

GENERAL DYNAMICS
Bath Iron Works

BIW NEWS

February

2012

DDG 1000 Unit 1230 Erection

(See pg. 2)

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From the Helm

Jeff Geiger, President, Bath Iron Works

Last month I highlighted five objectives for 2012 and I've listed them below again to serve as a reminder of the important work we have ahead of us this year.

- Continuously improve to remain affordable
- Maintain a safe, capable and motivated work force
- Maintain "Bath Built is Best Built" quality
- Perform so we can justify future investments
- Be well positioned for future opportunities in traditional and new markets

This month I want to focus on the first two of those objectives because they are so closely connected.

Building affordable ships for our Navy customer has never been more important. On February 13, President Obama submitted the nation's proposed 2013 budget to Congress. A significant part of that submittal was the Defense Department budget which was smaller than prior years. The President's budget request is the first step in a lengthy budget development process that will occur from now into the fall of this year. There will be intense debate about the details and much speculation about what Congress will approve. However, one thing is evident - the Navy will have to fulfill its needs with fewer dollars to spend. Given this reality, delivering the Navy Bath-built ships that fit within their budget will be critical in defining our future.

In the second half of this year, the Navy plans to acquire more DDG 51 class ships in a multi-year procurement competition. The outcome will determine which shipbuilder will build each of the DDG 51s the Navy expects to buy for the next five years. Our next opportunity to bid on more DDG 51s won't come until 2018.

The significance of affordability in today's environment was shown in the competition for DDG 116. Last September, we won the option to build DDG 116 because the bid we submitted was affordable and backed by strong, demonstrated past performance. Those same factors will govern this year's competition. How well we meet our cost and schedule commitments on the work we have today will be the baseline for our bid later this summer. To put ourselves in the best position for this upcoming competition, we have to be relentless today in finding new ways to reduce every aspect of our costs. We've seen from our past efforts what we can accomplish so we know what to do now - our commitment to continuous improvement must remain strong. It's what will allow us to submit another affordable bid this summer and take a big step in securing our future.



Adam Moore (D10)

We must also be relentless when it comes to safety and compliance. We've made good progress improving and sustaining compliance within our facilities using the Five Star Program. This Program continues in 2012 and additional efforts are being applied to drive further improvement.

Our injury data tells us that much work remains to be done in the area of safety to reach our goal of preventing injuries. Coming out of the blocks in January, we find ourselves behind where we want and need to be with respect to this year's goals. We must raise awareness to see all unsafe conditions and act to eliminate them on the spot. I ask you to make being safe the first thought that crosses your mind when you come through the gates, when you are setting up a job, while you're doing the job and when you are wrapping up. Take the time and ask yourself if what you're about to do will be done safely. While you're at it, watch out for your fellow shipbuilders. If something doesn't look right or if procedures are not being followed, call attention to it. You will prevent the risk of an injury that will affect him or her, their family and our ability to build affordable ships.

Building ships is all about teamwork. No one person can achieve our goals for affordability and safety, but bringing the collective thoughts and energies of 5,500 highly skilled Maine shipbuilders will certainly get us there. We can accomplish whatever needs to be accomplished when we decide to come together and just do it. Now is the time.

TOGETHER WE CAN MAKE A DIFFERENCE.

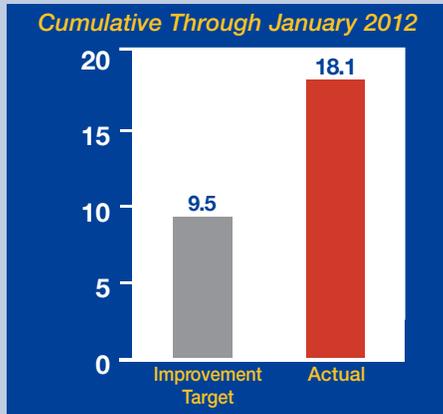
A handwritten signature in black ink, appearing to be 'JG', located below the 'TOGETHER WE CAN MAKE A DIFFERENCE.' text.

On the cover: DDG 1000 continues to take shape on the Land Level with the erection of Unit 1230 on February 22, 2012, joining Unit 1330 which was erected earlier in the month.

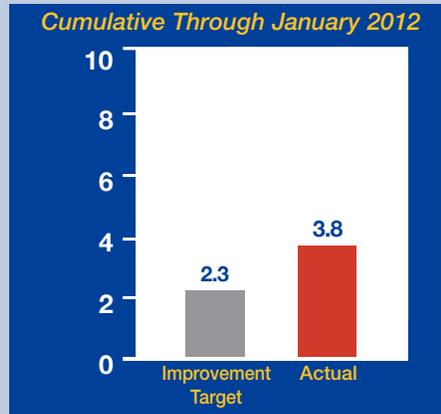
Performance

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 January 2012

Hazardous Waste

Energy

Total Disposed Waste

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

A New Face of BIW Looking East

Removal of Shipways A, B and C in the area of the #11 Crane is now complete and the area is beginning to be used for temporary unit storage. Final work, including paving, is scheduled in the spring.

The photo to the right shows two DDG 1000 units which were the first to be placed on the platen north of #11. The area south of #11 (beyond this photo on the right) once occupied by C Ways is being readied for unit assembly work and is starting to be referred to as 5 Skids North.



March In, Give Blood

The American Red Cross wants BIW employees to march into their collection area during the first week of March and donate blood to benefit Maine citizens who require blood products, often on an urgent basis.

You can pre-schedule an appointment by calling **Kathy Nadeau (D5210)** at ext. 1635. The date, time and locations of the quarterly BIW blood drive are shown in the box to the right.

On Tuesday, March 6, the Red Cross will have a Double Red Cell machine available at the Fitzgerald Conference Center during second shift hours, 5–10 pm. A double red cell donation takes about one hour for blood to be drawn from one arm and channeled through a sterile, single-use collection set to an automated machine. The machine separates and collects two units of red cells and then safely returns the remaining blood components, along with some saline, to the donor through the same arm.

March Blood Drive Locations

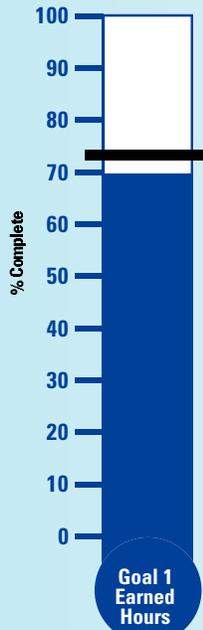
<u>Date</u>	<u>Time</u>	<u>Location</u>
Mar 6, Tuesday	5:00 pm—10:00 pm	Fitzgerald Conference Center
Mar 6, Tuesday	9:30 am— 2:30 pm	Church Road Office Facility
Mar 6, Tuesday	8:30 am— 1:30 pm	Ship Support Service Center (James)
Mar 7, Wednesday	9:00 am— 2:00 pm	Fitzgerald Conference Center
Mar 8, Thursday	9:00 am— 2:00 pm	Fitzgerald Conference Center
Mar 8, Thursday	8:00 am— 1:00 pm	Hardings
Mar 9, Friday	9:00 am— 2:00 pm	Fitzgerald Conference Center

Who can donate using the Double Red Cell machine? The Red Cross currently applies the following criteria:

- Men over 5'1" who weigh at least 130 pounds
- Women over 5'5" who weigh at least 150 pounds
- Men and women with Type O (negative and positive) blood type, as well as A negative and B negative blood types.

All donors at the March drive will receive a coupon for a free Cumberland Farms lunch pack, including a sandwich, drink and chips. 

Performance Incentive



Performance Period October 3, 2011–April 1, 2012

Period 4 Goals Status: as of February 12, 2012

- 1 Achieve 2,010,000 manufacturing earned hours by April 1, 2012
- 2a Implement a yard-wide employee suggestion program to reduce costs and/or improve safety on the DDG 1000 and DDG 51 programs by December 31, 2011
- 2b Receive 1,000 suggestions by April 1, 2012
- 3a Erect all DDG 1000 units on LLTF (except for the deckhouse, hangar and 3200 Ultra)
- 3b Complete unit inspections through the 3450 unit on the 3200 Ultra by April 1, 2012
- 4a Achieve and sustain goal of having base Fabrication material complete 2 weeks ahead of installation start by December 31, 2011
- 4b Complete 18 units through Blast & Paint by April 1, 2012
- 5a Complete all GI's on DDG 112 by January 29, 2012
- 5b Complete all DDG 112 decks by trials
- 6 DDG 115: Complete the incorporation of the FY 10 design changes into the Engineering & Production Bill of Material and Lofting by April 1, 2012

Planned
 Actual
 On Track
 Behind Plan
 Did Not Complete

Wellness and Benefits

Financial Education Classes

The Benefits Department is offering several no cost, after hours and lunch time classes in March. To sign up, email biwbenefits@gdbiw.com, or call ext. 2527.

Self-registration is also available. From the BIW intranet home page, click "Learning Mgmt System" then "Catalog." Select either "After Hours Course" or "Lunch & Learn" to find the class or classes you wish to register for. Walk-ins the day of the class are also welcome.

Getting Retirement Savings Ready to Work

There are decisions you can make *before* reaching retirement that can make retirement easier. This course, provided by an outside investment professional, is designed to provide employees approaching retirement with information to estimate what they can expect for income in retirement.

Information will be provided to help employees sidestep common mistakes that can derail a planned retirement date. It is a good exercise for those wondering if they are on track to retire down the road. (Note: this class will cover the same material as a previous class titled "Retirement: 7 Years To Go").

After Hours Class

Thursday, March 1, 4:00 pm–6:00 pm
Employee Development Center

Women and Money

Both men and women have many of the same tendencies, questions and concerns about money. Yet, there are statistics that suggest women approach financial planning with slightly different assumptions. This class is for all employees (not just women), spouses/partners, and daughters. These sessions will be taught by an outside financial adviser.

After Hours Class

Session A: Wednesday, March 7
4:00 pm–5:30 pm
Employee Development Center
Session B: Thursday, March 15
4:00 pm–5:30 pm
Employee Development Center



Understanding the Nuts and Bolts of Contributing to Retirement Plans

Whether retirement is around the corner or on the distant horizon, understanding how 401(k)s and IRAs work is important as soon as you begin earning a paycheck. We will discuss the features specific to the General Dynamics 401(k) known as the GD SSIP. We will also cover the alphabet soup of IRAs, Roth IRAs and IRA rollovers.

After Hours Class

Wednesday, March 21, 4:00 pm–5:30 pm
Employee Development Center

5 Steps for a Better Financial Year in 2012

Get five ideas to consider for improving your personal finances in 2012. We will provide handouts to help you figure your current financial situation and some steps to take to make 2012 a year of improvement.

After Hours Class

Wednesday, March 7, 11:35 am–12:00 pm
MSC Shipway Conference Center

The Employee Development Center is located across from the South Gate at the Main Yard. After hours classes are open to employees and spouses/partners. All classes are on employees' own time.

Building Healthy Ways Reminds You... Flexible Spending Account Reminder

If you participated in the Health Care FSA (full or limited use) and/or Dependent Care FSA in 2011, you have until March 30, 2012 to submit 2011 claims to Payflex.

Claim forms are available from the Benefits Department or on the Payflex web site: www.payflex.com/gendyn. 



Retirees January 2012

Dept.	Name
01-00	James E. Paine 29 Years, 10 Months <i>Outside Machinist III</i>
10-00	Gerard J. Gallant 38 Years, 5 Months <i>Leadperson III</i>
10-00	Roger R. Gilbert 30 Years <i>Leadperson III</i>
40-00	William E. Mercier * 7 Years <i>Sr. Engineer, Engineering</i>
46-00	Kathleen P. Favreau 31 Years, 10 Months <i>Training Program Coordinator</i>
82-00	Linda C. Lomba 22 Years, 2 Months <i>Technical Clerk, 1st Class</i>
82-00	Sandra L. Rogers 33 Years <i>Technical Clerk, 1st Class</i>
84-00	Roger C. Charpentier 38 Years, 2 Months <i>Specialist III, Finance</i>
84-00	Lane A. Efflandt 30 Years, 7 Months <i>Sr. Planner</i>
84-00	Bette L. Totman 22 Years, 7 Months <i>Planner II</i>
87-00	Robert J. Berube 28 Years, 8 Months <i>Designer, 1st Class</i>

* Effective November 2011

Good Vibrations

Members of a Navy/Industry Integrated Project Team (IPT) associated with a ManTech project were at BIW recently to test two alternative prototype tools developed to better and more quickly prepare the edges of steel plates for welding. The tools were also designed to reduce the conditions that cause vibration injuries.

ManTech provides advanced technology services to the US government in a number of areas, including defense, and engages industry partners through the IPT structure to develop advanced tools and systems. BIW has frequently participated in ManTech-funded projects which directly benefit our manufacturing and production capabilities.

Steve “Bubba” Davis (D10), a Manufacturing Process Engineer and the group’s host as well as a member of the IPT, said, “ManTech is an excellent organization to work with. They do meticulous work and seek input from experienced people related to a task, including the deckplate mechanics and engineers.”

The IPT is following an Alpha, Beta, Gamma development sequence. The purpose of Alpha testing was to evaluate the two prototypes developed by project members Concurrent Technologies Corporation (CTC) and E. H. Wachs. Each tool consisted of a carriage that clamps to the plate edge but the carriage of one tool had an abrasive drum configuration attached to it and the other, a disc. By clamping the carriage to the plate, there was no tool weight for the mechanic to support and minimal force to apply. In addition, the carriage adjusted the abrasive to remove the maximum amount of primer in one pass.

Bubba said, “This tool is potentially much faster and should yield higher quality as it produces a uniform edge. But one of the things we really wanted to achieve was ergonomic, we wanted to get the vibratory tools out of the mechanics’ hands. Many hours are spent grinding and prepping plates and we were trying for a tool that basically goes on its own. What we came up with is a manual assist where the mechanic positions and guides the tool. Also, we want the tool to take accountability for posi-



Preliminary discussions at the Alpha Test set-up included, l to r: Bubba Davis, Brandon Burnham, Dave Berkey (CTC), Al Baum (CTC), Kevin Roossinck (HII), Paul Sleppy (CTC) and John Fissette.

tioning so the mechanic isn’t maneuvering the tool in ways that are very hard on their hands and wrists.”

After doing a vibration analysis, **Chris Barbor (D28)** said, “These readings are very low, just a fraction of what an employee encounters today.”

The Alpha prototypes were developed with the assistance of all members of the IPT, which included Huntington Ingalls Industries (HII). Alpha testing incorporated feedback from the end users, including **Brandon Burnham (D50)** who operated the tool in a test area set up in the Panel Line and **Randy Gray (D50)** who used it in a production scenario.

Initially evaluating the disc tool, Brandon said, “I’d much rather work with a tool like this. It’s very easy going and comfortable, you have good spacing for your arms. There’s total control as long as you have pressure against the plate.” Randy said, “The tool was very light and adaptable as there are lots of adjustments that can be made. This is definitely minimal effort.”

The team will next summarize the performance of both prototypes, identify pros and cons and downselect between the disc and drum configurations for further development. The next, second generation tool,



Above: Brandon Burnham using one of the prototypes during Alpha testing. Below, Chris Barbor, far right, taking vibration readings with Tim Freidhoff (CTC) and Karl Kopija (E. H. Wachs) looking on.



will address deficiencies identified in Alpha testing and the group will be back this summer for Beta testing. 

Machine Shop Changes

The former BIW Machine Shop has undergone a number of changes, necessitated in part by the deterioration of what had become the oldest of BIW's old shops. Ships were once built and launched from the east end of this building.



Kevin Strout

Kevin Strout (D10), Machine Shop Manager, came to BIW with experience owning and operating small machine shops in Maine. He had several years in the shipyard before taking

over the Machine Shop, but on day one of his new job, he learned that the building was to be taken down and he needed to start planning a move.

Kevin said, "Once the evaluation was done as to whether we would do some or all of this work in house or elsewhere and it was decided firmly on the side that we needed a machine shop to be a shipyard, we looked for suitable buildings. The MERG/Building 18 area was a natural because the new 5 Axis Ingersoll was there. The new robotics equipment was transferred out to the Aluminum Building and we set about to correct some other issues."

He continued, "There are two bays in Bldg 18 designed around crane capacity. One is a 20-ton crane bay which houses the horizontal boring mill (HBM) which will machine large foundations and items such as the rudder. Next to it is the 5-ton crane bay where the relatively smaller machines are located. One of these is the new Viper, a

CNC-controlled vertical turret lathe which has a table that is about 8 feet in diameter with a 5-foot height capacity. It acts as both a mill and a drill so we can make square parts on a lathe, which is novel. This machine replaces two older ones and performs the job of a third."

Continuing on, Kevin said, "The floor is brand new with a 2-foot thick concrete pad under everything. In the 20-ton bay, there are 4 feet of concrete under the new HBM machine. In fact, we dug a pit to lower the machine due to its size. We will be able to do DDG 1000 class work here that we are currently sending out-of-state which we had in mind when planning this conversion. Doing it here will save time and money."

In addition to Bldg 18, there is a small machine shop in part of the old shop called Low Bay which was reinforced and is staying.

Kevin mentioned, "We have moved things around and applied Lean principles so that material comes in one end and progresses towards the other. We are putting in uniform tool areas and work stations and there's better lighting."

Keeping Low Bay for small machine work meant that some work would transfer to Bldg 18 because the pieces are larger or required crane capacity. "That's how we've organized it," Kevin explained, "by the type of job and support requirements. The two facilities are just steps apart and when the front portion of the old shop comes down later this year, there will be a paved area between the two for storage of incoming or outgoing work."

Kevin said, "The new machinery is computer-controlled, which is a tremendous upgrade because a job can be programmed in one operation, no matter the number of steps, and the machine exe-



The Viper vertical control lathe.

cuts the job accurately, eliminating human error. Ergonomically, it is an advantage. Where before, a mechanic might have cranked a handle ten times to move a piece an inch, now he types in the dimension and the machine moves the piece correctly."

Kevin explained that set-up is a big part of machine shop work because metal has to be thoroughly secured before it can be cut. He said, "If we once had six separate set-ups but now have one because the whole job is computer-controlled, we save time and work safer."

This new capacity is initially directed towards DDG 1000 and 1001 work with 1002 jobs starting to show up as well. It will prove equally effective on DDG 51 class work and also creates opportunities for non-Navy work, something Kevin and others are eager to explore.

A stone marker on the front of the old Machine Shop (facing away from the river) says 1917 and another around the corner reads 1899. Recent changes suggest that the new BIW Machine Shop area deserves a new marker, one that announces 2012.



A portion of the floor in the 20-ton capacity bay was lowered to accommodate the HBM machine.

From the Fleet

USS *Laffey* (DD 724)

The Bath-built WW II destroyer USS *Laffey* was in the news recently when it returned to the Patriot's Point Naval & Maritime Museum in Charleston, South Carolina after a two-year drydocking.

BIW launched the ship in November 1943 during a period of peak construction just 25 days after the previous destroyer, USS *Walke*, and only 17 days before the next, the USS *O'Brien*. Following a February delivery and commissioning, the ship sailed to Britain and then to France where it was part of the D-Day invasion and was hit by an unexploded shell off Normandy two weeks later. After minor repairs, it went to the Pacific where it was struck by 5 kamikaze planes (the number is sometimes recorded as 7) and 4 bombs

in an 80-minute period. The ship returned to the U.S. for repairs under its own power and was decommissioned in 1947, only to be recommissioned in 1951 for service in the Korean War Zone and then the Vietnam War Zone.

This long service and the fact that the ship survived both German and Japanese attacks during WWII is the reason that the ship bears the nickname "The Ship That Would not Die." Historian Samuel Eliot Morison said, "Probably no ship has ever survived an attack of the intensity that she experienced."

Today, the ship is the only surviving WWII destroyer which saw action in the Atlantic and is well remembered by many of

its various crew members, including at least one remaining member of the original commissioning crew.

The cost of the \$9M overhaul will be borne by private fundraising efforts and revenues. On the occasion of the ship's return, the museum director, Mac Burdette, said, "There are some things that are just worth paying for." 



Laffey at its berth in Charleston, SC. Photo courtesy of the Patriot's Point Naval and Maritime Museum.

USS *Spruance* (DDG 111)

TCDR Tate Westbrook, CO of USS *Spruance* (DDG 111) sent this note in January 2012.

Dear friends and supporters of SPRUANCE,

Attached photos taken by a friend who is the OIC of USNS Lewis and Clark (T-AKE-1) during our first at-sea replenishment with them yesterday in the Gulf Stream off Florida. Some exciting seas and winds that morning made for a challenging refueling evolution.

No other Navy in the world can do it like the U.S. Navy. It is the key to our ability to sustain operations anywhere in the world we want to go.

With 40% of my crew in their first three weeks at sea EVER, we undertook this evolution after lots of training and rehearsals in calmer conditions, and executed a flawless refueling of nearly 200,000 gallons of fuel smoothly and safely . . .

CDR Tate Westbrook, CO USS SPRUANCE



Photo courtesy of OIC, USNS *Lewis and Clark* (T-AKE 1).



Do You Know Where the Nearest AED Is?

February is American Heart Awareness month, but taking care of your own heart or knowing what to do if someone else has an emergency should always be a priority. Because minutes are critical when someone is unresponsive, BIW has placed a wall-mounted Automated External Defibrillator (AED) device within 4 minutes or less of any BIW work area.

A video on the BIW Intranet page explains the simple operation of the voice-directed AED and reinforces that no one should hesitate to use an AED in an emergency. When you remove the AED from the wall, an alarm is activated in BIW Security, but to ensure that medical help is on the way, call (or have someone else call) ext. 2222 (BIW Security) and/or 911 (local emergency service).

Note in the video that several employees who responded to a medical emergency at BIW and successfully used an AED stress the benefit of teamwork. By working together, a few people, both trained and untrained in first aid and rescue, supported each other and saved a man's life.



The following four aspects of a successful outcome following a heart emergency are explained in the video.

- Early notification
- Early CPR
- Early AED
- Early Advanced Care

Take a moment to look at this list of 31 AED locations and then walk by the nearest AED to make sure you know where it is.

Automated External Defibrillator Locations at BIW

- **North Stores:** 2nd floor, hall across from restrooms
- **Medical:** 2nd floor stairwell, between HR & Medical
- **Main Office:** Mahogany Row / 2nd floor
- **Office Annex / Main Stores:** 2nd floor, south end of catwalk
- **Main Security Gate:** Center wall
- **Maintenance/Machine Shop:** Next to tool crib
- **Aluminum Shop:** South end of building office area
- **5 Skids Office/Gas House:** West entrance
- **South Electric Shop / Employee Store:** Passageway
- **Assembly Building:** Rapid response lunch area
- **South Security Gate:** Clock house
- **Ultra Hall/PO2:** Center of Ultra Hall, outside Superintendent's office
- **Ultra Hall:** 4th level next to tool crib
- **OST #1:** 4th level, general workshop
- **OST #2:** 4th level, conference room
- **OST #3:** 4th level, lunch room
- **OST #4:** 2nd level, lunch room
- **Hulls in the water:** Crew's mess until delivered to Navy
- **MSC:** Main lobby
- **Diver's Barge**
- **Employee Development Center:** Lobby
- **SupShip Guard Shack:** Inside guard shack
- **Hardings Security Gate:** Back wall by cabinet
- **Hardings Door Shop:** North end by stairs & TAS machine
- **Hardings Main Building:** Main office
- **CW/EBMF:** Guard Shack, back office area
- **EBMF:** Central stairs by tool crib
- **CW:** South stairway exit
- **Ace Warehouse:** Inside main entrance, right hand wall
- **James (SSSC):** By director's office
- **CROF:** Middle of main hallway, between bays 3 & 4

5 Star Compliance

Current status to the 5 Star Compliance Program is shown to the right.

- ★ Compliant: Star received in 2012
- ☆ Compliant: Star received in 2011
- Preparing for Assessment
- Lost Star

	Electrical	Machine Guarding	Fall Protection	Fire, Health, Safety	House-keeping
FEBRUARY 14, 2012					
Shop Complex	●	●	★	●	●
ABC Plat (upper)	★	★	★	★	●
Buildings 18, 19 and MERG	●	★	★	●	★
Low Bay	★	★	★	★	★
Assembly Building	●	●	★	●	●
Panel Line	★	●	★	★	★
5-Skids	●	●	●	●	●
Aluminum Shop	★	★	★	★	●
Carpenter Shop	★	★	★	★	★
Blast I	★	★	●	★	★
Blast II	★	★	★	●	★
Blast III	★	★	★	★	★
Hyde South	●	★	★	★	★
Hazardous Waste Building	★	★	★	★	★
ACE/CW/Bissons	★	★	★	★	★
EBMF	★	★	★	★	★
Hardings	★	●	★	★	★
Facilities Building	★	★	★	★	★
A&B Plats (lower)	●	●	●	●	●
Metals Recycling	★	★	★	★	★
Maintenance Garage	●	●	●	●	●
Dry Dock	★	★	★	★	★
H 601 (DDG 1000)	●	●	●	●	●
H 506 (DDG 112)	★	★	★	★	★
MSC Warehouse/Service Shops	★	★	★	★	★
LLTF Pump House	★	★	★	★	★
LLTF	●	●	●	●	●
All OSTs	●	●	●	●	●
Preoutfit II	★	★	●	★	●
Ultra Hall	●	●	●	●	●
South Central Receiving	★	★	★	★	★

Shriners Hospitals for Children

John Janosco, Jr., (D17) is a tinsmith who has worked at BIW for nearly 40 years. He is also a Shriner and Director of the Kora Temple Provost Unit in Lewiston.



John Janosco briefly donned his Shriners fez for this photo taken at EBMF.

Most of us know of the medical care that the Shriner organization provides for children who have suffered severe burns, but John wants to bring attention to something we may not know regarding the advanced care available for children who bear scars from previous burn injuries.

The Shriners operate 19 hospitals and 3 burn centers in the United States and Canada, with most patients from New

England served through the Boston Shriners Hospitals for Children where children up to 19 years of age are treated. In addition to advanced, sophisticated burn care, the Shriners Hospital offers treatment for scarring as a result of burns which may have occurred many years earlier. The patient does not need to have received prior treatment at a Shriners facility to be eligible.

John provided a letter from the national Shriner organization regarding these services, which includes the following:

Shriners Hospitals for Children-Boston is a philanthropic pediatric surgical care hospital located in Boston, Massachusetts next door to Massachusetts General Hospital. Shriners Hospital is known as a world renowned leader in pediatric burn care treating children from over 70 different countries.

Shriners Hospitals for Children ... will treat any child regardless of their ability to pay. The hospital is highly specialized in the areas of acute burn injuries, cleft lip and palate, ear and hand deformities, birth marks, orthopedic and oral maxillofacial cases. Scar management from previous injuries and surgeries are treated biologically with highly advanced laser technologies perfected in Shriners

research laboratories. Each of Shriners research investigators holds appointments either at the Harvard Medical School and/or Massachusetts Institute of Technology. As a major research hospital, Shriners Hospital leads a nationwide collaborative investigation of the major gene, protein and chemical changes at different stages of burn injury in the muscle, fat, skin and blood. This research is helping to develop drug treatments at the genomic level for trauma patients.

John added, "Being a Shriner is probably one of the most rewarding things I have ever done. To see a child that we have helped at one of our hospitals, playing and acting like they had never been there, is just incredible."

John asks that BIW employees pass this information along to anyone in their acquaintance who might know of children that may benefit from the services offered by Shriners Hospitals for Children, especially the availability of treatment for later stage burn scarring. For more information,

- Call 800 237-5055
- Visit www.shrinershospitals.org
- Contact John Janosco at jajshrine@msn.com



BIW Employee Organizing Walk for Cancer

Yasmin Sanders (D71) has provided administrative support at the BIW LCS office at Austal USA since 2006. If you have been to Mobile, you have probably relied on her for information and support during your assignment or visit.



Yasmin Sanders

ever walk held in Alabama to promote awareness and funding for Bladder Cancer Research, influenced greatly by the fact that her mother, Gracie Bolden, has been diagnosed with this disease.

Yasmin said, "I am doing this to support the Bladder Cancer Advocacy Network because they have helped our family get the information, support and help that we need

to get through this challenging time." The event is on May 5, 2012 in Mobile. To support Yasmin's efforts, go to www.bcan.org to register. Contact her for more information at

- bladdercancer2@hotmail.com
- 251 459-2074

or donate online at

- www.stayclassy.org/fundraise?fcid=184729



Welcome

The following employees recently joined BIW. Please welcome them.

Name	Dept.	Name	Dept.	Name	Dept.	Name	Dept.
Baltazar, Rusty Agustin Peridiaba	1500	Cyr, Nathan Joeseeph	6200	Masse, Joshua Donovan	3200	Nicolino, Leroy Patrick	5205
Barbour, James Ryan	1000	Dall, Cody Allen	6200	Maxcy, Matthew Allen	1500	Orr, Ronald Alan *	1100
Blake, Andrew Tyler	1500	Dulac, Paul Wilfred	1500	McMullen, Michael Devin	1500	Phenes, Earl James	1500
Boisvert, Bertrand Herbert *	6200	Frelk, Michael James *	1000	Melanson, Jesse James	1500	Roberts, William James	1500
Breton, Christopher Lionel	1500	Jones, Victoria Nicole *	6200	Montminy, Chad Michael	1500	Theriault, Mary Ann	2800
Byers, Richard Ellis	1500	Leavitt, Charles Audrey	1500	Nelson, Adam Kelly	2000		
Cote, Doreen Pauline	4400	Marro, John Todd	1000	Nering, Alex Joseph	1000		

* Returning employees



Service Anniversaries

January 2012

Dept. Name

40 Years

- 10 Laffely, Wilfred Alfred
- 20 Knight, George E
- 87 Meserve, Richard F

35 Years

- 08 May Jr, William James
- 20 Lewis Jr, Norman Stanley
- 86 Pike, Brian Edwin

30 Years

- 05 Severy, Richard Steven
- 17 Lavallee, John Vincent
- 19 Richardson, Bruce Allen
- 19 White, Michael Francis
- 20 Ayotte, Robert Paul
- 24 Aceto, Tommy Charles
- 24 Rice, Ellen Louise

Dept. Name

- 25 Young, Robert Lee
- 29 Marquis, Neil Joseph
- 86 Hewson, Mark Herbert
- 87 Provencher, Steven Paul

25 Years

- 08 Lusty, Paul Haviland
- 11 Michaud, Perry Albert
- 17 Pinoski, Daniel Michael
- 19 Maxim, Darin Galen
- 19 Packard, Jeffrey Scot
- 27 Cote, Denis Joseph
- 27 Gagne, James Alan
- 27 Hinkley, Vicki Lee
- 27 Korhonen, Margaret Rose
- 27 Morse, Teresa Ann
- 31 Flint Martin, Angela Mae
- 43 Berry Jr, Leon Herbert
- 43 Lake, Tony Duane

Dept. Name

- 43 Langer, Howard Norman
- 43 Swazey, Lyle James
- 84 Colby Jr, Donald Arthur
- 86 Stowell, Brian Martin
- 90 Nichols, Herman Armour
- 97 Colfer, Steven Bruce

20 Years

- 87 Richard, Normand Lionel

10 Years

- 01 Redmond, Geraldine Irene

5 Years

- 05 Valliere, Melissa Anne
- 07 Do, Hung Duy
- 20 Lindley, Max Everatt
- 38 Bourgoin, Paul Reginald

Dept. Name

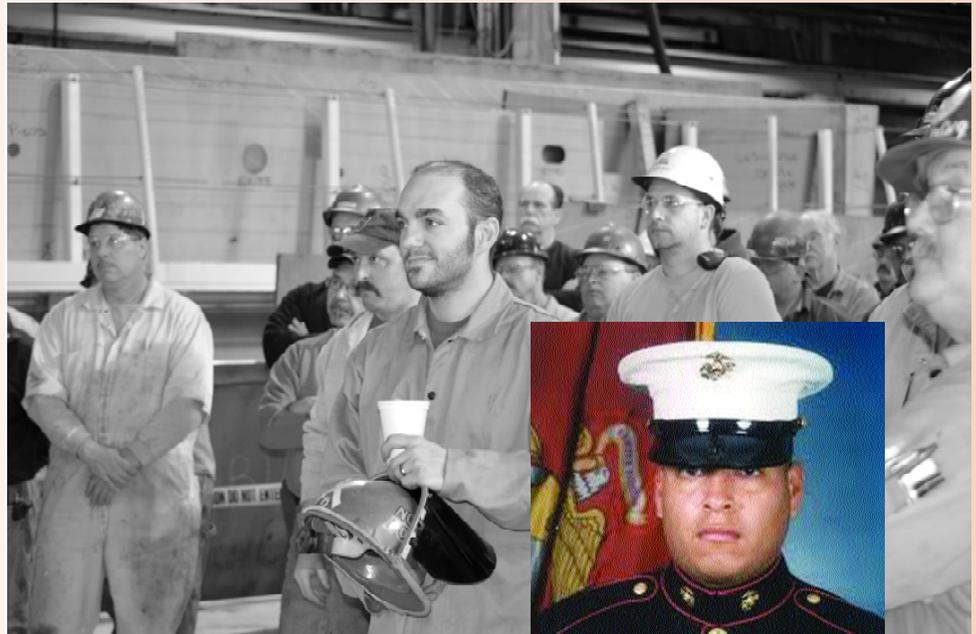
- 40 Hossenlopp, David Paul
- 86 Brennen Jr, Donald Joseph
- 86 Callahan, Matthew Michael
- 86 Chubbuck, Kenneth Todd
- 86 Hall, Jason C
- 86 Lewis, Michael Malvern
- 86 Sulentic, Olivera
- 87 Akhmedov, Gassan
- 87 Flannery, Dennis Earl
- 87 Fontaine, Lorraine J
- 87 Mazurkewicz, Brandon Alan
- 87 Moulton, Gregory Francis
- 87 Perez, Salvador Rubio
- 87 Rucker, Charles Hardy
- 87 Soong, Ruth
- 87 Tardie, Chad Robert
- 87 Wayashe, Joseph Francis

DDG 115 Named for Marine Hero of Iraq War

In February, U.S. Navy Secretary Ray Mabus announced that DDG 115 will be named for Sergeant Rafael Peralta, U.S. M.C., formerly of San Diego, California.

On November 15, 2003, SGT Peralta was a member of the 1st Battalion, 3rd Marine Regiment, 3rd Marine Division, engaged in urban combat in Fallujah, Iraq during the second battle of Fallujah. Severely wounded by enemy gunfire in close quarters, Peralta grabbed an enemy grenade that landed on the floor of a house where Peralta and his fellow marines were engaged in battle and absorbed the explosion and shrapnel with his body, shielding five comrades who survived with relatively minor injuries due to his actions.

The Navy awarded SGT Peralta the Navy Cross, its second-highest honor, for extraordinary heroism. The U.S. Marine Corps and Department of the Navy and members of Congress have petitioned for the award of the Medal of Honor and continue to speak in support of elevating recognition of SGT Peralta's heroism. His youth (25 at the time of his death) and his many supporters ensure that that there will be a large turnout at the christening of this ship, now planned for October 2015, to honor his life and sacrifice to his country.



SGT Rafael Peralta, right, against a backdrop of BIW mechanics at the January DDG 115 Stat Fab ceremony which commemorated the commencement of work on this ship and the continuation of the DDG 51 class at BIW.

SGT Peralta was born in Mexico and became a U.S. citizen while in uniform. The San Diego Police Department named him an honorary San Diego policeman in recognition of his heroism and his long-held ambition to serve in that capacity.

His family reported that his room contained three framed items on the wall; a copy of the US Constitution, the Bill of Rights, and his boot camp graduation certificate.



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Love Hurts

Mark Richard (D32) was among friends locally in his support of the New England Patriots going into the Super Bowl. However, he ran into what must be the only NY Giants fan in the shipyard a few days before the game and made a supportive, if unfortunate promise to wear a Giants jersey if the Pats failed to triumph.

Here he is, true to his word. Behind that smile, he's likely thinking "just wait until next year." 

