

GENERAL DYNAMICS
Bath Iron Works

BIW NEWS

February

2011

Spruance (DDG 111) Assessment Trials

See story, pg. 9

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From the Helm

Jeff Geiger, President, Bath Iron Works

Last month I stressed that continuing to innovate and improve across all areas of the shipyard is essential for us to be in the best position we can to compete for future Navy contracts. This month I'd like to continue to build upon that theme.

With so much of our focus directed at the manufacturing side of the business, it's often easy for those of us not directly involved with actual construction to feel there is little we can do to help achieve our goal of producing affordable ships. Nothing could be further from the truth. Not only does each and every one of you have opportunities to contribute to that goal, each of us also has a responsibility to do so.

If you take stock of your daily on-the-job activities and conclude everything is running without problems, that, in and of itself, should be a signal you have a problem. There is really no such thing as an optimized process because there is always some aspect that can be improved upon. Today's processes may support today's needs and, as long as those needs don't change, the process should continue to support. But our business is constantly changing and therefore there is a constant demand for better processes. Take a hard look at what you're responsible for accomplishing and set a goal to become more efficient. Then, don't lose sight of that goal because it may take some time to achieve it. Persistence counts; let me give you an example.

We recently signed an agreement with another Maine company to bring natural gas into the shipyard to fuel our boilers. The opportunity to reduce our costs through the use of this abundant and affordable energy source came to light nearly five years ago. While the idea clearly had merit, at that time circumstances precluded implementation. However, a few employees never lost sight of that opportunity. Through some excellent collaboration among our Procurement, Facilities, Environmental, Contracts and Legal Departments we were able to craft an acceptable arrangement with Maine Natural Gas that will bring a natural gas pipeline into Bath that will enable us to significantly reduce our energy costs, and improve the environment by reducing our overall carbon footprint by nearly one third. In addition, by bringing the pipe line into Bath, other businesses and citizens of the area may now have the potential to tie into the line and reduce their heating costs as well. Persistence counts.

Just before writing this article, I had the opportunity to witness another outstanding at-sea event, this time on DDG 111's first trip down the Kennebec. The purpose of the short assessment trial was to test a new machinery control system



John Black, Jr. (D50)

and integrated bridge package. The results could not have been much better. The propulsion plant was tight, well calibrated and performed well through all tests. The spaces that were complete looked fantastic and, while we have more work to do before Super Trials, I have great confidence that this will be another outstanding BIW ship. We know how to build a great ship but all of us still need to find ways to reduce our costs so we can continue to provide high quality, affordable ships to our Navy.

We must treat safety in the same manner that we treat costs because the two are tied together. A safe shipyard is an efficient, highly productive yard. We've set our goals for improving our safety performance this year and are taking steps to further engage in creating a strong safety culture throughout the company. This, too, will require persistence.

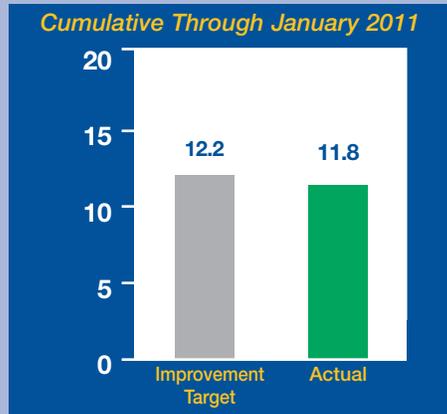
On February 23, we had the honor of having ADM Gary Roughead, Chief of Naval Operations, visit us for the third time since he became the top leader of our Navy. We showed him what is happening in this fine shipyard and he was clearly impressed. You sent a very strong message to a very important customer. We also had the privilege to once again host Senator Susan Collins who invited the CNO to come to the yard. She works diligently on behalf of the citizens of Maine and especially for the men and women of BIW and we are grateful for her tireless support. Senator Collins is an outstanding example of persistence—we would do well to follow her example.

TOGETHER WE CAN MAKE A DIFFERENCE.

Performance

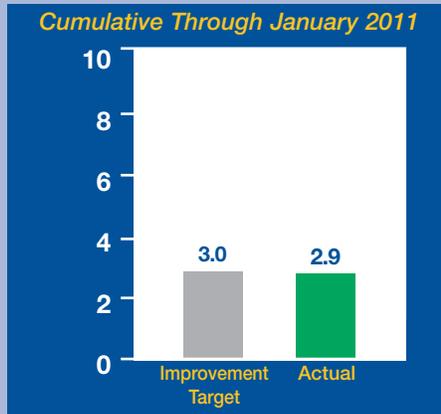
Safety

RECORDABLE INJURIES



January 2011

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 January 2011

Solid Waste	
Hazardous Waste	
Energy Costs	
Recycling Rate	

BIW NEWS

BIW NEWS is published monthly by the Communications Department (D53) 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

CNO and Senator Collins at BIW

On February 23, 2011, ADM Gary Roughead, USN, Chief of Naval Operations, visited BIW, accompanied by Senator Susan Collins. This marked ADM Roughead's third visit to BIW since being named CNO in 2008.

A press conference was held at the conclusion of the visit where ADM Roughead and Senator Collins talked with members of the Maine press about the 2011 defense budget, the importance of both the DDG 51 and DDG 1000 class ships to the Navy and the value of BIW to the shipbuilding industrial base.

The CNO spoke about three impressions from his visit. First, he mentioned BIW quality, which he described as extraordinary workmanship. He next spoke about inno-

vation, from robotics to new design tools, whereby we are sending a powerful message of how we are driving efficiency into our processes. Last, he spoke about the pride of BIW employees and our commitment to build great ships. He also said, "I could stay here much, much longer."

Senator Collins, who invited the CNO to return to BIW to see DDG 1000 well along in construction, called BIW "Simply the best private shipyard building Navy ships in the country."



Senator Collins, ADM Roughead and John McCarthy during the shipyard tour.

ARC Blood Drive in March

The next American Red Cross (ARC) BIW Blood Drive will be held March 1 through 4, 2011 at various BIW locations. Recent winter weather, facility closures and poor traveling conditions throughout Maine and New England have affected ARC's ability to collect the required amount of blood and as a result, all blood types are in strong demand.

To assist the ARC, two radio stations, WBLM and WCYY have created a contest for their listeners. At the time of donation, donors will be asked to

vote for their favorite radio station in a contest for bragging rights, all to encourage more people to donate blood at this time. In addition, all donors will receive a \$5.00 gift certificate to the Sea Dog Brewery and will be entered in a contest to win a Nateva Music and Camping Festival 4-day pass (for 2) for the August 4-7, 2011 event in Oxford, Maine.

Call **Kathleen Nadeau**, ext. 1635, for information or to sign up to donate blood. 



Retirees January 2011

Dept.	Name
01-10	James E. Baskerville 13 Years, 3 Months <i>VP Surface Combatant Technology</i>
07-00	Ralph F. Smith 30 Years, 11 Months <i>Machinist III</i>
24-00	Larry W. Innes 32 Years, 2 Months <i>Senior Buyer</i>
26-01	Robert E. Bernard Sr. 22 Years, 5 Months <i>Corporal</i>
40-00	Wallace O. Rose 23 Years, 10 Months <i>Principal, Engineering</i>
87-00	Laurier W. Lefebvre 42 Years, 11 Months <i>Designer, 1st Class</i>
90-00	Donna L. Beauregard 36 Years, 9 Months <i>Project Manager, Program</i>

5 Star Performance

On January 1, 2011, the 5 Star Program was reset to zero and the bar on compliance was raised again to ensure continous improvement.

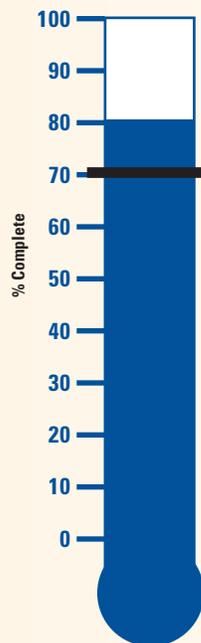
All areas will undergo recertification with members of senior management involved in inspections. The purpose of this approach is to take a fresh look across these areas of major concern with the added requirement that inspections incorporate an element of behavioral analysis. While no stars have yet been awarded under this 2011 recertification, all areas are actively involved in efforts to engage all employees to create a culture of safety and action throughout the company. 

Safety is everyone's business.

Performance Incentive

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

Note that this period ends on April 3, 2001. Contact your supervisor for more information. 



Performance Period October 1, 2010–April 3, 2011

Period 2 Goals Status: As of February 13, 2011

- 1. Achieve 4,024,808 earned hours by April 3, 2011
- 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 April 3, 2011
- 4. Attain 80% complete on DDG 1000 in Fabrication by April 3, 2011
- 5. Erect 10 DDG 1000 units in the 1400 Ultra and 6 DDG 1000 units in the 2200 Ultra and complete Blast & Paint on the 3160 and 3170 units by April 3, 2011
- 6a. Complete all design scope identified on or before October 3, 2010 in the 1100 and 3200 Ultra units by December 31, 2010
- 6b. Complete 90% of cable routing in the 1400 and 2200 Ultra units by March 31, 2011

- Plan
- On Track
- Actual
- Behind Plan
- Did Not Complete

Wellness and Benefits

Financial Education Classes

The BIW Benefits Department will be offering the following after hours financial education classes as part of the Winter/Spring 2011 After Hours Classes curriculum. Classes are at no cost to BIW employees and spouses/partners but pre-registration is required. Those interested can sign up by contacting Adele Suggs at ext. 1114. After hours classes are on employees' own time.

Social Security and Retirement

Social Security looks different for each one of us depending on our work history, family situation and retirement plans. We all need to understand how Social Security works and determine what role it will play in our personal retirement goals.

A representative from the Social Security Office will provide information on how Social Security benefits are calculated; when Social Security benefits may be received; how different retirement dates, retirement ages and situations impact the amount of your Social Security benefits; a brief Medicare overview; how to work with SSA online and important steps to consider as you approach retirement.

Date: March 9, 2011

Location: BIW Employee Development Center (EDC)–Classroom #3*

Time: 4–6 pm

Medicare

Medical coverage and its costs are important factors in the financial life of most retirees. Understanding how Medicare works is critical in determining a retirement budget.

A representative from Southern Maine Agency on Aging will provide information on Medicare coverage, choices and costs. We will discuss costs of healthcare for retirees who retire before becoming Medicare eligible.

Date: March 31, 2011

Location: BIW EDC–Classroom #3*

Time: 4–6 pm

Investing Basics

Whether in a 401(k) or an individual investment, many of us are asked to make decisions about investment choices even if we don't believe we have the background or skills to make such decisions.

An outside investment professional will cover how different types of investments work, what factors to consider when choosing an investment, how to monitor an investment, and how to consider risk in an investment. Examples, using the BIW SSIP, will be provided. This course is designed for individuals with little or no investment background and will be tailored to the basics from the beginning.

Same class, two sessions:

Session A: March 2, 2011

Location: Five County Credit Union, Bath ME

Session B: March 30, 2011

Location: BIW EDC–Classroom #3*

Time: 4–6 pm

Bank Accounts and CD's

Today banks and credit unions offer many choices and types of bank accounts. For many of us the differences are not clear about why and how to use one type of account versus another.

This course will discuss the various types of accounts to consider at your bank or credit union and how to understand fees and interest on those accounts. We will also discuss using Certificates of Deposit and other bank savings tools. The class will be provided by an outside investment professional and a representative from the Five County Credit Union.

Same class, two sessions:

Session A: March 3, 2011

Session B: March 8, 2011

Location: Five County Credit Union, Bath ME

Time: 4–6 pm



Building Healthy Ways Reminds You . . .

And the Winner is....



Lori and Jeff Segars, left, with Anthony Anderson.

The Health Passport grand prize drawing was held at the MSC Shipway Conference Center on January 26 and the winner of the 2011 Ford Escape Hybrid was Jeff Segars (D17). “We could not have created a more deserving winner.” states Chris McCarthy (D49), Manager, Integrated Health Services. “Jeff saw value and used the Health Passport as a tool to help make meaningful change for himself and his family.”

Jeff's winning ticket was one of 1,441 entries for the grand prize. “Jeff was an outspoken proponent of the program,” says Anthony Anderson (D49), Wellness Program Manager, “and he was elated to find that he had won the Escape.” He continued, “In addition to the grand prize and quarterly drawings, employees and spouses had an opportunity to earn Hannaford gift cards and coupons for their participation and efforts. Thank you to all of the employees and spouses who participated in the Health Passport program—keep building on your success!”

Flexible Spending Account Reminder

If you participated in the MedAccount and/or CareAccount in 2010, please remember you have until March 31, 2011 to submit 2010 claims to Payflex. Claim forms are available from the Benefits Department or on the Payflex web site:

www.payflex.com/gendyn



*Note: BIW EDC: 520 Washington Street (Building No. 518) Across from the South Gate at the Main Yard



ITAR MATTERS

EXIM Working Group

U.S. International Traffic in Arms Regulations (ITAR) govern the import and export of defense-related articles and services on the U.S. Munitions List. Most BIW activities are subject to ITAR controls, making ITAR compliance an important aspect of our business. The EXIM Working Group, explained below, will periodically use this space to communicate ITAR-related information to BIW employees.



Members of the EXIM Working Group include, l to r: Debbie Hinds, Joanna Bragdon, David Smart, Linda Erskine, Jack White, Karl Kennedy and Russ Swift. A complete listing is provided below.

The General Dynamics' ITAR Compliance Audit team visited BIW in August 2010 and upon completing their review, stated, "BIW has a solid export compliance program in place." Several areas of Best Practice were noted, including the function of the BIW Export-Import (EXIM) Working Group.

The EXIM Working Group includes representatives from each division who meet quarterly to share information about export issues. Throughout the year, Joanna Bragdon (D54), the Contracts Department Export Compliance Administrator, notifies the group of changes to export regulations and ITAR-related issues. Members, in

turn, distribute the information within their areas and serve as a first point of contact for ITAR questions within their divisions.

The GD auditors commended the EXIM Working Group for delegating export compliance responsibility to each department and fostering increased understanding of ITAR requirements throughout the company. They noted that the EXIM Group's objective of sharing information and processes is "worthwhile" and that it is clear that group members have been able to learn from and help each other with ITAR-related issues.

For ITAR information or assistance, first contact your ITAR Working Group representative, or call Joanna Bragdon at ext. 2590.



EXIM Working Group

Name	Area
Joanna Bragdon	Contracts/Export Compliance
Libby Bryant	New Business
Jim DeMartini	Communications
Linda Erskine	Materials and Quality
Roberta Floccher	Legal/Empowered Official
John Grant	Engineering
Debbie Hinds	International Business
Kari Kennedy	Materials
Joe Minieri	IT Security
Kim Richards-Mace	Materials
Dave Smart	BIW IT
Eric Suehrstedt	Operations
Russ Swift	Security
Jack White	Traffic/Shipping
Rebecca Winfield	Planning Yard

Joint Safety and Health Steering Committee

The Joint Local S6/Management Safety and Health Steering Committee was formed in 2008 with the full support of Bath Iron Works and Local S6 to provide guidance for a safe and accident/injury-free work environment. Members consist of the Local S6 Safety Committee and Manufacturing Directors. The Steering Committee is co-chaired by the Union Safety Committee chairperson, Marc Lindvall (D20), and the Director of EHS, Laura Mathisen (D5210).

The Joint Committee meets formally once every two weeks, but works together on a weekly basis to resolve issues, review deck-plate activities, develop communications and provide guidance to the Area and Trade Joint Safety Subcommittees. As noted in the Steering Committee's Mission Statement, its purpose is to eliminate accidents, injuries and near misses through proactive employee



Members of the Joint Safety and Health Steering Committee include, l to r: Dan Nadeau, Steve Stone, John Acker, Jim Favreau, Matt Reid, Rod Michaud (seated), Glenn Capen, Arlene Taylor, Marc Lindvall, Gene Miller and Kirk Lussier. Not shown: Laura Mathisen, Clint Robbins, Dave Demers and Todd McPhee.

involvement. To that end, the Steering Committee established and oversees 17 active Area and Trade Joint Subcommittees. If anyone has questions or suggestions about

safety or the activities of these groups, contact your Area or Trade Joint Subcommittee or any member of the Joint Steering Committee.



First DDG 1000 Crew Members

The first two DDG 1000 crew members reporting to duty to the *Zumwalt* Precommissioning Unit were in Bath recently to see their ship for the first time. For now, LT Jonathon Esquell and LTJG Steve Hurley are assigned to a desk in the Washington Navy Yard where they live and breathe DDG 1000.

Appropriately, their visit was arranged by the Human Systems Integration (HSI) Cross Product Team (CPT). From the inception of the DDG 1000 program through detail design, HSI led the effort to integrate the size and function of the ship's crew with the ship design. With high levels of automation, DDG 1000 will be operated by fewer crew members than any previous Navy destroyer, but the ergonomic factors of each sailor's job must be optimized and the crew size validated to ensure these automation goals.

The HSI CPT, led by BIW and John Hagan (D98), solicited first person feedback from a number of active duty ships crews regarding ship operability requirements, so it was only appropriate that the plank-owners toured and commented on the full scale mock-ups of the bridge and helo control station still in use at Hardings. These and other operationally manned spaces were constructed to confirm the usability of key aspects of the design and reveal needed modifications prior to construction.

In the early stages of their PCU work, both LT Esquell and LTJG Hurley are handling a wide range of responsibilities. Hardest, they agreed, is finding who to go to for information. LTJG Hurley said, "This is a very complex ship and it has 1,000 different aspects. And of course, we have to do everything in the shortest amount of time possible."

Vince Quintana (D40), HSI, said, "The purpose of this visit was to provide an overview of the ship from the perspectives of a number of different people, a walk through of the units under construction, and a computerized drive through of the models." Vince continued, "DDG 1000 is electrical-intensive so we also provided some up front electrical safety training. The ship will create its own electric safety plan which will be a derivative of what the



LTJG Hurley, far left, and LT Esquell were accompanied on a tour of DDG 1000 units under construction by, l to r: Mike Snyder, Joshua Miller and Conor Mackin.

Navy currently uses and what BIW has developed for use during the construction program."

Seeing their ship under construction at BIW for the first time, LT Esquell and LTJG Hurley called it, "awe-inspiring" due to its size, and "humbling," because of the knowledge of how much lies ahead of them as they prepare for their future roles.

LT Esquell is the Main Propulsion Assistant (MPA), responsible for the operation of the ship's main propulsion system. He said, "You can tell the strong sense of pride that BIW workers have for their work. The cleanliness and orderliness of the facilities reflects their sense of ownership. I hope to be here on a monthly basis and look forward to meeting more of the

crafts people. I want to look back with confidence, knowing how the ship was built, and many of the people that built it."

LTJG Hurley is the first official plankowner, which conveys bragging rights, and the System Test Officer (STO) responsible for combat systems from a test and usability perspective. He said, "What impressed me is how much ship there is inside the (Ultra Hall) building. The ship was designed and validated at the 90% level before being built, which is important because when I see spaces like the overhead of Auxiliary Machine Room #1 loading out, I am aware of the importance of the reliability of those systems that are being enclosed."

He continued, "I plan to be in Bath for the key combat system load-outs and look forward to meeting many people working in the different crafts. By making myself available, I hope to be there to help resolve any issues that may come up."

John Hagan said, "Both individuals were drawn from a pool of the best and brightest that the Navy has to offer. Their selection is certainly a privilege but it is also possibly the hardest assignment they will ever have. There are immense challenges ahead and since DDG 1000 is the first in class with so many new features, much of their work is uncharted territory. In a very significant way, they are augmenting and will ultimately relieve the BIW HSI team in completing the crew design and determining the usability of the ship. They are key advisors to Navy leadership, especially in the areas of manning and training."

Their introduction to Maine occurred on a clear, cold week which sharply illustrated the ergonomic impact of wind chill factors. LTJG Hurley noted that he is an outdoor enthusiast and looks forward to moving to Bath with the PCU and discovering what Maine has to offer in terms of winter sports. LT Esquell, a native of south Texas, said only, "Brrrrrr-rrr."



From the Fleet

Remembering a Collision

by Captain R.T.E. Bowler III, US Navy (Ret.)

In December 2010, Tom Bowler retired from his second career of over 13 years at BIW during which he led programs and guided a number of initiatives associated with new business exploration and proposals, including the DD 21/DDG 1000 proposal efforts which led us to where we are today. His 20-year naval career prior to joining BIW was the source of many experiences, some extremely dangerous. One is a disastrous, well-known 1969 incident at sea which claimed the lives of 74 crew members. Tom wrote this article for Naval History magazine in 2003.

At the time of the June 1969 collision between the USS Frank E. Evans (DD-754) and HMAS Melbourne, I was asleep in “after officer’s country,” on the main deck two-thirds of the way aft in the Frank E. Evans. I was the officer of the deck (OOD) on the previous watch and had been relieved three and a half hours earlier.

The sound of the collision was earsplitting: 40,000 tons of Melbourne crashing into 2,200 tons of Frank E. Evans sounded like 50 automobile accidents happening at once. The Frank E. Evans was rolled onto her starboard side. Water rushed in through open portholes and hatches. Within 45 seconds, though it seemed longer, the force of the Melbourne driving down the forward part of the Frank E. Evans caused the ship to break in two at the amidships expansion joint. The after section of the ship then righted itself. If not for that ship design feature, the entire ship would have been lost.

My roommate and I were thrown from our racks. Once the ship righted itself I hurriedly dressed in the dark, then headed for my general quarters station in the combat information center. The ship had lost power, but the few battle lanterns that had not been ripped loose provided some illu-

mination. I exited after-officer’s country on the port side and headed forward—only to nearly run full speed into the side of the Melbourne. I quickly realized what had happened. I crossed to the starboard side just in time to see the forward part of the ship being driven under. Bright flashes illuminated the water. Smoke was everywhere. The steel-on-steel sound continued, and then—dead silence. The after half of the Frank E. Evans lay still alongside the after starboard side of the Melbourne.

The initial reaction of many of us was to quickly abandon ship for fear the after boilers had not been secured and would blow. But the thought of swimming with sharks in the South China Sea dampened that idea. Once we ascertained the engineering watch had secured the after boilers, the crew was ordered to remain on board to allow the Melbourne’s boats and helicopters to search for our shipmates in the water. We then began the seemingly endless process of mustering, trying to get an accurate count of survivors.

At first light, about 0500, the Melbourne dropped Jacob’s ladders down from her hangar deck and some 150 weary and shaken Frank E. Evans officers and sailors climbed up to board the Melbourne. The Australians were absolutely terrific. They cleared one hangar bay for our exclusive use and provided blankets and pillows. An especially thoughtful gesture was to issue each of us two cans of Foster’s beer. I have never tasted a better beer before or since. Mustering continued the next day; the missing were presumed lost at sea.

We headed to Subic Bay Naval Base, in the Philippines, and the after half of the Frank E. Evans started her tow there. By the time we arrived, the Navy family had fully mobilized. Disbursing officers were lined up on the pier to settle lost property claims. No paperwork was needed; you told the disbursing officer your estimate of lost property and he immediately paid it—in



USS Frank E. Evans (DD 754) at sea and Tom Bowler (inset), who was onboard on the night of the June 1969 collision with the Australian aircraft carrier, HMAS Melbourne.

cash. The Navy exchange opened after hours so we could get new uniforms. Within six hours of arriving in Subic Bay, the surviving sailors were on board charter flights heading for our Long Beach, California, home port. I have never seen anything like the outpouring of Navy support and help the Frank E. Evans crew received.

The surviving officers and the boatswain’s mate of the watch stayed in Subic Bay for the U.S. Navy and Royal Australian Navy Joint Board of Investigation. The after section of the Frank E. Evans soon arrived and was drydocked at the Subic Bay Naval Repair Facility. We then ran into a quirk of Navy regulations. Even though the Frank E. Evans was damaged well beyond repair, she remained a commissioned Navy vessel for four more weeks, during which time the remaining officers had to stand eight-hour watches on her fantail.

Seven years after the collision, I became an engineering duty officer and spent the remainder of my career in naval shipbuilding billets. The built toughness of the Frank E. Evans is carried on in every Navy ship we build. The battle damage sustained and repaired on ships such as the USS Stark (FFG-31), Samuel B. Roberts (FFG-58), Princeton (CG-59), and Cole (DDG-67) testify to that. 

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DDG 111 Assessment Trials

DDG 111 is the first new construction ship to receive the extensive change package characterized as DDG Modernization and contained in four major Engineering Change Proposals (ECPs) affecting DDG 111 and 112.

One of these changes is a major upgrade to the Machinery Control System (MCS), changing out single-function consoles for universal control consoles and moving from a hardware-based push button interface to a modern, software-based interface. This upgrade provides a foundation for future software automation and reduced core manning. The Navy scheduled an additional activity, Assessment Trials, in advance of Acceptance Trials to ensure that these new systems are ready for demonstration to INSURV.

The ship left BIW on February 16 and underwent a full test schedule, including the new MCS, upgraded control system network, modernized bridge, and a new video surveillance system. RADM Joseph F. Campbell, Deputy Commander Logistics, Maintenance and

Industrial Operations, responsible for all Navy Supervisor of Shipbuilding organizations, was onboard.

The Assessment Trial was considered completely successful and the Navy expressed full confidence that DDG 111 is ready to demonstrate its readiness to join the fleet during INSURV trials, scheduled to begin on March 15, 2011. In an email to Jeff Geiger, Captain Dean Krestos, Supervisor of Shipbuilding, Bath, stated, "All testing objectives were fully met....This is the culmination and realization of seven + years worth of work from initial conception to execution."

The DDG Modernization effort for new construction was planned so that work would occur in sequence, with no rip-out or in-process redesign impact. DDG 51 Class ships in the fleet will retroactively receive these upgrades beginning with DDGs 51 and 53, where Modernization upgrades are currently underway. 



DDG 111 departing the mouth of the Kennebec for the Gulf of Maine and Assessment Trials on February 16, 2011. This and cover photo by Patricia Rethi (D49).



Service Anniversaries

January 2011

Dept.	Name	Dept.	Name
35 Years		5 Years	
38	Pratt Sr, Lewis Kent	01	Scheele, Timothy James
30 Years		02	Nappi, Anthony Guy
06	Jones, Jeffrey Paul	26	Minieri, Joseph Thomas
17	Collins, Allan Richard	40	Conners Jr, William Price
17	Sibley, Jay Thomas	40	Cornish, Kenneth Worthen
40	Simpson, Charles Paul	40	Drew, Robert Loring
50	Carter, Paul Francis	40	Gehrs, Robert Paul
86	Labonte, Peter	40	Jordan, Eric Thomas
91	Sawyer, William Ernest	40	Marquardt, Philip Walter
25 Years		40	Marzen, Andrew William
05	Sikora, Keith Alex	40	Poole, Robert Richmond
26	Toothaker, Olcott Stanley	40	Smith, Steven Philip
86	Donnell, Elizabeth Ann	40	Strickland, James Allan
86	Mallett, Stephen Longfellow	40	Taylor, Philip Wayne
20 Years		86	Brewer, Dana Troy
40	Bedard, Deborah Lynn	86	Cumming, Gregory Frank
40	Stinson, Kurt Philip	87	Brezenski, William David
10 Years		87	Brook, David Tappe
44	Niles, Penny Pickering	87	Marchesseault, Chad Michael
44	Ouellette, Michelle Leslie	87	Nadolny, Vincent John
		87	Teague, Shawn Garver



Welcome

The following employees joined BIW during January 2011. Please welcome them.

Name	Dept.
Askew, Pamela Kim	8600
Blow, Jamie Mark*	1000
Borkowski Sr, James Anthony	8000
Brown, Randy Joe	8000
Buckley, Eric Richard	0606
Carlton, Joshua R	4300
Caron, Patrick Michael	4300
Drouin, Matthew Lane	6200
Ellis, Shon*	1000
Elnicki, Shane Mitchell	4300
Haines, Lawrence Dow*	8000
Hawkins, Robby Clinton	0600
Hicks, Jonathan Paul	4300
Jenkins, John Mark*	9105
Kenney, Nicholas Robert	4300
Lambert, Darren Bruce*	1000
Levesque, Nathan Lee	1000
L'Heureux, Richard Paul	8000
Matson Jr, Forrest Wentworth*	4300
McCauley, Jessica Mary*	0500
McCausland, James David	4300
McCoy, Thomas Leslie*	1000
Milliken, Eric Harry	1000
Pingree, Robert Stanwood	4300
Rice, Jonathan Edward Leonard	6200
Richmond, Elizabeth Ann	4300
Schutte, Frank Nicholas	1000
Towle, Timothy Mark*	4300
Wallace, Adam Patrick*	4300
Weeks, Ryan Steven	4300
Zahradka, Frank Travis*	8400

* Returning Employee

Maine Engineers Week

On February 16, 2011, Governor Paul LePage signed a proclamation naming the middle week of February as Maine Engineers Week. Deb Augustine (D86), a member of Maine Engineering Promotion Council (MEPC) attended the signing with several other BIW guests.

MEPC promotes the work and contributions of current engineers and encourages students to pursue careers in science, technology, engineering and math (STEM). BIW is a sponsor of the Maine Engineers Week Expo, held this year on February 19, 2011 at University of Southern Maine, Gorham.



MEPC members from USM and Time Warner Cable joined BIW representatives for the signing of the proclamation by Governor LePage, center. Shown above, right to left, are BIW employees Deb Augustine, Larry Boyce, James Crabtree, Mike Alberio and Rick McGrath.

Visitors from Camp Kieve Veterans Camp

Camp Kieve in Nobleboro, Maine is one of Maine's legendary summer camps and much more. In addition to traditional summer programs for children, it offers year-round programs for Maine school groups and corporate training and leadership classes. BIW is well acquainted with the resources and good will of Camp Kieve and its people.

Kieve is currently holding its second annual winter camp for U.S. service veterans and family members. This camp is provided free of charge to thank veterans for their service and help them readjust to civilian and family life. This year's camp included separate sessions for veterans of Afghanistan, Iraq and Vietnam and women veterans of all wars. During each session, veterans and family members visited BIW for a guided, walking tour of the shipyard. Elliott Cumming (D46) organized the visits, with assistance from the DDG 51 Program Office. Elliott said, "The veterans were very appreciative of the opportunity to tour BIW and see ships being built. Their time at Kieve includes physical, relaxation, and reflective activities, and I think seeing what we do here sends the message that we appreciate what they have done for us."



Attendees at the first session of Camp Kieve Veterans Camp toured BIW in January.

Ergo Cup Rewards Low Cost, Low Risk Solution

Last year, the Joint Union/Management Ergonomics Committee introduced an Ergo(nomic) Cup Competition to recognize and encourage innovative, cost effective solutions to ergonomic situations at BIW. Word of the event was spread through the various CREST committees and other safety-related forums and the first Ergo Cup was awarded to the Department 19 CREST Committee for its Cable Jack Monopod solution to installing overhead cables in ship passageways.

The prior method required overhead lifting and pushing of cables which stressed the upper body area of the mechanics doing the work. The solution developed by the D19 CREST Committee was to use a portable foot actuated transmission jack which lifts the cables into position. Physical risk areas are eliminated because the jack does all of the heavy lifting and pushing. At the same time, the labor hours required to perform this task are significantly reduced, resulting in a lower cost, lower ergonomic risk process.

Selected by the Joint Union-Management Ergonomics Committee, the Ergo Cup winner's solution was judged to be relatively simple, easy to use, and one that reduced ergonomic risk (awkward body postures and forceful exertions). Dennis Litalien, Foreman of D19 said, "I want to thank the D19 CREST Team for their hard work. A pilot for the Monopod Jack was tried on Hull 505 and generated positive comments from both first and second shift mechanics. We have since purchased equipment for use on Hull 506. Using this jack will save time and I know that it will prevent neck, back and shoulder injuries."



The D19 CREST Team includes, l to r: Curtis Pratt, Steve Moores, Kevin Ruff, Dana Delano, Dennis Litalien (Co-chair), Larry Guerette (holding the cup), Mark Cote (Co-chair), Scott Beedy and Shawn Tardiff.

Criteria for 2011 will focus on ergonomic risk reduction and safety, innovation, simplicity, scalability and sustainment, cost savings ROI, and cost to implement. Next year, there will be three quarterly (March, June and September) mini-competitions with all 2011 entries eligible for the year-end competition for the silver Ergo Cup. A grandfather clause will be applied, making any ergonomic solution that is currently used and sustained eligible for the 2011 competition.

Ben Zavitz (D52), Environmental Health and Safety Ergonomist, said, "The national Applied Ergonomics Conference which is held in March of each year features an Ergo Cup Competition between various Fortune 500 companies. We'd like to have our overall 2011 BIW winner represent us there in March 2012."

2011 details will be available on the BIW intranet at EHS:Ergonomics:Resources: Ergo Cup Competition or by contacting

Ben Zavitz at ext. 2219. Ben said, "While we initially focused on production-based solutions to ergonomic challenges, the competition is now wide open to submissions from anywhere in the company."

The Joint Ergonomics Committee consists of Laura Mathisen (D5210) and John Acker (D50), Co-chairs; as well as Chris Barbor (D28), Wayne Carter (D2001), Paul Grover (D20), Charlie Hammond (D10), Dan Jolicoeur (D5205), Heath Peaslee (D43), Chris White (D50) and Ben Zavitz (D52).



Sea Story on Exhibit

The Maine Maritime Museum in Bath cares for many artifacts and documents related to BIW's history. This exhibit noted to the right and co-sponsored by BIW may be of interest to many employees and their families as Bath-built Arleigh Burke Class AEGIS destroyers played a pivotal role in the demise of the 20th Century Cold War.



MAINE MARITIME MUSEUM 

Maine's Sea Story Lives Here

Cold Waters, Cold War: the 20th Century Navy in Maine

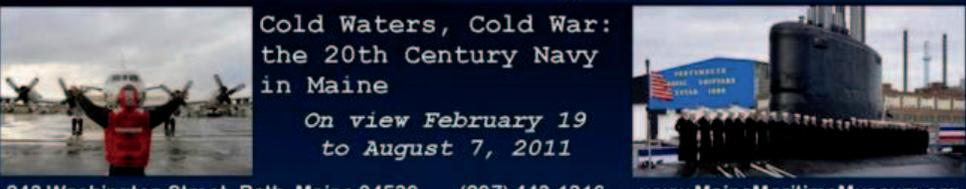
On view February 19 to August 7, 2011

243 Washington Street, Bath, Maine 04530 (207) 443-1316 www.MaineMaritimeMuseum.org

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Chocolate for a Good Cause

The headline could have read “Engineers Forced to Eat Chocolate” but that wasn’t quite right. All those who stopped by for the second annual Chocolate Extravaganza to benefit Family Crisis Services were drawn by personal interest.

Organizer Christie Kelley (D40) said, “Anyone who wants to participate brings something chocolate and anyone who wants chocolate makes a donation. We socialize a little during the lunch break and it’s both an Engineering Department 40 teambuilding activity as well as a fundraiser for a good cause.”

In two years, the event has raised over \$1,100 for Family Crisis Services which supports victims of domestic abuse in Cumberland and Sagadahoc counties. Christie said, “They were so grateful for our donation. They provide a wide range of free, confidential services to citizens in our area and their emergency shelters always need necessities such as blankets,



winter jackets, pillows, towels, books, cell phones, and gas cards. Gifts like ours really help them.”

The Chocolate Extravaganza welcomes everyone, so if there is a third annual next year, don’t hesitate to stop by for a chocolate fix.

Chocolate enthusiasts surveyed the dessert table at the Chocolate Extravaganza. All desserts were made by D40 employees (and maybe a few spouses) and Christie Kelley (red sweater, by the door) recognized great baking talent among their supporters and contributors, including some of their newest and youngest employees.