

GENERAL DYNAMICS

Bath Iron Works

BIW NEWS

June
2014

*Building Ships
in the City
of Ships*

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From the Helm

Fred Harris, President, Bath Iron Works

"Fred, you better come down to the yard, something's happened." I was at NASSCO for less than two weeks when I got that call—a call you never want to get.

One of our painters had been working on some staging. He went outside of our procedures—which were in place to protect him and all our workers—and he fell three stories. He took chances that he shouldn't have. He didn't have the proper PPE, and he didn't follow procedures. Without the necessary safety precautions, something happened and he fell. He survived, but broke his back. He was never to play ball again with his two sons.



It was the sort of incident that underlined what we already knew at NASSCO—we needed to dramatically improve our safety performance. And we have done so over the years. It's a continuous journey that takes hard work, constant improvement and across-the-board commitment to total safety.

It's a journey we've just started here at Bath Iron Works. We've been talking about safety as a priority for a while. The "red-dot" chart we instituted late last year clearly shows we have far too few days without injuries (only four non-holiday weekdays since the beginning of the year), and that we're not making enough progress on our journey. Too many people are getting injured, and we need to take a different approach.

So at the end of June we launched our Zero Tolerance PPE program. It is a basic concept, one that should be familiar to our workforce of skilled craftsmen and women.

What it boils down to is using the right tools for the job. In this case, the job is safety. The tools are your various elements of PPE: safety glasses, hard hats, ear protection and steel-toe shoes are the basics. Depending on what work you are doing, your PPE must also include safety harnesses, face shields, respirators, gloves and protective clothing.

Just as you choose the right grinding pad, welding tip or wrench for your job, we expect you to use the right PPE.

So what does Zero Tolerance PPE mean?

In late June, our deckplate leaders began reviewing our PPE policies with all mechanics. These aren't new policies, but in many cases, they've been poorly enforced. On June 30, we drew a line in the sand. From that date forward, it's a new day for PPE enforce-

ment here at BIW. We are going to hold every single employee accountable to follow our PPE rules, in accordance with the policies and procedures we have in place.

A lot of thought and research has gone into designating what PPE is needed for certain jobs and work in specific areas. Following those policies will make all of us who work here safer.

The "why" of this push should be obvious to everyone at BIW. Our PPE discipline has been far less than adequate, at best. The company has not been clear with the workforce regarding expectations, and enforcement of policies has been inconsistent.

Every week—just about every day—we have incidents that could easily turn into something like the NASSCO event above—or worse. In recent weeks, we've had serious safety incidents involving condo lifts and electrical work.

Our goal is a total safety culture, where each of us understands that safety is the priority, and everyone's responsibility. We also need to put actions to that understanding, ensure that everyone is following procedures, wearing the right PPE, keeping our areas clean and keeping each other safe.

But our most important step—our baseline effort, really—is to fully enforce and follow the PPE policies we have. Everybody must be on board. Not only should you follow our PPE policies, but you should encourage everyone to do the same, making sure we're all safe workers.

It will take a shipyard effort to improve our safety performance, with each of us watching out for each other. It's one of several critical, yard-wide efforts that we're undertaking, all aimed at making BIW safer, more productive and more affordable. Everybody's got a role to play.

As material handler Dick Doyle suggested at a recent meeting I had with some of our mechanics, everyone in the yard needs to **C.A.R.E.**

Communication: Better communication leads to ...

Accountability: ... accountability leads to reduced ...

Rework: ... reducing rework will lead to ...

Education: ... which leads to a viable, competitive shipyard.

Dick has 36 years in the yard, and he knows that it takes all of us pulling together to meet our goals. Together, we can be safer, more affordable and more productive.

Ward safe
F. Harris

On the cover: "Building Ships in the City of Ships" is the theme of the BIW float for the Heritage Days Parade on July 4. This photo of the #11 crane peering down Front Street is one of the panels on the float as well as one of the posters that will be given out along the parade route.

Recent Contract Awards

OPC Update

BIW is set to resume work on the Offshore Patrol Cutter Program. In February, the U.S. Coast Guard selected BIW and two other teams to move into Phase I Preliminary and Contract Design. Two formal protests of the USCG decision were filed which delayed the start of work. On June 2, 2014, the Government Accountability Office (GAO) upheld the original award.

Work on Phase I will begin on July 1 with the first milestone, a Program Management Review, planned to occur six months later. At the end of the 18-month Phase I period, the BIW Team will

compete against the two other Phase I participants, Bollinger Shipyards Lockport LLC and Eastern Shipbuilding Group, Inc. for the contract to design and build the first nine to 11 ships of a planned 25-ship class.

LCS 4 PSA

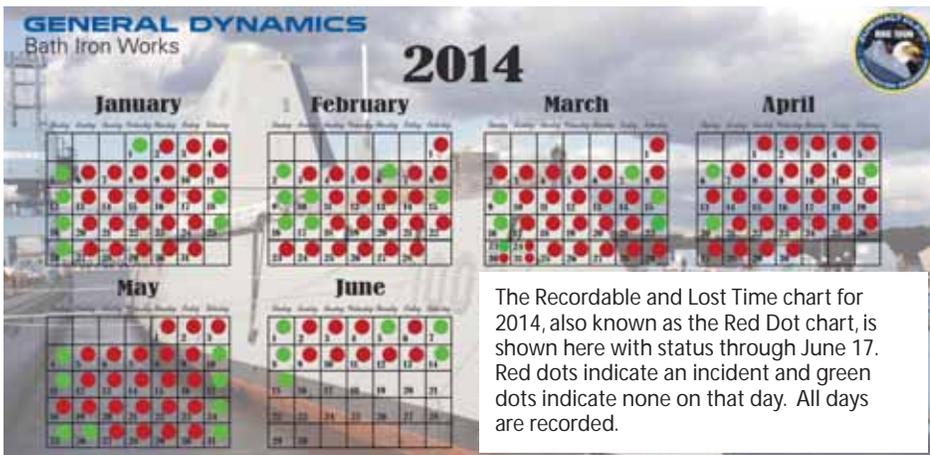
On June 15, 2014, the US Navy awarded BIW a \$11.7 million contract mod for engineering and management support of the post-shakedown availability (PSA) for USS *Coronado* (LCS 4).

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



The BIW Team's OPC design.

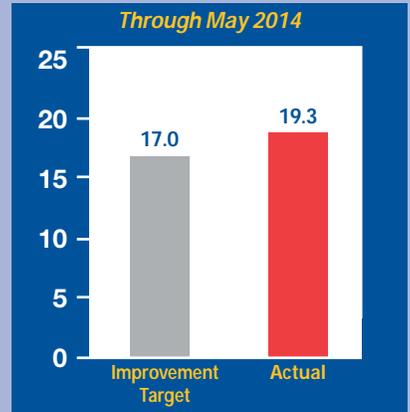
Recordable and Lost Time Injuries Chart 2014



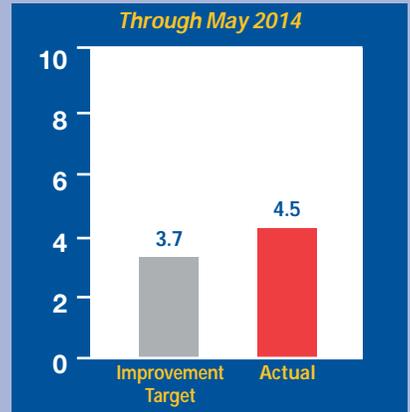
Performance Safety

May 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

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 at the address below to receive automatic messages regarding emergent information, including facility closures

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

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 Recreation Association

For questions or suggestions regarding BIWRA programs
207-442-1310



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General Dynamics Bath Iron Works

Zumwalt Family Visit



Dr. Michael Coppola, Ann Zumwalt and Camille Coppola alongside DDG 1000.

Ann Zumwalt, one of the two sponsors who christened Zumwalt (DDG 1000) in mid-April, returned for a visit on June 20, 2014. Accompanied by her husband, Dr. Michael Coppola, and daughter Camille, Ann again brought boxes of cupcakes for those working onboard the ship that day, ensuring her own sweet legacy with BIW and the ship's crew.

Escorted by **Todd Estes (D97)** and **Tom Stevens (D10)**, Ann and her family visited the Bridge, CCS and MMR #1 and

revisited the bow of the ship where she and her sister **Mouzetta Zumwalt Weathers** broke two bottles of champagne over a fabricated steel "Z" in April.

DDG 1000 was launched in October 2013 and the ship's design precluded the conventional approach of erecting a platform to put the sponsors in close proximity to the ship's hull. Hence the onboard christening, part of many memories associated with the ship named for their father, **ADM Elmo Zumwalt, USN.**

BIW Boston Marathoners

This year's Boston Marathon took place in April in the shadow of the events of the previous year, but many of the BIW runners from last year were back to help claim the race for its athletes and the people of Boston.

Cheryl Gilbert, retired, manages the BIW Corporate Track and Field Team and provided the following information regarding the BIW employees, retirees and family members who ran this year. Cheryl mentioned that these folks are to be congratulated for their efforts and that training for a race like this, in the winter that we had, was hard work.

2014 Boston Marathon BIW Participants

Name	Time
Robert Ashby	3:07:40
Eileen Brandes *	3:24:59
Hans Brandes	3:26:21
Charlie Cary **	5:25:01
Blane Fenderson	4:03:07
Barry Fifield	3:48:48
Molly West *	3:26:21

* Family member

** Retiree

BIW Walks with NAMI Maine



Join your BIW Fit for Life team and NAMI (National Alliance on Mental Illness) Maine for NAMI's 12th Annual Walk for Mental Health on September 21.

Two facts: One in four Americans have a diagnosable mental health disorder. And in Maine, you are 10 times more likely to die from suicide than from homicide. Indeed, each one of us is touched by mental health issues in some form whether in our church, community center, workplace, or ourselves.

NAMI Maine's training and services, offered free of charge, make a difference in thousands of lives and in dozens of communities. They help police officers, health care workers, and other first responders to be more effective on the job. They prepare educators and caregivers to recognize and respond to signs of depression, anxiety, and other mental health conditions. They provide respite for overburdened families, groups for family members and for those facing mental illness, and they provide informa-



John Rothwell and MJ Lemont at a 2013 NAMI Walk. Plan ahead and join the BIW team at this year's walk on the campus of Southern Maine Community College.

tion and support for anyone who encounters mental health challenges.

Please join your Fit for Life team and people from all across Maine who will gather on Sunday, September 21 at the Spring Point Ledge Lighthouse on the campus of Southern Maine Community College.

To register, go to the Bath Iron Works Team Page: www.namimaine.org/bathironworks 

Retirees

May 2014

Dept.	Name
06-00	Anthony P. Rossi 31 Years <i>Engineer III, Q/A</i>
10-00	Roger J. Ruff 39 Years, 9 Months <i>Assistant Foreman II</i>
15-00	Stephen P. Day 24 Years, 8 Months <i>Pipefitter III</i>
17-00	Gary E. Miller 25 Years, 7 Months <i>Tinsmith III</i>
27-00	Kenneth R. Williams 24 Years, 8 Months <i>Preservation Tech III</i>
32-00	John K. Gendreau 33 Years <i>Yard Rigger III</i>
40-00	David A. Darling 38 Years <i>Principal, Engineering</i>
40-00	Robert P. Gehrs 8 Years, 4 Months <i>Engineer III</i>
40-00	Theodore L. Hebert 12 Years, 9 Months <i>Sr. Principal Engineer</i>
40-00	Kenneth R. Severy 16 Years, 7 Months <i>Principal, Engineering</i>
43-00	Donna P. Washburn 27 Years, 8 Months <i>Welder III</i>
86-00	Richard K. Kinney 26 Years, 9 Months <i>Sr. Principal Engineer</i>
86-00	Thomas W. Lathan 27 Years, 2 Months <i>Designer, 1st Class</i>
86-00	Roger N. Poisson 40 Years, 4 Months <i>Technician, II</i>
87-00	Sharon E. Johnston 25 Years, 2 Months <i>Designer, 1st Class</i>



FIT TIPS

Is your Beneficiary Information Up to Date?

Your beneficiary designations ensure that your benefits will be paid to the person(s) you choose in the event of your death. If you die and a valid beneficiary designation is not on file at the GD Service Center, your benefits may not be payable to those you intended.

This could potentially cause a significant tax burden and major inconvenience for your loved ones. It is critical that you confirm the beneficiary designations for your 401(k) and life insurance benefits are as intended and that the information is up to date.

If you have had changes in your family status, your choices may be out of date.

You should update your beneficiary designation(s) any time you experience a major life event such as marriage, divorce, birth or adoption of a child, death of spouse/partner, child or parent. You will need your beneficiary's Social Security number, date of birth and mailing address to complete the process.

To confirm or add beneficiary information online do the following:

- Log into www.gdbenefits.com using your id and password
- Click on "Your Profile" in top black box
- Click on "Beneficiaries" on left side

If you have questions about the beneficiary process or if you prefer to complete the beneficiary information by paper form, contact the GD Service Center by calling 1-888-432-3633. The Service Center will request your user id and password. If you do not have a ID or password, say "operator" to be forwarded to a representative. 

Thumbs Up to Portable Automatic Robotic Welding

Portable automatic robotic welding—it's a bit of a mouthful but represents a pocket full of savings, both realized and with future potential.

Scott Wood (D10), Supervisor and **Rob McKay (D43)**, a welder with 25 years of experience, recently pointed out how the capability is being tested and actually utilized on current work. The benefits of robotic welding in terms of reduced time, quality and repeatability are well established. Portable robotic welding has the same potential with the added benefit that a portable machine can be brought to the job site and applied to a variety of surfaces, straight, curved, T-bars and more.

The portable robotic machine was first successfully used on long runs and vertical planes. Scott had his eye on the PVLS door covers where layers of weld are applied in sort of a circle pattern. With the help of **Steve Atkins (D10)** who created the program which allowed the portable robot to travel in a circle, Scott knew they could find a number of ways to use it.

Back to Rob, who in the spring was welding DDG 1002 PVLS door covers in the Assembly Building. Previously, the door would be laid flat and the welder moved around the perimeter of the door, starting



and stopping as necessary. Each layer of weld required about an hour and a half to lay down and the whole door required ten or so layers and several days to complete, depending on the number of layers. Using the ABB portable robot, which Rob set up and then monitored as it moved around the track, he made a complete pass in 20 minutes. With 30 minutes between passes, he said the door would be easily done in one shift.



Rob McKay sets up the job on the machine's computer before beginning the welding pass, upper left, then monitors progress of the robotic welding arm and confirms results as it moves around its prescribed path, laying down one of about a dozen passes to build up the required weld.

Rob said, "The difference between hand welding and robotic welding in this instance is so great that it amounts to a different process. The ergonomics on the part of the welder are much improved, and once started, the weld is continuous and the heat is constant, which is better for welding. The quality is better and more consistent."

Scott echoed those words, saying the quality of weld is about 98%, far better than can be achieved with hand welding. He said, "The portable machine lets us work way down on a flat surface, lay down a series of consistent 1" wide beads, in this instance, and end up with a very high quality weld. It's better for the welder and safer all around."

Scott feels that portable robotics significantly improved the PVLS door process and is an improvement to hold onto. They will now look for more applications where they can bring in a portable robotic welder and reduce process times while upping the quality. 



The portable ABB Robotic Welding machine.

Bath FD's Angle on Training

BIW's Fire Department (FD) is comprised of a core group of five full-time inspectors, 12 others who form the first shift Brigade and an additional eight on the second shift Brigade. These Brigade members have full-time jobs elsewhere at BIW but typically seek out this additional responsibility because they have a background as volunteer firefighters in their communities or related skills and a desire to train and serve in the firefighting community. They are on call in the case of a BIW emergency or as needed.



Chief Clarke

Mike Clarke, (D2602), BIW's Fire Chief, said "We currently have a short waiting list of people who are interested in joining the Fire Brigade. It's customary to have a waiting list and it allows us to plan ahead." Asked if any women were currently in the Brigade, he replied, "No, but women have served in the past and I expect they will again."

Mike said that the BIW FD is organized in terms of both quality and quantity and explained, "We need the right number of specialists with the ability to operate high technology equipment or perform certain types of rescues but the whole department does not need to have the same skills or training. We rely on various strengths and skill sets that the members bring. On the other hand, we need to know we have enough people to support us when we need them and that we as a group are well versed in various skill sets. That is what is meant by quality and quantity."

Mike has been BIW's chief for about a year after serving as captain and paramedic with the Bath Fire



Some of the participants in the recent High Angle Training exercise included, l to r: Dan Sutton, Fire Inspector; Matt Quirion, Firefighter; Mike Seavey, Training Store Instructor; Tim Welsh, Firefighter LT; Phil Skillin, Firefighter Captain; and Owen Cunningham, Firefighter Captain. Missing from photo: Mark Mitchell.

Department for over 25 years. As a member of the FEMA Urban Search and Rescue Task Force System, he has deployed to numerous national disasters and was called up on 9/11 and spent two weeks in New York City at the scene of the World Trade Center.

One type of specialized capability required at BIW is high angle rope rescue training where participants learn to safely remove an injured person from a high location, such as a tall ship unit under construction. The Ultra Hall has allowed BIW to build large ultra units and provides a location for this type of rescue training which is conducted not on the units under construction, but by using the decks and rails on the upper, open levels of the support platform of the Ultra Hall itself.



Matt Quirion preparing equipment for high angle training in Ultra Hall.

Industrial rescues in a workplace like BIW can be complicated by issues of confined spaces, hazardous materials and the potential need for protective clothing. At the same time, qualified personnel and the availability of structural anchors for rescue work are often readily available, contributing to a fast response and rescue time. To be effective, personnel must train in the environment, know

the correct techniques and be acclimated to heights.

A few months ago, a session of High Angle Training was conducted using the cranes, stairways and ladders in the Ultra Hall to practice the skills for moving an injured person to the ground level for transportation to a medical facility. **Mike Seavey**, a subcontractor from The Training Company based in Maine, has led training at BIW for about 20 years as well as in other industrial settings.

Mike Seavey said, "Some of the people in my class this week have trained continuously since I began doing this work, which is good for BIW to have that kind of experience." He also said, "BIW has more potential for height problems than some industries and there is a need for a quick, effective resolution in case of an injury. We train for worst case scenarios but also make sure folks are grounded in the simple techniques like chair carries—it doesn't always have to be complicated, you just want a quick, effective resolution."

Mike Clarke said, "Our Fire Department is rather small but a reasonable size for this facility and we are backed up 24/7 by the Bath, Brunswick and West Bath Fire Departments. We have plans and a few changes to think about going forward, but I believe that our basic strength lies in our people." 

From the Fleet

USS *Philippine Sea*

The Bath-built USS *Philippine Sea* (CG 58) is currently deployed as part of the *George H.W. Bush* Carrier Strike Group supporting maritime security operations and theater security cooperation efforts in the U.S. 5th Fleet area of responsibility. The ship is shown here in early June firing its forward 5-inch Mk-45 light-weight gun during a live-fire exercise.

CG 58, BIW's second *Ticonderoga* Class AEGIS Cruiser, was delivered in January 1989. The ship served in the Persian Gulf War and participated in the opening shots of Operation Enduring Freedom in 2001. In mid-June 2014, the *George H.W. Bush* Carrier Strike Group, including CG 58, was ordered to the Persian Gulf by Defense Secretary Chuck Hagel in response to hostilities in Iraq.

Photo courtesy US Navy. 



BIW People Support the Summit Project

The Summit Project in honor of Mainers who have died while serving our country since September 11, 2001, took place over the Memorial Day weekend. Stones engraved with the initials, service branch and dates of birth and death of these servicemen and women were transported by a contingent from the Patriot Riders who carried them from Portland to Baxter State Park. The stones were then transferred to hikers who carried them to the top of Owl Mountain (The Owl), and back.

Many of the stones were selected by the families of those honored because they came from places with special meaning. Organized by **Major David Cote**, a retired Marine who served in both Iraq and Afghanistan, the event was designed to be a living memorial through the stones being created and transported by multiple hands. Those who participated were asked to learn about the life of the fallen hero whose stone they would carry and to communicate with the hero's survivors, symbolically sharing the burden of the families' grief. Many family members met with the riders and hikers at the base of the mountain.

Dennis Swindler (D15), a pipefitter and Army veteran participated with the Patriot Riders, joined by **Ray Carter (D50)**; **David LaPlante**, retired, and his



Some of the BIW employees and Patriot Riders who carried stones honoring Maine's fallen heroes who have died in the Afghanistan and Iraq wars since 2001 include, l to r: Jamie LaPlante, Dave Strand, Rick Lewis (not BIW), David LaPlante (retired) Ray Carter and Dennis Swindler.

son **Jamie LaPlante (D15)**; **Greg Lozier (D06)**; **Harold Perkins (D81)**; and **David Strand (D4505)**.

Dennis carried the stone of Army **Sgt. Lynn R. Poulin**, a BIW employee who died in December 2004 when bombs destroyed a lunch room in Mosul, Iraq. Although it could not be confirmed, it was reported that Poulin's stone was obtained by his widow, **Jeannette Poulin**, from BIW.

Jamie LaPlante carried the stone honoring **Sgt. Dale Kelley** from Richmond, a

medic and BIW Facilities employee who died in Iraq in 2006 when his truck struck a mine.

Dennis, a 20-year Army veteran, said that their ride to the Katahdin area was accompanied by a police escort and they frequently encountered heavy rain. He felt that it added to the symbolism of the event, reinforcing that those who serve cannot choose when and in what conditions they will train or fight; they must always be ready. "The heartfelt stories of the families was reward enough for a day well spent." 

A Personal Thank You



The Door Shop crew with Sue Benner, center, includes, l to r: Tim Welsh, Doug Veilleux, Keith Elwell, Cal Sutter, Dan Blanchette, Gary Wright, Mark Lancaster, Eric Christiansen, Phil Skillin, Mark Aubi, David Greenleaf and David Rideout. Absent from photo: Dan Rogers, Chris Goethe, Dan Mullen, Louis Bourgeois and Butch Butler.

It's been said that BIW is one big family and this was recently demonstrated by the generosity of the Door Shop crew at Hardings. **Ozro "Ozzie" Benner**, a 28-year veteran welder, passed away in December 2013 due to a terminal illness.

His work family was the Hardings Door Shop, and its crew did everything they could think of to help Ozzie and his wife, Sue, during his illness. Their generosity helped Sue stay at her husband's bedside without worrying about some of the daily chores that had to be dealt with.

Ozzie's supervisor, **Doug Veilleux (D50)**, said, "I've been out here for 25 years and Ozzie was here when I arrived. When he passed away, the Door Shop collected money for his family. Another time, one of the guys, **David Rideout (D50)** won \$40 at an event and brought the money in and gave it to me in an envelope and asked that I give it to Ozzie's wife. I

stepped away and when I came back, there was \$175 in the envelope."

Doug also said, "A bunch of us took time off and went to the funeral and that was when Sue had a chance to meet some of the guys that had worked with Ozzie."

Sue wanted to thank Ozzie's friends for the kindness they had shown them, so she contacted Doug and on May 22, came to Hardings with a huge carrot cake and brownies for the crew. Sue said, "I think they're wonderful. When Oz got sick, everyone came down to see him. If I needed anything they were right there. They raked the leaves on my lawn. It's a tight-knit crew and Oz always spoke very highly of them."

Ozzie's daughter had a baby, Ozzie's first grandson, shortly after her father passed away and Sue sent photos to the crew, telling them she sees Oz in the baby.

And because the Door Shop crew knew she was coming to visit them, they had a surprise for her as well—some baby clothes and toys for her new grandson. Finally, a happy reason to see each other again. 



Sue Brenner received some unexpected gifts from Ozzie's fellow workers, including Phil Skillin, shown here with Sue.

In Remembrance

May 2014

Harriet Hay (R)

April 27, 2014
18 Years

Administrative Secretary

Elaine S. Jacobs (A)

May 5, 2014
36 Years

Pipecoverer

Camille Paquet (R)

May 23, 2014
45 Years

Material Clerk

Note: Memorial information is noted for the previous month, or upon receipt of confirmed information.

Cruise-In at James

A few employees at the James Building in East Brunswick, home to the Surface Ship Support Center, own a classic or special car, truck or motorbike that they may drive to work on one or two of the best days of the summer. **Tom Webb (D86)** with help from **Hazel Meserve (D86)**, organized a small noon time car show on June 16, the third annual SSSC Spring Cruise-In.

The event drew 22 cars and one motorbike, just right for people to loop around twice and maybe identify a favorite. There was even a car show dog on hand, Tim and Bette Mayer's dog, **Buddy**. Music from someone's car stereo set the mood.

In the morning, people parked their show cars in a designated area and come noon, sprinted outside to stand beside their vehicles, ready to share their ownership stories. Here's a few:

Louise Dickinson (D86) and her husband Chris brought two VW beetles, a recently purchased 1966 "Herbie" (made famous by the Disney movies) and a 1973 green VW bug. They have five more at home.



Heather Hobson (D24) showed her 1966 GTO which she and husband John (D08) have owned for 20 years. John calls the GTO hers, but he built the garage that keeps it and their 1970 Corvette dry.



Dick Kinney, has a red 1966 Volvo P1800S with black stripes, the same as his first car purchased in 1968 as a newly minted engineer fresh out of the University of Maine. Dick retired a month ago so he'll have a few more hours for his car hobby this summer. His wife, **Lynn Kinney**, wasn't at this year's show with her yellow Corvette C3 Stingray because she was home waiting for workers to remove a tree that came down in their yard. Those who heard that story were relieved to know the tree didn't fall on the corvette.



Tim Mayer, a BIW retiree, and his wife, **Bette Mayer (D86)** own a 1968 Chevrolet short-body C20 flatbed originally purchased from Marcotte Chevrolet in Auburn by an apple grower who used it to drive through his orchards. Their research indicates that very few were made and Tim's restoration efforts ensure that it won't be going back to the orchard. They also brought Buddy, a handsome golden retriever who, according to Tim, thinks the truck is his.



JP Ouellette (D86) is the third owner of his polo green 1994 Corvette LT1 Coupe. He bought it at a private sale in Auburn from a man who was selling his house, boat and car. Co-worker Dave Sherburne told him about the car after buying the man's boat. While JP was not all that interested in a corvette, he changed his mind after an "awesome" test drive.



Rick Shaffer (D86) bought his dark green 1987 Jaguar in 2012. At the first SSSC Cruise-In, his wife, Cathy, drove the Jag in so that Rick could bring his 1969 VW Beetle to the show, but the VW broke down and Cathy had to rescue him. Jaguar owners are likely reading this and thinking "Huh, it's usually the Jags that break down." The Shaffers also brought their recently purchased 1986 Alfa Romeo called The Graduate. In the 1967 movie by the same name, Dustin Hoffman drove an Alfa Romeo and between 1985 and 1990, the car company produced a model for the North American market which it named "The Graduate."



Jason Simkins, Alion engineer by day, weekend car restorer and full time car enthusiast, is part-owner of Twisted Iron Customs in Wiscasset. He showed his orange 1956 Chevy Nomad, a 1928 Ford pickup hot rod ready to roar, and a custom built chopper with a lean, exaggerated look that might remind you of a jaguar, the animal, if jaguars were blue.



Dave Sherburne (D87) has a 1979 Pontiac Firebird TransAm, a 10th anniversary edition

of the car first introduced in 1969. He saw it aging beside the road in Auburn. The owner initially wasn't selling, but Dave and his 11-year old son, Parker, talked him into it. The car's license plate is "Joe Dirt," a tribute to the movie and the car driven by Kid Rock. Over the previous weekend, Dave and Parker reupholstered the car's interior and installed new carpeting. Gazing at their results, a bystander asked, "How did you learn to do that?" and Dave replied, "YouTube videos."



Tom Webb has wanted a 1957 Chevrolet Bel Air of his own since he was 11 and his father transported a neighbor's black Bel Air from Milo, Maine to the Speedway 95 Stock Car races in Bangor every weekend. Several years ago, he found his in Derry, New Hampshire and brought it home. In his words, "It's never too late to have a dream!"



At the conclusion of the lunch break, everyone melted back inside, leaving the cars and the impression of a pop-up experience.

Hazel said, "It was an easy activity to organize. We also accepted donations from those who wished to contribute to our ongoing project of providing gifts for veterans at Togus, the Maine Veteran's Home. We send packages at Christmas time but stay in touch with a Togus social worker year round, and when something is needed, we go out and get it."

2014 Cruise-In Cars

Owner*	Car
Jerry Atkinson	1984 Chevy Cavalier
Dick Brann	1987 Pontiac Fiero
Mike Campbell	1997 Corvette C5
Louise Dickinson	1966 and 1973 VW Beetles
Steve Dudley	1971 Plymouth Roadrunner
Al Dyer	1939 Ford Coupe
Heather Hobson	1966 GTO
Dick Kinney	1966 Volvo P1800S
Bette Mayer	1968 Chevy C20 Flatbed
JP Ouellette	1994 Corvette LT1 Coupe
Steve Rose	1969 Chevrolet Camaro
Rick Shaffer	1987 Jaguar
	1986 Alfa Romeo
Jason Simkins**	1956 Chevy Nomad
	1928 Ford Pick Up
	Custom built motorcycle
Dave Sherburne	1979 TransAm
Herb Slamin	2010 Chevy Camaro
Christina Ustaris	2001 Honda Model S
Jim Ward	2003 PT Cruiser Special Ed.
Tom Wanninger	2000 BMW Z-3
Tom Webb	1957 Chevrolet Bel Air

* Only BIW owners listed; some cars co-owned with others.
** Alion employee, working for SUPSHIP Bath.

GENERAL DYNAMICS

Bath Iron Works

700 Washington Street
Bath, ME 04530

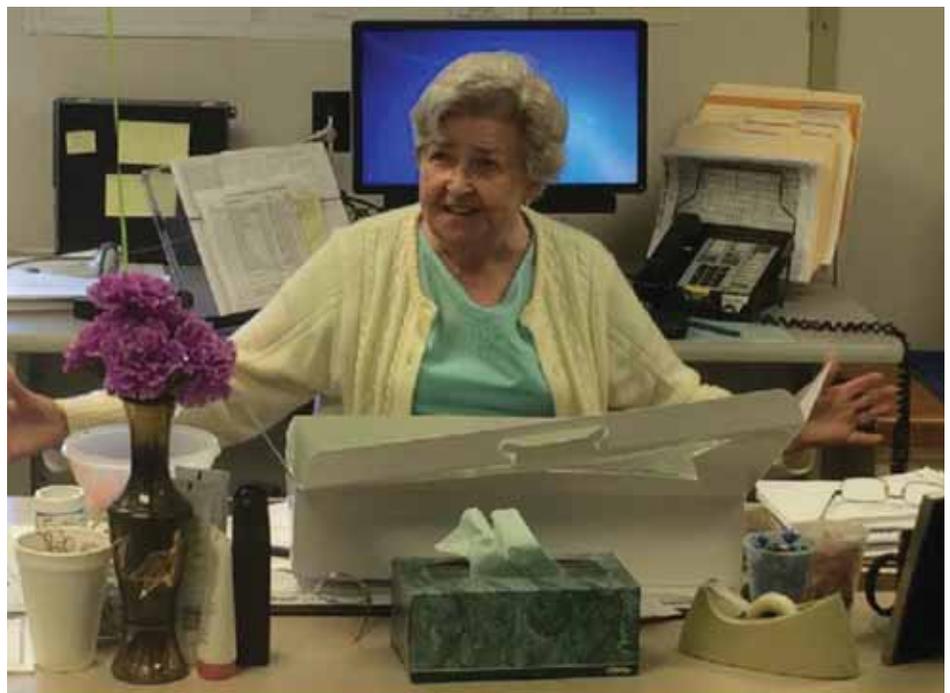


Faces of BIW

During a recent safety meeting at Consolidated Warehouse (CW), **Chris Marco (D08)**, Section Manager, discussed safe work habits and recognized long-time employee **Marlene Hooper (D4505)** for hers. He said that keeping an organized and clean work environment has always been a priority for her and she serves as a positive role model to others.

Marlene began her career at BIW in 1978 as an Admin Tech in Bath and has since supported Materials operations at the Portland facility when it was utilized for ship repairs and drydockings, at Varney Mills in Brunswick (now known as Fort Andros), and at Hardings and EBMF. Now at CW, she has the distinction of being part of the crew that opened the facility in 1986.

Over the years, Marlene gladly took on different assignments and was highly flexible regarding where she worked during a time when she was also raising her six children as a single parent, often working a second job to cover every-



Marlene Hooper at her desk at CW in mid-June. In front of her is a birthday cake from her co-workers which she had just opened.

one's needs. Happily, BIW remained her work home and she is going strong today at age 80, a milestone recently celebrated with her CW co-workers.

Working safely and looking out for the safety of others comes naturally to Marlene. We can all learn from her good example. 