" (based on a scale of Unsatisfactory, Marginal, Satisfactory, Commendable and Superior) rating of our Industrial Security Program after a week long inspection by DoD Defense Security Service representatives.

This rating was achieved through the performance of all BIW employees, including those cleared for higher security access and those without such clearances, who demonstrated knowledge and conformance with our access controls and badge wearing requirements and who regularly contribute to a high level of security awareness, including reporting of suspicious incidents and understanding of and compliance with basic security issues.

Russ Swift (**D2601**), Chief Facilities Security Officer said, "You (BIW employees) are contributing to the reputation and business viability of the company as well as to national security and your own individual job security. You have every right to be proud of this achievement. Keep up the good work and high level of security awareness."

He added, "Please continue to input the security training numbers contained on email messages from "Julio," shown on security posters and supplied with any security awareness training event into the BIW Time Accounting System (TAS) so that we have an ongoing record of security awareness of all employees. Don't forget, *There Are No Coincidences.* Report anything suspicious, including e-mail. Well done, everyone."

Recent Contract Award

DDG 51 Class Lead Yard Services

On October 1, 2010, the Navy awarded BIW a $33.7M mod for LYS support to the DDG 51 class. The contract modified was awarded in November 2005 and extends our LYS period of performance through September 2011.

DDG 51 Class services include liaison for follow ship construction, general class services, class logistics services, class design agent services, and class change design services for follow ships. In addition, work associated with the DDG 51 program continuation and upgrade to Aegis combat systems is included; work will continue on the DDG forward fit modernization program for DDGs 111 and 112; and translation of the DDG 51 class design from CADDS5 to CATIA for the benefit of DDG 116 and follow will begin.

USS *McInerney* (FFG 8) Decommissioning

On August 31, 2010, the US Navy decommissioned the Bath-built USS *McInerney* (FFG 8), the second of 53 ships of the *Oliver Hazard Perry* FFG 7 Class, in its homeport of Mayport, becoming the first gas turbine-propelled ship to complete 30 years of service to the US Navy. During the same ceremony, the ship was transferred to Pakistan and commissioned by representatives of the Pakistani Navy as PNS *Alamgir*. The ship will undergo a period of drydock and refurbishment and leave the United States in early 2011.

Steve Letourneau, Jere Waterman and Kent Eliassen at the FFG 8 Decommissioning ceremony. Photo courtesy of J. Waterman.

Today, 29 FFG 7 Class ships remain in service to the US Navy. BIW built a total of 24 FFGs between 1975 and 1987, including 13 of the 29 still in the fleet. The FFG 7 class ships were built by BIW, the lead shipbuilder, and two west coast shipyards, Todd Seattle and Todd San Pedro.

The decommissioning ceremony was attended by three BIW employees who were members of the first crew and original plankowners, **Kent Eliassen (D46)**, **Steve Letourneau (D09)** and **Jere Waterman (D2601)**. Jere, a native of Belfast, Maine, joined the Navy out of high school and was on his second enlistment when he was assigned to the pre-commissioning unit of the *McInerney* at Bath. In fact, he was the senior plankowner, the first one posted to the ship. He reported to SupShip Bath on May 1, 1979 and worked for the Fleet Introduction Team in the Old Grant Building. He recalls that the ship was commissioned in Bath on December 15, 1979, a snowy, blustery day.

FFG 8 was a ship of many firsts. A number of post-delivery tests were done for the first time on FFG 8 and it served as the test platform for the Recovery Assist Security and Traversing (RAST) system for helicopters which required testing in sea state 5 conditions. Another time, the ship experienced heavy rolls in a storm off New England, including one in which the starboard yardarm touched the water and the motor whaleboat partially submerged, leading to the installation of fin stabilizers throughout the class.

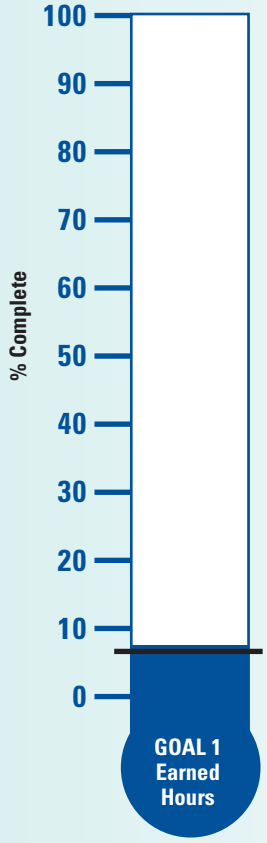
The most well known change was the LAMPS III modification which removed the stern of the ship during PSA and added 8 feet to accommodate a helo deck. For this, the ship's crew adopted a slogan which appeared around town on t-shirts and coffee cups as "I left my *ss in Bath, Maine."

Kent, Steve and Jere left parts of their hearts in Bath, as well, and returned to be long-time employees.

Performance Incentive

The first six-month period of the revised Performance Incentive Program closed on September 30, 2010 with the successful completion of all Period 1 Goals.

Period 2 Goals are shown to the right. The first goal is related to earned hours and Goals 2 through 6 are performance-related. Initial progress is statused on a green/yellow/red basis as defined at the base of the chart.



Performance Period

October 1, 2010–March 31, 2011

Period 2 Goals Status: As of October 17, 2010

- **2. Complete all GI Inspections on DDG 11 Hull 505 by February 15, 2011**
- **3. Achieve AEGIS Light-Off (ALO) on DDG 112 hull 505 by February 15, 2011**
- **4. Attain 80% complete on DDG 1000 in Fabrication by March 31, 2011**
- **5. Erect 10 DDG 1000 units in the 1400 Ultra and 8 DDG 1000 units in the 2200 Ultra by March 31, 2011**
- **6. Complete all design scope identified on or before October 3, 2010 in the 1100 and 3200 Ultra units by December 31, 2010 and complete 90% of cable routing in the 1400 and 2200 Ultra units by March 31, 2011**

Plan **Actual**

On Track **At Risk** **Did Not Complete**

For more information, contact your supervisor.

GD Supply Chain Management Award

In mid-October, BIW received one of 13 awards presented to selected GD companies by the GD Supply Chain Management Council in recognition of the Advanced Parts List process developed for DDG 1000 general materials.

Prior to the annual meeting, GD companies submitted candidate projects to a cross functional committee within GD which evaluated and rated each project. The BIW group accepting the award in the Nick Chabraja Auditorium at General Dynamics in Falls Church included **Brad Hawkins**, **Scott Mullen** and **Colette Ross** (**all D24**) and **Gail McCourt** (**D87**). Scott presented an overview of the project to the Council, members of Corporate, and other GD business units present.

Award recipients include, l to r, 1st row: Colette Ross, Elaine Plummer, Brad Hawkins, Joey Theriault and Kelley Campana. 2nd row: Scott Mullen, MJ Lemont, Greg Gallant, Jim Soreide, Marc Martin, Tim Mercier and Derek Dumont. Not shown: Jackie Forestell, Dick Hodgkins, Gail McCourt, Daren Casey and Winston Chin.

The challenge which sparked development of this BIW process several years ago was that the DDG 1000 design was completing very close to start production dates, allowing little or no lead time for general material procurement. The only acceptable solution was to obtain the material requirements early, which proved simple to describe but fairly complex to design and execute. Essentially, as a designer selected a part to be used on a drawing, the part number and quantity was immediately extracted from CATIA and fed to a new Automated Parts List process well ahead of the normal design release and MacPac planning process.

As design matured and items or quantities changed, the APL automatically adjusted. Colette Ross, manager of the group, said, "We determined that the risk of late material to production was greater than the risk of purchasing too much or the wrong type of material. To further manage that risk, we knew that the DDG 1000 APL would be comprised of roughly half of the same items purchased for DDG 51 ships and while quantities of material would fluctuate throughout design, it was less likely that actual part numbers would change. With restocking clauses in our contracts and the possibility of allocating material to future DDG 51s, we were confident about proceeding with the early ordering information."

The project was a collaborative effort by Procurement, Engineering and CSC to design a system that could correctly and promptly extract the necessary information from CATIA. Other members of the team who were critical to the project's success included **Marc Martin**, **Daren Casey**, and **Winston Chin** from CSC as well as the General Material Team Leaders.

The capability of this process can be applied to any future need, but as Colette said, "When presenting this project to other GD companies, we stressed that they do not have to have the same system that we developed or use the same form of CATIA that we do —finding the way to capture the data when a designer selects a part is what is important."

Greg Harrison (**D24**), Director of Procurement, said, "When we recognized the problem of inadequate material lead times, these people took the time to thoroughly examine the process and develop a workable solution. They took on the challenge of building DDG 1000 like a follow ship and worked with a mindset of solving the problem in a way that would not impact manufacturing. Today, material is flowing in support of DDG 1000 construction."

Ethics Corner: Ethics Online

The BIW Ethics Department will launch its new site on the BIW Intranet in November. Look for links to ethics awareness, "Blue Book" topics, standard operating procedures, training and reference materials, as well as contact information for requesting advice or notifying the Ethics Department of a potential ethics violation.

The goal of the site is to provide "one stop shopping" for answers to employee concerns and state company expectations regarding workplace conduct.

Look for the site soon on the BIW Intranet page under Ethics.

The Search for Better Tools

In the mid-2000 timeframe, a lot of thought was being given to DDG 1000 and our construction processes and facilities. **John Fisette (D10)**, then a shipfitter with over 15 years experience building DDG 51s, was considering DDG 1000 requirements and asking himself how we would handle the large amount of shell seam grinding that would be required.

Initially working on his own, John was thinking about the amount of welded seam that has to be ground flush in preparation for ultrasonic testing (UT). A grinder typically works low or on the ground, often crouching, which is a difficult posture from an ergonomic point of view. John, who knew what it was like to grind 8 hours a day, began experimenting during his lunch break. Starting with a stone grinder, he built jigs to attach the grinder to an existing set of tracks. His efforts soon converged with those of Lean Manufacturing which was on somewhat of a parallel path. **Steve "Bubba" Davis (D10)** brought Lean methodology, including the "DMAIC" (define, measure, analyze, improve and control) process, to the task.

Bubba also reached out to an external resource, Concurrent Technology Corporation (CTC), a Pennsylvania-based research and development organization which supports technology development and deployment but does not make equipment. It is also designated a Navy Metalworking Center of Excellence and is tasked by the Navy to work with industry to produce technology-based solutions for Navy programs.

CTC created an Integrated Product Team (IPT) comprised of BIW and NGSB (at the time, both were designated DDG 1000 shipbuilders) and obtained Navy Manufacturing Technology (ManTech) funding for the project. In return for the ManTech funding, results of the project would be shared with industry.

The ManTech project began in 2006 with the goal to produce prototype Weld Seam Facing (grinding) tools to remove the bulk of the weld reinforcement that occurs during butt welding of hull and deck panels.

Testing of the mechanical back gouger at BIW involved, l to r: Stella Richard, Paul Larochelle, Tim Friedhoff and Bruce Horn (both CTC), Trevor Foye (with goggles) and Rob McKay.

BIW, working within the IPT, opened the project to potential vendors and progressively advanced the tooling concept. PushCorp, Inc. of Garland, Texas, a firm founded to market technology developed primarily through university research, was selected to build the prototype tools.

Meanwhile, Bubba Davis and the IPT recognized that the carbon arc back gouging method used to prepare a channel, or root opening, for UT testing was slow and labor intensive. Using Lean methodologies, it was determined that the back gouging process could also be automated along the same lines as the Weld Seam Facer and an add-on, ManTech Rapid Response project was proposed. The mechanical back gouger was built to operate on the same track and carriage and use the same console as the weld seam facing prototype.

The mechanical back gouger produces a straight, uniform root opening in the weld. The root opening is filled and the surface is finished with the automated weld seam facing tool. The weld is then subject to UT testing. The automated weld seam facing and back gouging processes are more effective in meeting the DDG 1000 UT requirements.

During the past 20 years, **Rob McKay (D43)**, a welder, has worked in 9 shipyards, the last 7 years at BIW, as he sought to move around and perfect his skills. Currently involved in much of the start-up and testing of the back gouging equipment, he said, "The advantages are evident right away, there is no smoke and no respirators are required. Manual gouging and grinding is eliminated and the operator stands up at a console without a hood or torch." Bubba said, "There's learning involved, but Rob and others are rapidly perfecting their skills. At the same time, we are learning how to customize the equipment to make it even more versatile."

John Fisette, now a lead man in the AB *(see photo, pg. 2)*, said, "It took some thinking outside the box to create the weld shaving tool but one thing led to another and we're pleased with the results so far. This brings a new skill to the trades and mechanics take pride in the fact that it gets the job done faster. We are also here to work together to prevent injuries and keep people employed. We're learning every day how to improve the process."

One indication of the value of this new capability is that the project was nominated by the Navy ManTech Program Office for its ManTech 2010 Defense Manufacturing Achievement Award. We expect to hear how that turns out in late November.

UMaine Alumna

A BIW engineer who is a UMaine graduate? Not unusual and we are fortunate to have quite a few working here.

Kate Beaumont (D40) is profiled in the 2010–11 University of Maine *College of Engineering* magazine. Kate received both her undergraduate and graduate engineering degrees from UMaine and joined BIW after graduation where she is an engineer in the dynamic analysis group.

The cover photo of Kate, shown to the right, was taken at BIW this summer on the outfitting pier alongside *Jason Dunham* (DDG 109). You can read her interview at www.engineering.umaine.edu under Engineering Updates.

Photo by M. Nutter. The snapshot of the magazine cover is used with permission of the University of Maine *College of Engineering* magazine, 2010–11.

Welcome

The following employees joined BIW during August 2010. Please welcome them.

Name	Dept.	Name	Dept.	Name	Dept.
Ames, Matthew Elwin *	2700	Grant, Richard Marshall *	2700	Pantalone, Mark Mitchell	4300
Andresen, Douglas Walter *	1900	Gravel, Danny Glenn *	1700	Parini, Stephen Gene *	1900
Baxter, Nathan Aaron *	1900	Griffin, Douglas Lee *	2700	Pelletier, Linda Theresa *	2700
Belanger, Denis Roger *	1900	Hale, Ryan Keith	4300	Perry, Matthew Gilbert	4300
Boudreau, Paul Wilfred	4300	Hanson, Eric Freeman	4300	Peterson, Kenneth Alleyne	5000
Boutin, Trevor Blais	4300	Hatch, Richard Lloyd *	2700	Pieciak, Ben Michael	4300
Breton, Raymond Hamilton *	1900	Hebert, Trevor Gerard	4300	Planer, Timothy John *	1500
Bruce, Timothy David *	6200	Hinkley, Vicki Lee *	2700	Poussard, Jeannine B *	1900
Bubar, Marc Philip *	2700	Huberdault, Richard Thomas	4300	Renaud, Nicholas Charles	4300
Buma, Diane Lea *	2700	Jackson, Eric *	1900	Roderick, Bill Everett *	1900
Burgess, Jeremy Joseph	4300	Jones, Tyler Ronald *	3000	Ronan, Kevin Sean	4300
Camp, Jesse Lee	4300	Kanaris, Kirk Joseph	4300	Sabins, Glenn Alan *	1900
Carlton, Jacob Reginald	4300	Laflamme, Suzanne Jacqueline	0800	Sampson, Penny Darlene *	1900
Castonguay, Marc Roger *	2700	Lebel Jr, Louis Ralph *	0900	Sanders, Frank Melvin *	2700
Castonguay, Rena M *	2700	LeBourdais, Audra Lee Seigars *	1900	Savage, Sarah T *	1900
Chamberlain, Sarah Marie *	1900	Lewis, Raymond Shaw *	1900	Sewell, Michael Lawrence	4300
Clark, Travis Wayne Randal *	3000	Lippert, Timothy Andrew *	1700	Sleeper, Sam Charles *	2700
Cloutier, Robert Daniel *	1700	Maxcy, Alwilda Marguerite *	2700	Soucy, Peter Paul *	2700
Cole, Denzil Lee *	2700	Mayers, Brian Anthony *	4300	Stevens Jr, John Ford	1000
Crowley, Anthony Joseph *	2700	McMahan, Michael Franz-Joseph	4300	Taylor, Arlene Theresa *	2700
Darling, Joseph William *	2700	Meagher, Gordon Bilbo *	1900	Thayer Jr, Patrick Alan	4300
Degrandpre, Jean Guy *	2700	Mercier, Paul Maurice	1000	Trebilcock, Sandra Joyce *	2700
Demers, Randy Scott *	1500	Merrill, Jacob Saul	4300	Tribou, Michael Ray *	1900
Densmore, Edward Gordon *	2700	Miller, Christopher Michael *	2700	Trott, Phillip Daniel *	2700
DiBiase III, Richard Samuel *	4300	Morin, Anthony John *	0900	Wang, Lina	4300
Driver, Donald Wayne	1500	Newell, Jack Edward	4300	Weir, Matthew Nicholas *	0900
Emmons, Brian Joseph	4300	Obie, Mark Philip *	1900	Wheeler, Robert Joseph *	6600
Flanagan, Ryan Patrick	0600	O'Hearn, Michael Timothy *	1900	Wheeler, Wedgwood Webber *	1100
Fleming, Craig Davidson *	1900	Orff, Rodney Gene	4300	Wing, Roy Thomas *	1900
Fournier, Jeffrey Wayne *	4300	Osmond, Nicholas Michael *	8100	York, Jaret Alton	4300
Gagne, Richard Donald *	1900	Overlock, Doreen Louise *	2700		
Garceau, Wayne John *	2700	Owens, Timothy Dale *	1900		

** Returning Employees*

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Barbeque's His Game

If you pass through the BIW office in Washington, you have met **Myron Spaulding (D90)**. He knows everyone and is always willing to help, and if you are lucky, you may receive an invitation to sample his barbeque. Barbeque is his hobby and he has been at it for about 15 years, practicing, sampling and experimenting. In his book, spices rule and sauce is a condiment, not part of the cooking process.

Myron came to BIW in 2007 via Electric Boat, originally working here on a project and then signing on full time. While at the Planning Yard, he was known for his pulled pork lunches which he occasionally provided for special events.

He previously participated in the New England barbeque circuit, but this year, he decided to take advantage of his Washington location and entered a national level competition. On a mid-summer weekend, he and his number one team member, his wife, Linda, brought their equipment to Pennsylvania Avenue in the heart of Washington, DC for a barbeque cook-off sponsored by the National Pork Board.

Myron and Linda Spaulding at the National Pork Board Barbeque in Washington, DC.

Starting Saturday, about 9:30 am, Myron began cooking a whole pig over a wood smoked fire. He stayed up all night tending the process and preparing for the 11:00 am Sunday morning judging.

He explained, "The first judges come to your cooking site. Three certified, professional judges showed up and listened to my presentation, which included an explanation of my cooking process and seasoning methods. Each judge sampled my barbeque, rated it, and then left to visit other contestants. Meanwhile, samples of my barbeque were presented to five other judges for a blind judging where they assigned a score based solely on taste. All of the scores were combined to determine the final rankings."

In his first national competition in a field of 60 contestants, Myron's Over the Hill Farm Barbeque was ranked fifth, which conveys a lot of bragging rights.

Shortly after his barbeque success, Myron and Linda left for Paris for a delayed honeymoon. The day before leaving, his brother asked him to barbeque for a group of 40 people, French, South Africans and Americans, while visiting him in southern France. Myron didn't take anything with him and assembled all his ingredients once there—it was France, after all, the country dedicated to food—and showed the international group what Yankee barbeque was all about.

The rest of the time, he ignored the many eateries advertising American barbeque because he found that he also had a talent for enjoying French food.