

GENERAL DYNAMICS

Bath Iron Works

BIW NEWS

AUGUST
2014



DDG 115 Helo Hangar Leaving 5 Skids

See story pg. 3

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From the Helm

Fred Harris, President, Bath Iron Works

Through recent communications sessions and informal conversations, mechanics have spoken up about what bothers them. Many comment about design being incomplete or wrong, not having the right material or spending too much time finding it. People are frustrated because they just want to do their jobs. I hear you!

I believe that much of the answer lies in completing the design before we start work, creating plans that sequence the work correctly, writing work orders that are clear and understandable, and kitting everything that the mechanic needs to do the job so that he or she isn't wasting time looking for what they need. This is the work scenario we are moving toward.

Don't believe me yet? Let's look at an example. In 2013, we received the contract to build the steel deckhouse, hangar and aft PVLS for DDG 1002. The design for the 1000 and 1001 deckhouses built by HII wasn't going to work here due to the complexity, overall cost and the difficulties associated with composite materials.

The deckhouse had to be significantly redesigned and a team was created in North Stores working for **Gene Miller (D40)**, Director Engineering Design, and led by **Eric London (D87)**, Design Manager, and **John Foster (D10)**, Production Design/Build lead.

The group began work in November 2013 and immediately commenced the Design/Build phase. This time, the team of about 35 designers also included seven mechanics, one from every major trade that will build the deckhouse, as well as five structural engineers and five planners. The idea was to create a far better, more workable design and planning documents by linking experienced designers with mechanics who know what it's like to receive incomplete design and have to fix it downstream.

Other important changes were invoked, such as formal sign-off of models and drawings by all key stakeholders, including Operations, to ensure that the product meets their expectations.

But the very best way to achieve better work products for mechanics is to get all points of view together up front. Hear it from some of the people doing the work:

- **Pete Saucier (D87)**, piping designer: *Having the pipefitter this close to what I was doing meant an instant answer to any question that came up. It was interactive. I would always want to work like this.*
- **Barny Brown (D15)**, pipefitter: *It probably cost more time here, but it must save double in production. We moved pipes where they can be hung easier, relocated back-up structure that I know would have to be taken out and eliminated a lot of fittings. When **Tim Jackson (D10)** asked me to come here, he said, "All that stuff you've been complaining about for years, go up there and fix it." And I learned that the people doing the design work are just people trying to do the best job they can and open to what helps them do it better.*



Pete Saucier, left, and Barney Brown

- **Jody Jaramillo (D87)**, piping designer: *We eliminated lots of bends by learning what mechanics actually do, versus what we think they do or should do. The term "yard preference" has new meaning for me.*
- **George Pooter, (D50)**, shipfitter: *I was here in November with the first group and think it's a huge benefit to have structural people involved. I learned quite a bit about Catia and I came up with ideas and they were implemented, sometimes instantly. Wow!*
- **Eric London:** *Our goal is to have all models, PBOM (Production Bill of Material) and drawings done when we start cutting steel for the deckhouse in October. We have seen the benefit as we discover something on a later model that affects what we have done on earlier models and it can be corrected prior to anything being fabricated. We are eliminating rework every time.*

The overall goal is to have a complete design and all work orders done prior to commencing construction so that the need for change is eliminated or kept to an absolute minimum. Our key strategy is to always accomplish the right work in the right sequence in the right stage of construction in lieu of moving work to later stages of construction where it will be more difficult to accomplish and less cost effective.

I would also like to recognize the success achieved on the DDG 115 helo hangar which is on the cover of this issue—the 5 Skids Team accomplished their complete scope of work while saving 25 percent of the hours and half the time of recent DDG 51 hangars. They attribute their success to the teamwork of everyone in 5 Skids, the plan, the schedule and material availability. This is a substantial improvement over our historical levels for the same work and we intend to do the same thing on the DDG 1002 deckhouse project from start to finish.

I think we're on the right track in many ways, and I want to follow the steel deckhouse along its path. Next month, I'll discuss the deckhouse in the context of shipyard-wide planning and material support processes that are underway and over the next few months, you, along with me, will see whether the deckhouse approach becomes a prototype for other areas in the shipyard.

A handwritten signature in black ink that reads "Fred Harris". The signature is written in a cursive, flowing style.


On the cover: DDG 115 Helo Hangar leaving 5 Skids on June 30, 2014.

Success on 5 Skids

The employees on 5 Skids got together at lunch time on August 15 to celebrate their success in completing the DDG 115 Helo Hangar unit in the 5 Skids area in half the time of recent units with 25 percent less hours.

Dennis Masse (D10), manufacturing manager, said, "We had a good plan before we started that included manning the unit appropriately. We also pulled a lot of hot work into the prior paint

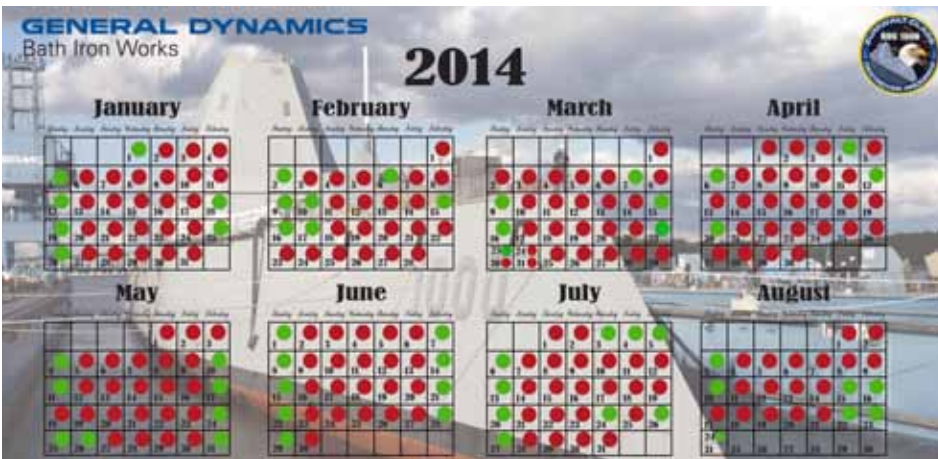
product thanks to input from many mechanics. The average schedule of the previous four DDG 51's in this area was 18–20 weeks; with outstanding teamwork and great communications, we did it in nine, with all work completed. And we did it safely."

Dennis continued, "This lunch is a way to recognize and celebrate our success. It's all about what we do together." 



The DDG 115 Helo Hangar left 5 Skids in late June for the next stage of construction. Inset: A barbecue lunch on August 15 celebrated successful completion of the unit.

Recordable & Lost Time Injuries

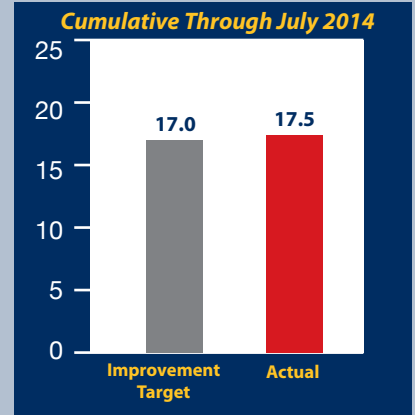


The Recordable and Lost Time chart for 2014, also known as the Red Dot Chart, is shown with status through August 24. Red dots indicate an incident and green dots indicate none on that day. All days are recorded.

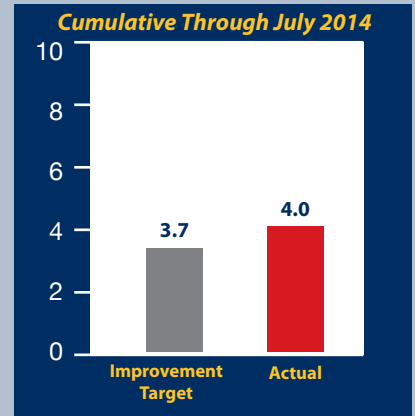
Performance Safety

July 2014

RECORDABLE INJURY RATE






LOST TIME INJURY RATE



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

Corrected Edition: The cover headline correctly reads *DDG 115 Helo Hangar Leaving 5 Skids*

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.

Information Call Lines

Facility/Shift

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

1-866-630-BATH
(1-866-630-2284)

Auto Messenger

Sign up (web address below) to receive automatic messages regarding emergent matters, including facility closures

<https://asp.schoolmessenger.com/biworks/subscribe>

Main Gate Security (24/7)
207-442-2266

Ambulance-Fire-Police
Bath, Main Yard: **ext. 2222**
Hardings, CW, EBMF: **ext. 1222**
Bissons, CROF, James: **911**; then call **ext. 1222**

Medical
207-442-2231

BIW Rec Association
For questions or suggestions regarding BIWRA programs
207-442-1113



Recent Contract Awards



LCS Planning Yard


On August 22, the Navy awarded BIW a \$9.8 million contract with a full funded value of \$100 million for planning yard services in support of both variants of in-service Littoral Combat Ships. This award was competitively procured.

BIW will be the single planning yard, providing engineering, planning, ship configuration, material and logistics support to maintain and modernize both variants of the LCS class. BIW will

manage the scheduling of maintenance and availabilities, including integration of work by multiple organizations.

LCS 4 PSA

On August 22, 2014, the Navy awarded BIW a \$17.2 million contract modification for material and labor in support of the post shakedown availability (PSA) for USS *Coronado* (LCS 4).

LCS 4 is scheduled to begin PSA in October in its homeport of San Diego. 


BIW Emblem Contest Update

The BIW Emblem contest described in the July edition of BIW News will be accepting entries starting September 2 and will be open through October 15 to ensure that all who are interested in submitting a design have an opportunity to participate. Look for an ESA in early September.

Highlights

- The emblem will replace the BIW flag as an informal logo, but if you wish, the flag can be part of your design.
- The design needs to be simple enough to be reproduced on a small item, such as a lapel pin.
- It's your concept that we are interested in, so if you have an idea but aren't sure of your artistic skills, submit your concept, either as a sketch or even a

description—it will be considered.

- The contest is open to all BIW employees excluding only directors or above, those who serve on the selection committee, and those in the Communications/Strategic Planning area.
- The winner will be selected by a committee from within BIW and one or two from the community; in the event of a tight finish, the president will be consulted.
- The winner will receive a prize of \$1,000 and the runner-up will receive \$750 (subject to taxes).
- Submit to Communications by hard copy (Dixie Stedman, mail stop 1210); via email (dixie.stedman@gdbiw.com) or call ext. 1203 for more information. 

Getting Healthy Together

About once a year, the BIW and LL Bean Hockey teams face-off for a charity game which some refer to as “boots vs. boats.” However, a joint BIW/Beans, “boots and boats” health improvement class is currently underway with everyone on the same winning side.

Beginning in May of this year, BIW and LL Bean partnered to offer a class called the National Diabetes Prevention Program (DPP) which is a lifestyle management class designed to teach participants how to prevent diabetes. The class meets once each week for 16 weeks, then once a month for the following six months. The primary goals of the DPP are (1) to slowly increase physical activity to 150 minutes each week; and (2) to lose 7 percent of your body weight.

Bill Hamilton (D86), a participant in this inaugural class, thinks it’s going great so far. “I have learned to balance my food intake and my fitness levels. The biggest takeaway has been the ability to reduce portion sizes without reducing the enjoyment of eating.”

Betsy Peixotto, one of the instructors and a member of BIW’s Fit for Life Team, said, “Overall, the class is definitely achieving their goals and the participants are really enjoying the success.” In




A few members of the current DPP class, which is a joint activity with participants (employees and dependents) from both BIW and LL Bean are shown, l to r, seated: Meresa Erving, Donna DeLong, JR Phillips and Dixie Stedman; and standing: Bill Hamilton, Betsy Peixotto (co-instructor) and Scott Record.

a national study, participants of the DPP class reduced their risk of developing diabetes by 58 percent.

More classes are planned. Participants must be at risk for developing diabetes. To determine if you or a dependent is eligible for an upcoming class, call the Fit for Life team at 442-3145, or email betsy.peixotto@gdbiw.com. Risk factors for diabetes include obesity, family history of diabetes, age, physical inactivity, and poor nutrition.

In addition to LL Bean, the Fit for Life team is working with other community organizations to offer Diabetes Prevention Program Classes (DPP) at no cost to BIW employees and dependents. See below for the fall class schedule.

For more information or to register for a class, email the address below or call Betsy at 442-3145. 



Retirees

Dept.	Name
10-00	Delbert W. Gardner 40 Years, 5 Months <i>Leadperson II</i>
10-00	Danville Rogers, Jr. 33 Years, 1 Month <i>Leadperson II</i>
17-00	William J. Johnson 27 Years, 1 Month <i>Tinsmith III</i>
17-00	Wayne L. Larose 40 Years, 3 Months <i>Tinsmith III</i>
20-00	Peter Woodruff 33 Years, 4 Months <i>Maintenance Mechanic III</i>
27-00	Joseph P. Page, Sr. 25 Years, 9 Months <i>Preservation Tech III</i>
49-00	Daniel I. Roet 22 Years, 7 Months <i>Director Human Resources Services</i>
50-00	Jay T. Jones 36 Years, 11 Months <i>Shipfitter III</i>
81-00	Wesley B. Callahan 33 Years, 1 Month <i>Material Clerk III</i>
86-00	Douglas B. Bixby 24 Years, 4 Months <i>Technician II, Engineering</i>
87-00	Steven G. Garrett 35 Years, 5 Months <i>Sr. Manager, Project Engineering</i>

FALL 2014 DIABETES PREVENTION PROGRAMS

Bath Area YMCA

Starts: Wednesday, September 10
Location: 303 Center Street, Bath
Time: 4:30-5:30 pm (1st shift)
1:30-2:30 pm (2nd shift)
Contact: betsy.peixotto@gdbiw.com

Martin's Point Health Care

Starts: Tuesday, September 16
Location: 6 Farley Road, Brunswick
Time: 4:30 – 5:30 pm
Contact: betsy.peixotto@gdbiw.com

St. Mary's Hospital

Starts: Tuesday, September 16
Time: 5:30-6:30 pm
Location: 963 Sabattus Street, Lewiston
Contact: mallen@stmarysmaine.com

Mid Coast Hospital

Starts: Tuesday, September 16
Location: 123 Medical Center Drive, Brunswick
Time: 5:00-6:00 pm
Contact: betsy.peixotto@gdbiw.com

Summer in the Shipyard

BIW's Summer Intern Program recently concluded with 29 students wrapping up jobs in Engineering, Planning, Labor Relations, Manufacturing, and Materials. The group was chosen from a field of 300 applicants. All met program criteria which required a 3.0 grade point average or higher in a degree program applicable to BIW and more than half were from Maine colleges.

All expressed an appreciation for their summer job experiences and variously described it as a valuable aspect of their overall education and an important learning experience as they get serious about job hunting or making decisions about further education.

Hector Ortiz, an Engineering intern, served in the Navy for eight years and was back at BIW for his second summer. "The time I served in the Navy was some of the most memorable years of my life. I was in aviation so being able to work in aviation certification at BIW was really great. It's given me the chance to once again do what I can to help the US Navy."

Nick Lemay, Manufacturing, is also a returning intern. He said, "There is a distinct difference in the culture compared to last year. New upper management, safety enforcement, and workplaces in general seem to have a new perspective on what BIW should be and has the potential to become. Throughout the summer, I was involved with various jobs, activities and events and always had a large workload. For example, I was an actor in a safety video, a facility tour guide to outside visitors, a member of the Lean team conducting value stream mapping and process mapping, an instructor to mechanics for the Lean Lego Training, and an assistant to the Korean DSEC visit for benchmarking, just to name a few. Achieving all of this in three months was great."

Kayleigh Miller, Manufacturing, listed her most positive experiences as working as part of a knowledgeable, capable team, successfully networking with other departments to obtain necessary support, and working onboard DDG 1000 where she observed day to day



Members of the 2014 group of Summer Interns in front of the DDG 1000. All are named on pg 8.

progress as testing proceeded. She said, "My supervisors were great and I learned an immense amount."

Theresa Clark (D49), Intern Program Coordinator, said, "Students get a close look at a large manufacturing environment and a broad overview of how the company operates. It puts their skills and knowledge to work and networking with their fellow interns and coworkers helps them develop a solid basis for considering whether they are interested in a career at BIW."

This year, the concluding report-out consisted of group reports focused on process improvement. The interns were asked to look at an existing process and make recommendations on how it could be made even more efficient.

Mike Mulligan (D01), BIW General Manager, said, "One of the keys that will determine our success going forward is attracting bright, talented people like our interns to work here after graduation. We challenged them pretty hard and asked them to go outside their comfort zone. We need them because they help us develop diversity of thought and when coupled with our experienced mechanics and design staff, it's a powerful team that can help us improve how we do things."

Over half of the interns worked in Engineering. **Jerry Cashman (D01)**, VP

Engineering, said, "The interns responded to emergent needs and reacted to situations beyond normal circumstances. They provided the capacity for us to take on some particularly important assignments such as the weld audit. We're grateful that they were here to help. These young people arrive at a particularly good time as summer is when most of our employees take vacations. They allowed us to keep up with some important milestones."


Peter Weymouth (D-10) Manufacturing Engineer, served as both supervisor and mentor to several of the interns. "From the intern's perspective, getting started on the right foot is important as it lays a good foundation for their whole experience and I think that the program provides them a lot of support and structure in that regard. Mentors support them throughout the summer and contribute to the credibility of the program. I feel like we are encouraging and helping create the next generation of manufacturing professionals."

Theresa said, "The first thing I learned about this class is that they all have great ideas on how to improve the way we work at the shipyard. They put themselves out there and totally immersed themselves in what we tasked them to do. Their feedback is valuable and we use it to improve our processes."

Continued on page 8.

Professional Development Program

BIW recently inaugurated the Professional Development Program (PDP), a two-year schedule of rotational assignments through various production and pre-production areas designed to provide high potential and high performing college graduates with the experiences and opportunities for professional, technical and personal development. Individuals are expected to assume Operations leadership positions upon conclusion of the program.

The group of five PDP Production Associates which comprise the class of 2014, noted below, began work in August. Beginning in 2015, candidates may also be selected from within the General Dynamics Marine Division. 



Production Associates shown l to r, include: David Farrington, Michael Goss, Daniel Hartsig, Amy Hansen and Michael Walsh.


PDP CLASS OF 2014

Name	University	Degree
Amy Hansen	SUNY Maritime	Naval Architecture
Daniel Hartsig	University of Michigan	Naval Architecture & Marine Engineering
Michael Goss	University of Maine	Mechanical Engineering
David Farrington	University of Maine	Mechanical Engineering/MBA
Michael Walsh	SUNY Maritime	Facilities Engineering

New Marine Design Apprentices

Eight promising individuals recently started four years of work and study as members of the Class of 2018 Marine Design Apprenticeship Program. The program began in 1991 and to date, has graduated over 120 individuals. Graduates support all aspects of the ship design and construction process and many serve in leadership positions throughout the shipyard.

Apprentices learn technical skills under the guidance of experienced designers, design mentors, and design leadership while employed full time. BIW's program and apprentices are registered with the State of Maine Apprenticeship Program, which is recognized by the U.S Department of Labor, Bureau of Apprenticeship and Training.

The design apprenticeship is jointly sponsored by the Bath Marine Draftsman's Association (BMDA), a local of the United Auto Workers (UAW). 




The newest class of Marine Design Apprentices includes, l to r: Michael Wasilewski, Matthew Cote, Ryan Case, Michael Bodkin, Jacob Henning, Matthew Schreiber, Jason Marble and Matthew DeGroft.

USS John Paul Jones (DDG 53)



In mid-August, 2014, above right, the Bath-built USS *John Paul Jones* (DDG 53) arrived at its new homeport, Joint Base Pearl Harbor-Hickam, following a homeport swap with another Bath-built ship, the guided cruiser USS *Lake Erie* (CG 70). Equipped with updated advanced Aegis capabilities, DDG 53

will operate as a ballistic missile defense deployer and testing ship in the Indo-Asia-Pacific region. Shown left, DDG 53 launched a Standard Missile-6 during a live fire test of the ship's Aegis weapons system in July. *Photos and text courtesy US Navy.* 

Interns continued from pg. 6

2014 SUMMER INTERNS

Name	Dept	School	Name	Dept	School
Joel Brown	40	UMaine	Ryan Lussier	10	University of Southern Maine
Margaret Corrigan	10	Worcester Polytechnic Institute	Kaleigh Miller	10	MA Maritime Academy
Patrick Doyle	40	University of Southern Maine	Brett Milliken	10	Maine Maritime Academy
Eric Duplessis	87	Maine Maritime Academy	Catherine Morton	86	UMaine
Andrew Ernest	40	Rensselaer Polytechnic Institute	Tru Nguyen	40	University of Southern Maine
Benjamin Fairfield	40	UMaine	Hector Ortiz	40	University of Southern Maine
Ryan Farley	87	UMaine	Russell Pearce	84	Maine Maritime Academy
Keith Jewett	86	UMaine	Matthew Plocinski	40	Maine Maritime Academy
Ben Johnson	40	UMaine	Zachary Radcliffe	10	Maine Maritime Academy
Timothy Kelley	40	University of Southern Maine	Robert Smart	24	Maine Maritime Academy
Gene Kim	84	Southern NH University (MMA)	Tobias Thuer	87	Duquesne University
Kieran King	40	Virginia Polytechnic Institute	Tyler Totten	40	Webb Institute
Chad Kousky	10	West Virginia University	Joseph Vining	51	University of Maine School of Law
Nicholas Lemay	10	Husson University	Peter Wojcik	10	SUNY Maritime College
David Locarno Jr.	10	Massachusetts Maritime Academy			

United Way Ahead

Plans are underway for the annual BIW Employees United Way Campaign. Last year's two-week campaign proved successful and a similar approach, with the benefit of recent lessons learned, will launch on September 22, 2014 with plans to complete by October 1.

This year's campaign leadership team consists of **Adele Suggs (D46)**, salary co-chair; **Patricia Marcotte (D50)**, LS6 co-chair; and **John Portela (D30)**, LS6 Loaned Executive. Their efforts will be supported by a small team of volunteers which is currently being assembled.

Adele said, "The need in our communities is great. United Way's partner agencies are a proven way to put the contributions of our generous and caring employees to work to benefit local people and families."

United Way of Mid Coast Maine provided the following story regarding two former employees, one of whom is now being helped by a United Way agency:

In 1942, **Margaret**, a young woman of 19, answered the call to help the war effort by becoming a welder at BIW. Margaret's husband, **Pete Couture**, whom she met while working at BIW, went on



Mamie, left, a SEARCH volunteer, with Margaret.



The BIW Employees United Way Campaign's leadership team includes, l to r: Adele Suggs, John Portela and Patti Marcotte.


to work at the shipyard for over 60 years on many projects, including the *Ranger*, an America's Cup winner. In 1956, BIW employees began supporting the just-formed local United Way.

Now Margaret is a widow and at age 92, needs some help. She said, "When I could no longer drive, it was hard. Suddenly just needing to pick up a quart of milk or a loaf of bread was a problem." Thanks to United Way donors, Margaret gets help from the SEARCH program. Volunteer Marnie has become her friend, taking her to doctors' appointments or just for a drive and some ice cream. Margaret is grateful, saying, "I am so pleased to be able to stay in my home. I've been in Bath a long time, since I was a welder at BIW in 1942. This program helps make it possible for me to stay here."

Your United Way donation helps Margaret and many other BIW retirees and spouses through SEARCH, Meals on Wheels, Respite Care, People Plus, and other programs for elders.

The BIW Employees United Way Campaign is coming soon. You will see an ESA inviting you to consider supporting your local community (or another area community, as your United Way donation can be forwarded to any United Way campaign in Maine or even out of state). You will learn about when and where to attend a United Way campaign meeting, if you wish, and how to access a United Way video online. You will also receive instructions of how to make a pledge online via the BIW Intranet.

For more than 58 years, BIW employee contributions have been making a difference in the lives of our neighbors and strengthening our communities.

If you volunteer at a United Way agency, or you or your family has been helped by one, United Way of Mid Coast Maine would like to hear your story. If you are interested in relating your experience, contact Kathy at United Way, kathys@uwmcm.org. 

BIW Employee Scrap Sales

BIW has a scrap metal program where active as well as retired employees can purchase scrap metal for personal use. Sales are held quarterly at the north end of the shipyard beyond North Stores. The two remaining sales this year are on September 3 and December 3.

Be sure you have a receipt before you take your scrap metal out of the shipyard. The gate off the railroad parking lot will be open to allow you to get your metal.

For more information, contact Jeremy Somes at ext. 2660. 



An example of what may be available at the sale.

Kate Turns 100

BIW's Hull 63, *Katahdin*, built as a Moosehead Lake passenger steamer, celebrated its 100th birthday at a party in Greenville on August 16, in close proximity to the original delivery date of August 20, 1914. One hundred years on, the ship, long called "*Kate*," is still a Moosehead Lake passenger steamer, owned and operated by the Moosehead Maritime Museum (MMM).

Katahdin is BIW's oldest known floating vessel and it is due to MMM's caretakers, fundraisers and many supporters that the boat has survived. And it is still beautiful.

Many who know that *Katahdin* was built in Bath think that it traveled to Greenville at least partially by water, but no. It was built, taken apart and shipped by rail to Greenville where a BIW crew put the ship back together and launched it into Moosehead Lake.

Liz Cannell, MMM Director, says that *Katahdin* joined 40 other boats transporting people and supplies from Greenville Junction to Mount Kineo at a time when summering in the healthy environment of northern Maine was a boon to the local economy.

The Great Depression and the growth of the automobile affected the resorts and leisure lake transportation in the Greenville area. *Katahdin* went to work in the




Katahdin returning to shore from a centennial cruise on August 15, 2014.

timber industry hauling lumber booms and participated in the last log drive in 1976. Its owners, Scott Paper Company, gave the worn-out boat to a group of friends that organized as a non profit 501(c)(3) and became MMM.

Liz related that MMM felt that the cost of addressing the amount of disrepair and neglect was prohibitive and at best, the boat would be a static exhibit. A marine survey convinced them that the boat could and should be kept in operation, and so they set out to secure the money that would keep it afloat, if not always in tip-top shape. It was said that by 1993, one could poke a broom handle through the steel hull in places.

However, MMM always did what it had to do to preserve *Katahdin* as an important aspect of the history of the Moosehead region and over time, many donations, both large and small, have kept the boat on the water. In 1994, BIW replaced the hull and some of the BIW people who worked on that project, now retired, were at the August centennial celebration, according to Liz Cannell.

In 2013, *Katahdin* boarded over 7,300 passengers from 48 states and a variety of countries, but 51% of the ridership was from Maine. *Kate* is beloved by her community and as a consequence, BIW's oldest gal is sailing with dignity and looking ahead to many more years of service. 




Interior shots of *Katahdin*, clockwise from upper left, show the aft engine room, wheel house, port side aft engine room, main deck forward, second deck passageway, and the second deck aft.

Red Cross Blood Drive

The September American Red Cross blood drive is coming right up. Blood cannot be manufactured—its only source is a healthy donor. The American Red Cross provides about half the nation's blood supply—roughly six million pints per year. About 1,400 pints of blood must be collected every working day in Maine, Massachusetts, New Hampshire and Vermont to meet patient needs for surgery, trauma, chemotherapy, kidney dialysis, hemophilia, shock and other life-threatening conditions.

Every two seconds, someone in America needs blood. That's why your blood donation through the American Red Cross is so important.

Double Up. There will be two Double Red Cell machines available for the 2nd shift drive at Fitzgerald Conference Center, and one Double Red Cell machine will be available during 1st shift hours at FCC for the entire week. When making an appointment, please indicate that you'd like to make a double red donation.

SIGN UP! Call Charlene Hurley at ext. 3917 to make your appointment to be a regular or a double red donor. Double red appointments are limited to one each hour. 

Who can donate using the Double Red Cell machine?

- Men over 5'1" who weigh at least 130 pounds
- Women over 5'5" who weigh at least 150 pounds
- Those who have not donated Double Red Cells in the previous 112 days
- Those with type O (negative and positive), and A negative and B negative blood

SEPTEMBER BLOOD DRIVE

Date	Time	Location
Sep 2, Tues	5:00 pm–10:00 pm	FCC
Sep 2, Tues	9:30 am–2:30 pm	CROF
Sep 2, Tues	8:00 am–1:00 pm	James
Sep 3, Wed	9:00 am–2:00 pm	FCC
Sep 4, Thurs	9:00 am–2:00 pm	FCC
Sep 4, Thurs	8:00 am–1:00 pm	Hardings
Sep 5, Fri	9:00 am–2:00 pm	FCC



The following employees recently joined BIW. Please welcome them.

Name	Dept.
Alexander, James Bermi *	1500
Ambrose, Timothy Adam	3000
Barrington, Alan Nicholas	6200
Cantrell, Brice Neil	1500
Coffey, Daniel John	2605
Cote, Elizabeth Marie	4000
Darling, Adam Joseph	1500
Ehle, Stephen Thomas	4000
Erickson, Hunter Lee	0900
Farnsworth, Keith Granville	1500
Fitch, Paul Anthony	6200
Fuerst, John Zachary	4000
Gallagher, Matthew Donald	4000
Gamblin, Larry Elwin	1500
Goupil, Randy Rainey	1500
Goyette, Travis Lee	5000
Hall, Justin Earl	1500
Harper, Mark Loyd	1500
Harvey, Kerry Howard *	5000
Heald, Daryell Paul	3000
Howard, Dustin Anthony	4300
Johnson, Joshua Louis	5000
Johnston, Andrew Blaine	0900
Levesque, Luke Charles	3000
Libby, Broc Hiram	3000
Locarno Jr, David Paul	1000
McCauley, Bryan Michael	1500
Nelson, Lukas Lindley	3000
Newton, Sean Michael	5000
Obrin Jr, Joseph Russell	1500
Pendleton, Michael Joseph	1900
Pillar, Shane Michael	1500
Pratt, William Clifford	1500
Ross, Rocky Winston	3000
Sherburne, Thayne Allen	0900
Sickel, Carl Edward	4000
Stade, Kevin Michael	1500
Steenon, Jeremy Thomas *	3000
Stover, Lawrence Willard	0800
Thompson Jr, Alton Ralph	6200
Trott, Lloyd Ivan	0900
Wade, Timothy Wesley	1500
Webster, Harold James	1500
Wilson, Kristopher Charles	6200
Wunder, Kirsten Elise	4000

* Returning Employees

Service Anniversaries July 2014

Dept.	Name	Dept.	Name	Dept.	Name
40 Years		25 Years		20 Years	
01	Brown, Thomas A	07	Broughton, Douglas	43	Fraser, Brian Paul
06	Blake, Lester Allen		Edward	50	Antworth, Dana Howard
09	Lee, Timothy Parker	07	Mullen, Daniel George	15 Years	
10	Kelley, Donald Elliott	10	MacDonald Jr, Kenneth	02	McGlauffin, Dale Steven
20	Harlow, Garry Henry		Robert	40	Lyndaker, Luke Arron
20	Lane, Craig Allen	15	Bryant, Brian Michael	52	Pelletier Jr, Clarence
30	Portela, John Pinheiro	15	Richards, Ricky Allen		Joseph
35 Years		19	Dorval, Brian Laforest	86	Warren, Jeffrey Deane
06	Colby, Mark Stephen	19	Traugh II, Paul Orr	10 Years	
19	Raymond, Paul Roger	19	Utecht, Arthur Edward	40	Botting, Joshua Keith
20	Walker III, Richard Dexter	20	Anctil, Roland Normand	5 Years	
25	Fitch, Douglas Lawrence	20	Bosse, Marc Normand	24	LaRue-Hanson, Tracy
40	Baker, William Albert	29	Brousseau, Garry Alan		Theresa
40	Forrest, David Lee	43	Tremblay, Christopher	84	Mathieson, Allen Lee
81	Douglas, Stephan Lynn		Thomas	86	Kostos, David Wayne
90	Leblanc, Sally Ann	52	Beck, Daniel Wight	86	Lafond, Daniel Joseph
30 Years		57	Smart, David William	86	Reed, Charles Franklin
87	Bacak, Dale Jeffery	86	Saunders, Patrick Ray	86	Sonier, Robert Joseph
		87	Ebner, Peter James		
		87	McMullen, Michael Gerard		
		87	Pye, Gordon Frederick		
		90	Ruhlin, Timothy Edward		
		91	Harvey, Bruce Malhon		

GENERAL DYNAMICS

Bath Iron Works

700 Washington Street

Bath, ME 04530



Faces of BIW



BIW Security Team members, l to r: Cpl. Alan Lavoie, Sgt. Paul White, Patrolman Alex Greenlaw, Cpl. Nicholas Kimball, Cpl. William Lavoie, Cpl Harland Stanley, Don Marsh, Manager and Stan Cielinski, Investigator.

August 2014 may be remembered as the month that the Ice Bucket Challenge went global. By mid-month, BIW Security, called out by Chief Mike Fields and the Bath Police Department, manned up and iced down and then issued their own challenge to Marc Hagan, Deputy Chief of the Brunswick Police

Dept. and to SupShip Bath Security, Bob Russell and Mark Billett. The fundraising associated with the challenge supports ALS (amyotrophic lateral sclerosis, or Lou Gehrig's disease) research which suffers from lack of public awareness and funding. Thanks, BIW Security, for chilling out for a great cause. 