

**GENERAL DYNAMICS**  
Bath Iron Works

# BIW NEWS

**July**  
**2015**

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# From the Helm

Fred Harris, President, Bath Iron Works

**A**t Bath Iron Works, we are all accountable to someone. Management owes you a safe and efficient work environment, clear instructions, and the right tools and materials at the right time. That's why we are investing more than \$70 million in new facilities and why we have worked so hard to improve safety, planning, training, work orders, and materials availability.

In return, we expect you to be accountable for things like your own safety and that of your fellow workers, a clean work environment, coming up with ideas for ways to do things better, working hard and being productive, and doing every job right the first time.

If you see something wrong, say something. If you know a better way to perform a task, tell someone. If a task isn't right, document it through a Quality Problem Log (QPL) so we'll have a record and can take steps to make sure we don't keep making the same mistakes.

If you see a better way to get a job done, tell us. I think our PII program is a great success, empowering everyone in the company to pull together and move us all ahead. Really, at the core, the PII program is entirely about personal accountability.

We've had some great examples recently. **Jim Hall (D50)** created a sheet metal "burn box" designed to catch burning debris created during some jobs. The box improves safety and prevents damage to other trades' work, and also saves set-up time as compared to using fire-retardant cloth.

Overall, we've initiated 4,384 PIIs this year, and we've implemented 2,826.

But most of all, work safe. You owe it to yourself, your family, your co-workers and, yes, BIW, to follow basic safety practices like wearing your personal protective equipment (PPE) and to follow the safety procedures and policies we have in place to ensure your well-being and that of your fellow workers.

Last year our safety record was terrible – one of the highest in the industry – and it didn't just happen overnight. But in the last few months we have made huge improvements. Recordable injuries are down 37 percent from the fourth quarter of 2013. Lost time injuries are down 34 percent.

So what's really at work here? Accountability. Our safety committees are pushing for safety throughout the yard, in every trade and area. We're holding our managers at the leadman level accountable for safety within their crews, and they are driving the message home on the deckplates. We're looking for each and every person in the yard to use the appropriate PPE.

All these efforts spotlight some of the basic actions we can take to be safe in our yard, and clearly show the great things we can accomplish when we take safety personally and hold ourselves accountable.

Our "one yard, one future" effort is all about accountability. It says we are all in this together, and we all are accountable for reducing costs and making BIW more competitive. That's the only way we will win the all-important Coast Guard and Navy contracts that we will be bidding on next year.

The big changes in the yard like the new Outfitting Hall and Blast & Paint 4 are important, but the individual efforts and accountability for what is within our individual areas of control is what will win the day.



*Work safe  
F. Harris*



**On the cover:** Michael Monsoor (DDG 1001) and Rafael Peralta (DDG 115) on the LLTF in May with the DDG 115 Sonar Dome newly installed.

# Senator Collins and Secretary Perez at BIW

In late May, **Thomas E. Perez**, U.S. Secretary of Labor, visited BIW as the guest of **Senator Susan Collins**. Their visit focused on training programs and how new employees are being trained to acquire the skills to become the next generation of shipbuilders. Representatives of Southern Maine Community College (SMCC) joined the group for an overview of training at BIW and a tour of the Trades Learning Center.

This visit is an example of Senator Collins' efforts in support of BIW. As a member of the Presidential Cabinet, the Secretary of Labor has direct oversight of all matters concerning labor and employment. The visit allowed the Secretary to witness the investment BIW has made to ensure that employees are getting the training they need. It also allowed visibility of the BIW/SMCC partnership and SMCC's valuable contributions, including marine electrician training, and the space and materials challenges associated with training efforts at BIW.

**Jon Mason (D49)**, Director Human Resources, said, "The Secretary left BIW understanding that a fully trained, skilled workforce is absolutely critical to BIW's success." **Jon Fitzgerald (D01)**,

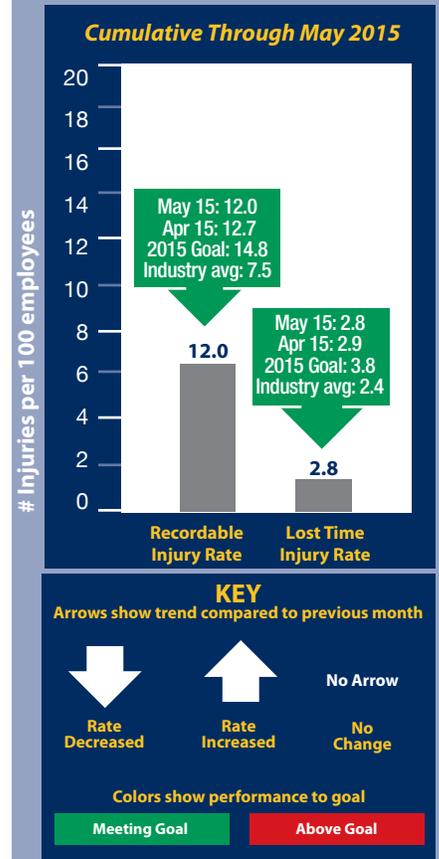


L to r: Todd McPhee, Senator Collins, Ryan Rider and Secretary Perez discuss training scenarios at the BIW Trades Learning Center.

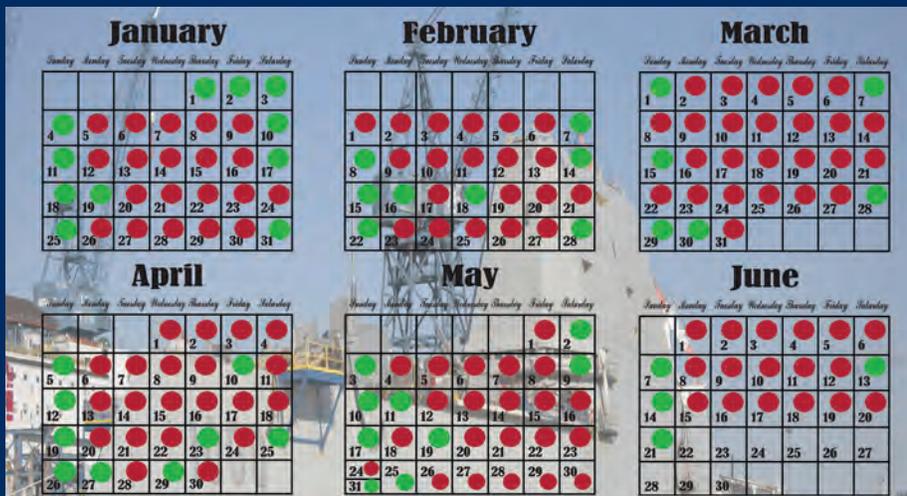
Deputy General Counsel, added: "BIW is fortunate to have the opportunity to directly communicate the importance of job training programs to Secretary Perez, a subject that BIW and Local S6 have been working on together at the state level to ensure the skills of the workforce are aligned with the available manufacturing jobs." 

## Safety Performance INJURY RATES

May 2015



## 2015 RECORDABLE & LOST TIME INJURIES



# 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.

## Comments and suggestions are welcome

Forward to Dixie Stedman at Mail Stop 1210 or by e-mail at [dixie.stedman@biw.com](mailto: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**



# EMPLOYEE SPOTLIGHT

## Tell us about yourself.

I started working at BIW when I was 18. My husband, Henry, and I have three children, Danielle, who lives in Bath, Derek is in Colorado, and Donald, in Woolwich, who also works at BIW as a Maintenance Custodian. **Henry (D10)** is a Front Line Supervisor in Preoutfitting and has been at BIW for 39 years and I've been here for 36, so we have quite a bit of longevity between us.

We also have four granddaughters, Kaylee, Julia, Macey and Vivian, all wonderful.

I started at BIW as a cleaner and then worked in the Paint Shop for about 10 years. Due to an injury, I had to leave that job and was happy to be back on the Cleaning staff. My job is somewhat seasonal in terms of what I'm doing but I'm apt to be outdoors in all weather. In the winter, I help with shoveling and salting, whatever is required.

I'm probably known as the flower lady because I delight in planting and caring for flowers throughout the shipyard. We haven't always had flowers and I think the annuals which we put in the large planters and in front of the buildings contribute in a positive way.

People sometimes ask me if I like flowers and I say that I'd be nuts if I didn't because I spend so much time with them. Truthfully, being outdoors on a nice day and having someone tell me they appreciate the flowers; that's very nice.

I think I relate well to people and enjoy the whole BIW community. Perhaps the flowers are a way of interacting with them at times, meeting new people, just exchanging a few words, it makes the day more enjoyable.

## What are your hobbies and interests outside of work?

I like car racing of all types, especially NASCAR. Both my husband and I are collectors, always looking for antiques and checking out yard sales or flea markets. I have a lot of old marbles and am interested in old coins. I also like unique rocks. I inherited a relative's collection

# BETSY PEAVEY



## Title

Maintenance Custodian

**Been with BIW since**  
1979

## What is your Hidden Talent?

It would not be singing. Some people see me from a distance and holler out, "don't sing." Pretty bad.

## What is your Favorite Movie?

One is "Field of Dreams" with Kevin Costner. Another favorite is the 1989 science-fiction movie, "The Abyss."

of rocks from most of the states and I've added to that. People bring me rocks when they travel – it's all fun.

Henry collects pint milk bottles so we share collecting space at home. Over time, I think he's getting more space and I'm getting less, but maybe that's because my collections are small stuff.

## What is one thing you couldn't live without?

Since you said "thing," that would be my television. I enjoy the History, Discovery and Science channels, HGTV and ESPN. My favorite TV program is no longer available – "Ghost Hunters." I hated to see it disappear.

## Nominate Our Next Employee Spotlight

Want to see someone you know at BIW featured in our next employee spotlight? Nominate them today by emailing [danielle.olson@biw.com](mailto:danielle.olson@biw.com)

# Safe Start

**P**aint Shop new hires undergo a series of introductory classes to familiarize them with aspects of their new environment. In addition to this training, which has a strong safety component, the Paint Shop Safety Committee provides an informal presentation aimed at overall awareness of trade-specific safety issues.

The value of this training, per **Vince Dickinson (D5210)**, Director Environmental Health and Safety, can be seen in a few numbers. "In 2014, we had 79 preservation techs (P10s) who had 17 injuries, compared with 28 new P10's this year to date and zero injuries."

Working with **Bob Cloutier (D10)** who guides the new hires through their first week, the Safety Committee gets them at the end of that week for a "do this, don't do that" kind of overview.

Over 150 new employees have joined the Paint Shop since 2013. Later this year, the ratio of what are considered "new" employees to "old" is expected to be about equal. New folks need to learn fast, but not at the expense of their own safety or that of anyone else.

Safety Committee co-chairs **Jim Heard (D27)** and **Dave Kinee (D10)**, assisted by **Doug Rines (D27)**, a member of the Paint Shop Ergo Committee who is now onboarding with many of the departmental safety committees, provide the talk, and also bring these individuals

back after six months on the job and ask for feedback as to what helped them and what else might be added to their discussions.

In mid-May, the session included 10 new preservation techs, all headed to DDG 1001 the following Monday. Jim asked if they'd ever used a needle gun. Several had, most had not. What followed was a brief description of some key tools and their cautions.

Jim said, "Doug and I both started about 25 years ago and went straight to the deckplates after a couple hours training. It was a little scary. One thing we now focus on is the danger of putting a tool in someone's hands that can potentially hurt them. You need to teach the new person how to handle that tool safely."

Jim continued, "New workers may be reluctant to ask for help. They may think they should know more than they do and try to figure stuff out on their own, but these grinding, spraying and painting tools can be dangerous if not used correctly. Be open to saying, 'I just saw this, what do I do?' And when you see a familiar face from your training time, hopefully you know you can ask for help when needed."

Doug agreed, saying, "We talk about ergonomic issues and taking care of our



Jim Heard, far left, with Doug Rines and Dave Kinee during a safety presentation for new D27 employees.

bodies, specifically shoulders and hands since these areas are vulnerable to the type of work that we do. New employees also suggest new ideas. I reinforce that it's okay to think about how to best do your job – it might help us figure out a better way for everyone."

Jim returned to the fact that the tools they would soon be using, if improperly used, can bite you. "Even if using it safely, you can be injured due to complacency." Jim said, "Sometimes, just explaining what not to do can almost cause me to do that wrong thing. Complacency is a huge enemy to safety, and I've got some scars as a result."

Dave joked that his co-presenters left him little time once they got through with their own war stories, but wrapped it up by recommending a 360 degree vision on the job – "Know what's going on all around you, even if it's on the other side of the bulkhead from where you are working."

Dave's grandmother, a caring woman, taught him to take care of yourself first, then try to help others, a philosophy he applies to safety. "Always be on the lookout for your own safety, and then try to help others who might need a word or an assist."

Vince added, "The work of the committee is really paying off. Last year, 21 percent of the P10 new hires had an injury, but to date, none of the 2015 new hires have been injured." 



Dave Kinee (standing) with new Paint Shop employees (listed alphabetically vs. l to r) Jerrold Davis, Josh Davis, Marc Desrosiers, Dustin Greenleaf, Kacey Hodgdon, Brad Lang, Alec Lyons, Travis Robbins, Edgar Satterfield and Rebecca Short.

# BIW FAMILY OPEN HOUSE

**July 18, 2015 10am-2pm\***

*For BIW employees and their Families*

**REMINDER:** For the safety of you and your family, minimum requirements for all participants are that feet must be covered. Shorts, pants, t-shirts, and sweatshirts are appropriate; but flip-flops, sandals, heels and sleeveless tops are NOT allowed.

- \*Trade Demos
  - \*Assembly Building Tour
  - \*Machine Shop Tour
  - \*DDG 1000 Ship Tour
  - \*Technology Expo
  - \*Barbeque
  - \*Live Music
  - \*Health Screenings
  - \*Human Resources Booth
- Feet must be covered, no sandals or heels. Climbing ship ladders is part of tour, dress appropriately

**Serving BBQ  
from  
10:30am-1:30pm**

*There is no age limit for the open house; however please note that the minimum age limit for the DDG 1000 ship tour is 8 years old.*

\* Shipyard gates and Ship Tours close to new arrivals at 1:30 pm to allow time to complete the visit

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*If you have questions, please email*  
[BIWOPENHOUSE@GDBIW.com](mailto:BIWOPENHOUSE@GDBIW.com)

*or call Kim Parsons: 442-3280*

*Limited Photography Allowed*

## Health Improvements

# BIW DPP Participation Increases

**B**IW employees and spouses have been on a roll participating in the Diabetes Prevention Program (DPP), a free 16-week lifestyle change program proven to help prevent Type II Diabetes. BIW started DPP a year ago with nine participants in one class. Now, more than 110 BIW participants across nine classes are on target to complete the core 16-week class in 2015, and more classes will start as soon as they fill up. BIW program participants have been meeting the 7 percent weight loss goal, feeling better, and getting support from their peers and families to keep up the change. Each BIW participant can earn up to \$200 in gift cards by completing program activities and goals.

BIW's Fit for Life Program works in partnership with area healthcare providers to host and teach the classes, including Mid Coast Hospital, MaineGeneral, Central Maine Medical Center, St. Mary's Hospital, and others. Classes average about 13 participants each and are underway in Brunswick, Topsham, Lewiston and

Augusta, with another soon to start in Wiscasset. Classes fill up quick, so call ahead to reserve your spot for the next class (see below).

**Liz Cray (D87)** is currently enrolled in a class. She said, "I like the people in the class and the instructor presents the material well. I continue to lose weight and am definitely making better food choices."



Liz Cray

it easier; thank you DPP for giving me my healthy bride back."

Even after the class is over, BIW participants have stayed in touch through Facebook groups, email, and personal friendships.

BIW spouses are welcome to join as well, even if they are not at risk for diabetes, to help create a healthy lifestyle for the whole family. **Jeffrey Hillman (D9105)** and his wife, Cheryl, share their success: "So far we have lost 28 pounds together. Cheryl went from sedentary to walking the dogs up to twice a day. Having Cheryl become a part of this process has made

Employees and spouses with a Body Mass Index (BMI) over 25, call Betsy Peixotto with Fit for Life at 442-3145 or email [biwfitforlife@gdbiw.com](mailto:biwfitforlife@gdbiw.com) to see if you qualify for DPP and to register. You may also follow this link to the CDC Diabetes Prevention Program website to take the short quiz to see if you qualify: <http://www.cdc.gov/widgets/Prediabetes/html5/iframe.html>. 

## News from Other General Dynamics Companies

### Gulfstream Commemorates Collier Trophy Win with Record Flight

In June, Gulfstream Aerospace's flagship aircraft, the G650ER, set a city-pair record en route to Washington, D.C., to commemorate the company's 2014 Robert J. Collier Trophy win.

The ultra-long-range G650ER departed Paris-LeBourget Airport, flew into an average 58-knot headwind and arrived at Washington Dulles international Airport 7 hours 50 minutes later, flying 3,869 nautical miles at an average speed of Mach 0.90. The purpose of the trip was to participate in a two-aircraft static display for the Collier Trophy presentation on June 3, 2015.

The Collier Trophy is given by the National Aeronautic Association for achievement in aeronautics or astronautics in America, with respect to improving performance, efficiency and safety of air or space vehicles. Gulfstream won

this award for design and development of the G650 business-jet family which featured significant technological advancements in aircraft performance, cabin comfort and safety.

### NASSCO Marks 100th Ship Launch with *Isla Bella* and Delivers USNS *Lewis B. Puller*

In April, NASSCO launched the world's first liquefied natural gas (LNG) powered containership, *Isla Bella*, built for TOTE, a leading transportation and logistics company. The ship's sponsor was Mrs. Sophie Sacco—wife of Michael Sacco, president of the Seafarers International Union of North America, AFL-CIO. The ship is part of a two-ship contract for 764-foot long Marlin class containerships which will be the largest dry cargo ships of any kind in the world operated by LNG. Upon delivery in 2015, the Jones Act-qualified ships will operate between Jacksonville, Florida and San Juan, Puerto Rico.

The launch of *Isla Bella* also marked NASSCO's 100th ship launch.

On June 12, NASSCO delivered the USNS *Lewis B. Puller* (MLP 3 AFSB) to the U.S. Navy. The ship is named for the late U.S. Marine Corps LT General Lewis "Chesty" Puller, the most decorated Marine and the only one to be awarded five Navy Crosses. The ship's sponsor was Ms. Martha Puller Downs, daughter of General Puller. Construction on this ship began in 2013 and it was christened on February 7, 2015.

The ship has a 52,000 square foot flight deck, fuel and equipment storage, repair spaces, magazines, mission planning spaces and accommodations for up to 250 personnel. The multi-mission ship is capable of performing Air Mine Counter Measures, counter-piracy operations, maritime security operations, humanitarian aid and disaster relief missions and Marine Corps crisis response. 

# Small Town Racer Gets Big Time Opportunity

**D**ave Farrington, Jr. (D46) joined BIW in 2014 as a member of the Professional Development Program (PDP). His daily 120-mile commute keeps him behind the wheel but a love of racing and a need for speed have also made him a race car driver.



Dave Farrington, Jr.

Dave said, "I think of racing as my second job because I go home at the end of the day and work on my cars. It's a way of life as well as my passion, and I enjoy the speed, the competition and chasing the probability of success."

Dave drives Super Late Models or Pro Stocks consisting of a tubular frame with a 102-inch wheel base, a total weight of 2,700 pounds, and 10-inch slicks (tires). He races two cars, a Ford and a Chevrolet, locally at Beech Ridge Motor Speedway and Wiscasset Speedway and also competes in the Pro All Stars Series, a touring series for Super Late Models at race tracks throughout the northeast U.S. and Quebec.

He is also one of seven short-track drivers selected for the inaugural Alan Kulwicki Driver Development Program, the only driver from the northeast and one of two from the east coast. Created to honor the legacy of the 1992 Winston Cup (now Spring Cup) points champion who died in a 1993 plane crash, the program supports promising drivers with publicity, sponsorship development, marketing and industry networking. Each finalist received \$7,777 (referencing Kulwicki's No. 7 car) and will compete for a top award of \$54,439.

Dave said, "It is an incredible opportunity to work with the same people that helped Alan achieve his career highlights, including his former crew chief, Paul Andrews; car chief, Tony Gibson; Public Relations specialist, Tom Roberts; and other close family members and friends. I recently made a personal connection when speaking with a member of the group, Jim Rauth, and realized he worked at the Marinette Marine shipyard in Wisconsin."

Racing is in Dave's blood. His father competed in local short track racing when Dave was very young, and by the age of three, Dave was driving any type of buggy/Go Kart that he could get his hands on. He competed in his first karting race at age seven and at that point, his father hung up his helmet to focus on Dave's career.

While Dave has been at BIW for only ten months, he feels that he has been exposed to nearly the entire shipyard through the PDP Program and is currently working with the D87 Design Hull Outfit and Structure Team at CROF.

While working tasking from **Bob Hayward**, VP Ships Completion & Test, he contacted area managers for all three hulls in ship completion stages and assisted them with tracking work while also expanding his knowledge and awareness. He explained similarities between much of what he does at BIW and what he does with race cars where he and his team are constantly checking every nut and bolt to ensure the car is clean, tight and able to withstand racing.

In fact, being an engineer, (as was Alan Kulwicki) offers many advantages. He said, "The engineering/science/mathematics background helps you see things within a race car that others might not. Many engineering aspects are applicable to racing such as suspension, shocks, cross weight percentages,

## RACING STATS

8 Starts, 1 Win, 2 Top 5's,  
4 Top 10's

Highlight of the 2015 season:  
Coastal 200 win at Wiscasset Speedway in May, taking the lead at lap 162 and holding on for the victory; then taking a victory lap backwards around the track, a move originated by Alan Kulwicki.

travel, tires and more. However, we joke around and frequently caution ourselves against over-engineering."

Dave has three goals this year. His team believes that achieving the first two (winning both the 2015 Pro Championship at Beech Ridge and the biggest short track race in the country, the Oxford 250) will set them up for their third goal: winning the Kulwicki Cup which will be awarded in November 2015.

Dave said, "We are in a good position thus far for the 2015 championship as we currently sit third in points and only 12 points out of the lead with 11 races left."

As for the Kulwicki Cup, Dave will be evaluated for his on-track results, but also for off-track interaction with fans and social media and community involvement. It's a big challenge, but one he welcomes. And it gives him much to think about during his daily drives.

Best wishes to Dave and his team. You can get updates and follow his progress on Twitter at [@dfarringtonjr23](https://twitter.com/dfarringtonjr23). 



Victory at the Wiscasset Speedway in May.

# Cruise-In at James

In early June, **Tom Webb** and **Hazel Meserve (both D86)** organized a small noon time car show in the James Building parking lot, the fourth in as many years. **Bill Schumaker (D86)** helped set the mood with music from the 50's while James Building employees and others strolled by the classic vehicles, an assortment of 21 cars and 4 custom motorcycles. Donations were accepted which support the James Building's ongoing project of providing gifts for veterans at Togus, the Maine Veteran's Home. Hazel contributed a poster featuring BIW employees or their children who are veterans. This has become quite a morale-building event and the employees look forward to it each year.

All the cars and bikes on display were outstanding examples of their owners' devotion to their passion and each one has a story of it's own. Here are a few:

## **Rocky Stevens (D84) – 1968 Chevrolet Camaro**

Purchased in the fall of 2011, this was the car that Rocky's wife, Stacy Lee, had always dreamed about owning. The car was restored in April 2012 and she absolutely loved it, although she was able to ride in the newly restored car only once before losing her battle with cancer. The car is now a tribute to his late wife and

Rocky plans to keep it for life.

## **Terry Graviett (D86) – 1970 Ford Mustang Mach 1**

Purchased in 2014, Terry has been waiting his whole life to purchase the Mach 1. His first car was a Mustang and he wanted to "begin with one and end with one." He saved his pennies and bought this beauty last year. Now that one of his lifetime goals is accomplished, he makes sure to drive it once or twice a week. His two grandsons, the children of his daughter, **Erin Holmes (D82)**, love playing in it.

## **Jerry Atkinson (D86) – 1984 Chevrolet Cavalier**

On Jerry's 40th birthday he treated himself to the ultimate gift, a classic car. He purchased the Cavalier in prime condition and continues to keep it that way. Jerry thinks that "it's just a lot of fun" driving, but when it comes to who gets to drive his Cavalier, he admits to "a small margin of trust."

## **Clyde Tibbetts Jr. (D86) – 1966 Chevrolet Chevelle**

Clyde's blue Chevelle was purchased 12 years ago by his father, a mechanic. It is not unusual for the two of them to have up to 20 cars at their house at a time, all in various stages of being worked



on. When they purchased the Chevelle it was already in good condition and needed the least amount of work—almost all of its parts are original.

## **Tom Waninger – 2000 BMW Z-3**

Growing up, Tom dreamed about owning a BMW Z-3. Three years ago he found one for sale in Uncle Henry's and made his dream a reality. It was in perfect condition when he bought it and Tom has only continued to keep it that way. He will be hanging on to this one for a while.

## **Jerry Legare – 1978 Porsche 928**

Twenty years ago when Jerry was asked why he decided to purchase the Porsche 928, he quickly replied, "I wanted the car from the movie, Risky Business." Jerry is very proud to own his car because only 25,000 were imported from 1978 to 1995. Porsche has confirmed that his was the 52<sup>nd</sup> car of the model made famous by Hollywood to enter the USA. 



Cars shown clockwise from upper left belong to Terry Graviett, Rocky Stevens, Tom Waninger, Jerry Legare, Jerry Atkinson and Clyde Tibbetts.

# Lafayette's Ship Returns to America

The original French *Concorde* class frigate *Hermione* was launched in 1779 in Rochefort, France and is famous as the ship that brought General Marquis de Lafayette to America in 1780 to let General Washington know of France's alliance and support of the American Revolutionary War. A brand new replica of this ship is in the United States this summer, visiting ports along the east coast with Franco-American historical significance.

Its only stop in Maine will take place on July 14-15 in Castine. If you think of Castine as a British-sympathizing city during the days of the American Revolution, you are correct. After leaving Lafayette, the *Hermione* sailed north to spy on the

British garrison of Magabaduce, later known as Castine.

Web information suggests that tickets to get onboard the ship are sold out, but there are many events planned in Castine during the days leading up to July 14, Bastille Day in France, and the view of the ship from the harbor will be impressive.

**Dale Dailey** recently retired from BIW after nearly 27 years. He has a camp near Castine and before leaving, passed around an invitation to his BIW friends and acquaintances that if anyone was going to see the *Hermione* to find him "upta camp." Contact ext. 1203 for details. 



*Hermione* in the area of the 1781 Battle of the Virginia Capes, or the Battle of the Chesapeake, off the U.S. East Coast in early June. Photo courtesy US Navy.

## Snapshot of BIW History by Andy Toppan

### Hard Times After WWI

Soon after World War I ended in 1918, the wartime naval shipbuilding programs came to a close as BIW's last destroyer was delivered in 1920. With huge fleets of wartime destroyers now surplus and laid up in reserve, it would be more than a decade before the US Navy ordered another destroyer.

The commercial shipbuilding picture was equally grim, as an overabundance of war-built freighters eliminated any demand for new construction, and recently expanded shipyards fought for the few contracts available. Shipyards all over the country struggled, and Bath was no exception, as the other three shipyards in the city closed in 1921-1923.

Against this backdrop BIW pursued any available work, but with limited success. BIW landed only a few shipbuilding contracts in the immediate postwar years – a couple freighters, six lightships, two coastal passenger steamers, and 20 yachts. Most of the yachts were a series of 16 wooden schooners, less than 60 feet in length, a far cry from the destroyers built just a few years earlier.

Industrial and repair jobs weren't enough to keep the yard afloat, and when the



last yachts were delivered in August 1925, the shipyard closed down. Worse still, some of the last contracts were not profitable, so the company's debts could not be paid.

Despite attempts at reorganizing and reviving the company, foreclosure and liquidation became inevitable. The shipyard was sold at auction on the steps

of the Sagadahoc County courthouse on October 1, 1925. The new owner was only interested in selling the parts and pieces of the business, so the tools and equipment were sold off piecemeal the following spring. The shipyard was left abandoned, seemingly with little hope of revival, as seen in this 1926 view looking north under the ways towards the Main Gate. 

# Process Improvement Corner *by Tim Glinatsis*



Tim Glinatsis

PIs implemented in Manufacturing and Operations, but a few weeks ago, we started inviting the other divisions to join us in the weekly PII Forum and the results have been pretty exciting.

Human Resources was the first pre-production/support department to present at the PII Forum and they shared some awesome ideas – including procurement of lighter weight fire extinguishers and reductions in down time for employees receiving fall protection training. Not only was their presentation well-received, it reminded all of us that every division here at BIW is implementing PII's to better support their customers and reduce cost. We are committed to becoming more efficient in all areas of the business.

Now let's talk about specific examples from the past month.

Last month, we talked about the weekly PII Forum where employees present the PII's they have implemented. Historically, this meeting has focused on



Nick Rackleff

**A mechanic** created a universal crank to give him more leverage when turning any hand wheel. Not only did this reduce the risk of hand and wrist injuries, it made the job easier and faster.

**Nick Rackleff (D27)** found that he and his fellow Preservation Techs were having a hard time holding onto the Silverado blast hose. He created a lightweight ergonomic handle that clamps onto the hose for better control which improves safety and saves time.

**Dennis Hitchcock (D17)** always had to go get other mechanics to hold CRES sheathing in the overhead while screw-

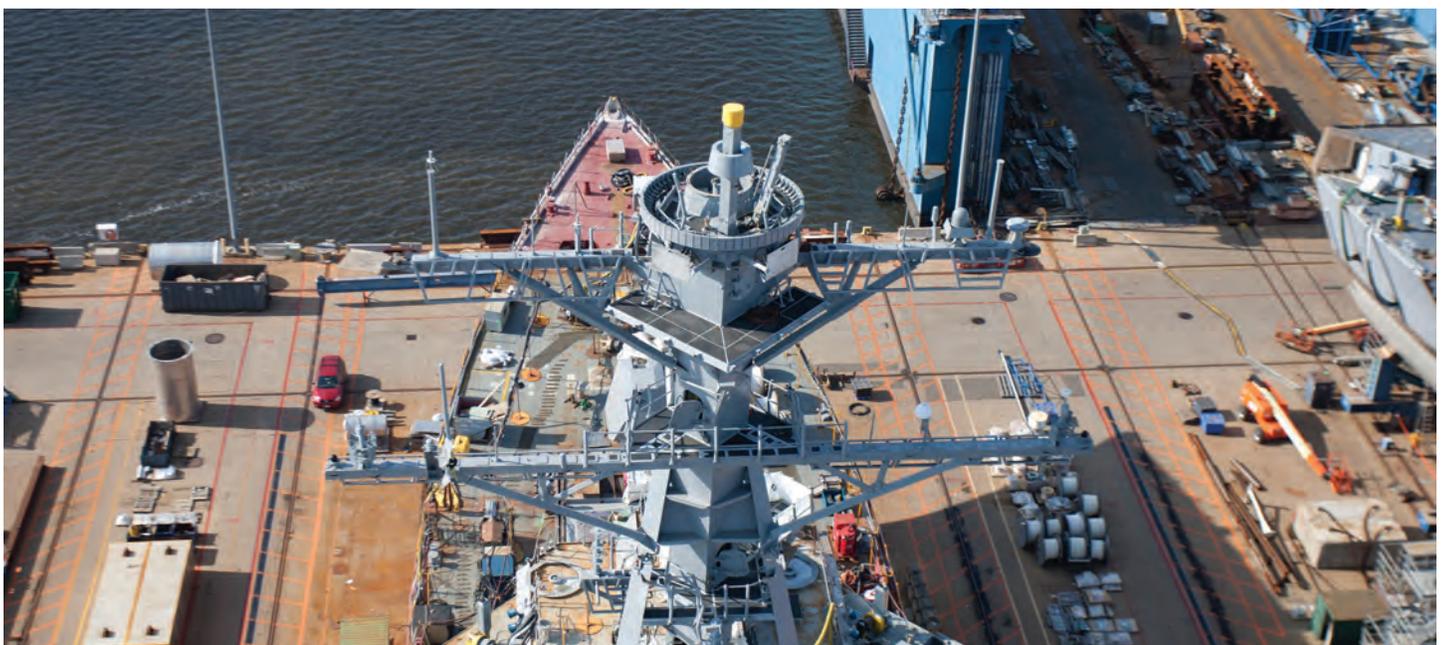


Dennis Hitchcock

ing it into place. To save time, he created four wooden switch assemblies which can be attached to the surrounding panels and turned to hold the sheathing in place – just like the tabs on the back of a picture frame.

I am impressed by the creativity and commitment to improvement that's evident in every PII – and equally encouraged by the momentum they bring with them. Let's keep it up, and please let me know if you have an idea that we can share in next month's PI Corner. 

## Rafael Peralta (DDG 115)



Looking south over the mast and bow of *Rafael Peralta* (DDG 115) in late May.

# Assembly Building Celebrates Safety Performance

The PO1 Assembly Building recently celebrated a 68% decrease in recordable injuries and an 81% decrease in lost time injuries since mid-June last year. They have also achieved a 98% Personal Protective Equipment (PPE) compliance rate in the building since January of this year. **Bob Ater (D10)** said, "I think this



Tait Brown.

is a significant improvement in an area where everyone has worked quite hard to bring down these numbers."

On June 18, the

Union / Management Safety Team held a BBQ for the first and second shifts and served breakfast sandwiches to the third shift to celebrate this positive trend.

**Tait Brown (D10)** said, "We measure performance with numbers and rates, but we must never lose sight of the fact that people are getting injured. That is why we do things like CREST committees, the



Bob Ater is shown far left serving lunch to a group which included, l to r: an unidentified vendor and Keith Hood and Alan Bartlett (both D43).

Safe Worker Program, PPE and safe site audits, safety stand downs, and raising housekeeping standards." 

## BIW Retirees

### May 2015

<b>09-00 Robert R. Bull</b> 41 Years, 4 Months <i>Outside Machinist III</i>	<b>19-00 Scott M. Stevens</b> 25 Years, 7 Months <i>Electrician III</i>	<b>43-00 Robert G. Morey</b> 36 Years, 6 Months <i>Welder III</i>	<b>80-00 Everett E. Esancy</b> 34 Years, 2 Months <i>Crane Operator III</i>
<b>10-00 Charles D. Hoar</b> 35 Years, 11 Months <i>Front Line Supervisor</i>	<b>20-00 Chad F. Croxford</b> 35 Years, 8 Months <i>Maintenance Pipfitter III</i>	<b>43-00 Donald G. Tardiff</b> 37 Years, 3 Months <i>Welder III</i>	<b>91-05 Rene N. Cote</b> 36 Years, 3 Months <i>Planning Tech</i>
<b>11-00 Phillip A. Barrett</b> 35 Years, 8 Months <i>Pipecoverer III</i>	<b>20-00 Alan G. Kunesh</b> 36 Years, 8 Months <i>Maintenance Mechanic III</i>	<b>45-05 Garaldene A. Bancroft</b> 26 Years, 10 Months <i>Administrative Technician</i>	<b>91-05 Pat W. Harrington</b> 41 Years, 5 Months <i>Planning Tech</i>
<b>15-00 John P. Cotton</b> 26 Years, 6 Months <i>Pipfitter III</i>	<b>24-00 Gregory S. Harrison</b> 33 Years, 1 Month <i>Director, Procurement</i>	<b>66-00 Richard A. Martel</b> 26 Years, 7 Months <i>Insulator III</i>	<b>91-05 Albion L. Upham</b> 34 Years <i>Planning Tech</i>
<b>17-00 Samuel B. Tome</b> 41 Years, 1 Month <i>Tinsmith III</i>	<b>27-00 Leonard O. Skelton</b> 46 Years, 2 Months <i>Preservation Tech III</i>	<b>71-00 Dale W. Dailey</b> 26 Years, 11 Months <i>Manager</i>	
<b>19-00 Paul R. Montgomery</b> 37 Years, 9 Months <i>Electrician II</i>	<b>40-00 Randall D. Hyde</b> 34 Years <i>Principal, Engineering</i>		

## BIW In Remembrance

<b>Yvon L. Boily (R)</b> May 24, 2015 35 Years <i>Yard Rigger III</i>	<b>David P. Bourget (A)</b> May 23, 2015 34 Years <i>Ships Rigger III</i>	<b>Wilson J. Buckle (R)</b> May 16, 2015 39 Years <i>Electrician</i>	<b>Carl H. Fyrberg (R)</b> May 20, 2015 8 Years <i>Carpenter</i>
<b>Bradford H. Strout (A)</b> June 3, 2015 33 Years <i>Carpenter III</i>	<b>Colby W. Tripp (A)</b> May 10, 2015 26 Years <i>Shipfitter III</i>	<b>Stephen N. Vieira (R)</b> May 18, 2015 33 Years <i>Shipfitter III</i>	<b>Richard S. Wade (R)</b> May 10, 2015 10 Years <i>Sr Project Engineer</i>

# BIW Service Anniversaries May 2015

Dept	Name	Dept	Name	Dept	Name	Dept	Name
<b>40 Years</b>		<b>25 Years</b>		<b>15 Years</b>			
66	Withers, Kenneth William	07	Parlin, Kenneth Michael	05	Carter, Colon Leigh	86	Blackman, Andrew Michael
		10	Cousens, Rhonda G			86	Cloutier, Marco Steve
		10	Milligan, Allie Warren			10	Hunt, Edward Randall
		20	Berube, Mark Henry			15	LaPlante, James
		24	Oakland, Paul Richard			43	Kotow Jr, Russell Phillip
		40	Percy Jr, Robert David			43	McCandless, Kevin William
		50	Byras II, George Stephen			43	Snowdale, Richard Keith
		50	Smith, James Albert			43	Stanley, Jason Clayton
		50	Totman, Gary Dean			43	Stinson, David Scot
		84	Barone, Michael Anthony			87	Kim, Jay Hyun
		87	Philippon, Dana John				
<b>35 Years</b>				<b>10 Years</b>			
10	Ireland, Terrance Lee			40	Laperriere, Philip		
19	Farrin, Scott Albert						
32	Gross, David Leon						
45	Harris, Robin Ruth						
81	Leen, Peter Andrew						
86	Graviett, Terry Dewayne						
<b>30 Years</b>				<b>5 Years</b>			
50	Wermuth, Patrick Francis			10	Glazier, Brandon James		
87	Potvin, Philip David			21	Deschaine, John Michel		
				43	Hanna, Trevor Riley		
				84	Britt, Theodore Lloyd		
				84	Dyer, Hailey Alice		

## BIW Welcome

The following employees recently joined BIW.  
Please welcome them.

Name	Dept	Name	Dept
Ames, Micah Alan	2700	Lang, Brad Alan	2700
Armstrong, Christopher Josh	2700	Lapointe, Aaron James	1900
Baldacci Jr, John Elias	5100	LaRose, Michael Clifford	2700
Benson, Alexander James	4000	LeBorgne, Kyle Stephen	4000
Bongi, Brendan Jeffrey	4000	Lyons, Alec Maurice*	2700
Bouchard, Justin Thomas	3000	MacArthur, Dustin Lee	2700
Bozek, Andre	8700	Marcigliano, John-Jusin William	5200
Bozeman, Derek Aaron	5000	Marin, Bradley James*	8700
Card, Joseph Raymond	8700	McDorr, Benjamin Guy*	8700
Chickering, Brandon Eugene	5000	Milligan, Gregory Scott	9000
Cloutier, Dale Scott	5000	Milliken, Brett Michael*	2400
Davis, Jerrold Elmer	2700	Nguyen, Truc Cong	1900
Davis, Josh Jeffrey	2700	Olsen, Connor James	5700
Davis, Trenton Marvin	4000	Parker, Kyle Allan	5000
Day, Alexandra Elaine	8600	Poirier, Nicole	2700
Desrosiers, Marc Daniel	2700	Radcliffe, Zachary Benoit*	1000
DiTomasso, Louis Anthony	8600	Ready, Brian Joseph	5000
Dostie, Jessica Erin	8600	Robbins, Travis Leon	2700
Fairfield, Benjamin Regis Cole*	4000	Satterfield, Edgar Wayne	2700
Flood, Moriah Lee	8600	Savage, Don Clifford*	8600
Fuegen, Brad Daniel	2400	Seeley, Sean Martin	8600
Getch, Keith Earl	2700	Seigars, Camerin Michael	4000
Greenleaf, Dustin Lee	2700	Shank, Jesse Allen	4000
Gulliford, Kristin Nicole	8600	Shaw, Richard Lee*	8600
Harriman, Jacob Michael	8700	Short, Rebecca Pearson	2700
Hastings, Jennifer Anne	5000	Skillings, Nathan James	8600
Heath, Daniel Steven	1000	Stefanski, Kasey William	4000
Hines, Jesse James	2700	Swain, Allan Austin	1000
Hodgdon, Kacey Doyle	2700	Thompson, Peter Rocco	1000
Hood, Leslie Ann	8600	Volgyi, Marsha Elizabeth	1000
Howard, Kenneth James	4000	Wakinekona, Kahiokeikiokupono N.	8700
Huston, Kyle Russell	9700	Waterhouse, Taran Shane*	5000
Huston, Nicholas Bampton	8700	Winn, Benjamin Stover	8700
Johnson, Lucas Alan	8600	Wise, Scott Matthew	8700
Killam, Paul Douglas	4900	Wrigley, Emily Jean	8700

\*Returning Employee

## Performance Incentive

Performance Period  
April 6, 2015–October 4, 2015

### PERIOD GOALS:

Status as of June 16, 2015

- **1. Average 97% Safe Site House-keeping audit observation rate over the period from April 6, 2015 to October 4, 2015.**
- **2. Initiate 7,087 PIIs (Performance Improvement Initiatives) year to date within the Continuous Process Improvement Management System by October 4, 2015**
- **3. Average 98% overtime attendance rate (i.e., OVT No Faults over the period from April 6, 2015 to October 4, 2015**
- **4. Performance**
  - Close 26,401 installation work orders with required quality by June 5, 2015 and receive ½ payout and close 26,964 installation work orders with required quality by October 4, 2015 and receive ½ payout.
  - Or, close 53,365 installation work orders with required quality by October 4, 2015 for full payout.
  - Work orders must be closed in sequence scheduled (out-of-sequence work may not be pulled in).

# USS Samuel B. Roberts Decommissioned

The USS *Samuel B. Roberts* (FFG 58) was decommissioned in Mayport, Florida on May 22, 2015. The next-to-last *Oliver Hazard Perry* Class Guided Missile Frigate built by BIW for the U.S. Navy is possibly the best known FFG of its class.

While on patrol in the Persian Gulf in April 1988 during a time of great tension during the Iran/Iraq War, the ship struck an Iranian mine on the port side, 4-feet from the keel. A 15-by 20-foot hole was blown in the hull, knocking the main engines off their foundations and almost breaking the ship in half.

Speaking in 2008, **Captain Paul X. Rinn, USN (Ret.)**, former Commanding Officer of the USS *Samuel B. Roberts*, said, "We were very aggressive in reducing the Iranian activity in the Persian Gulf and doing it in a way without firing a shot. That clearly angered the Iranians and I believe the mining was a direct act to sink us. They wanted to take us out. Those mines were laid probably no more than an hour and a half before we got there and they tracked us right down into the mine field.

Once the ship's force realized they were in a mine field, the ship was stopped hard. Everyone went to General Quarters and sailors were brought up from the lower levels of the ship. Then they started backing out of the mine field by following the ship's wake, but about 45 minutes later, a mine went off under the ship."

Rinn said, "It was the biggest explosion I had ever experienced. I was on the starboard bridge wing at the time. When the



mine went off, the force of the explosion broke



Interior (above) and exterior (right) battle damage.

my right foot. It lifted the ship completely out of the water and when she came back down, it broke the ship's keel."

Rinn continued, "In essence, it broke the ship's back. The ship should have broken in two and gone to the bottom. Months later, computer simulations were run with the parameters of the damage and in every simulation, the ship went to the bottom. What held us together was the main deck. The welding and the composition and the skill with which that ship was made saved



**"Had the (BIW) mechanics not done what they did, we would not have survived."**

Capt. Paul Rinn, CO of DDG 58

us at that moment. Because the shipyard mechanics did their jobs with such excellence and quality and proficiency, we survived the explosion and stayed afloat."

"However," Rinn said, "our main engine room and engine room 3 were instantaneously flooded with 2,000 tons of water, making us a 6,000 ton ship. Physics tells you, ship design tells you, you can't stay afloat when you're that heavy. Once again, had the (BIW) mechanics not done what they did, we would not have survived. All the heroics that came later could not have happened and would not have mattered. We would have gone to the bottom in 2 minutes and everyone would have been lost."

In 1988, **Dean Simmons (D40)** was a 3rd class petty officer, engineman diesel mechanic on the Roberts.

He recalled, "We had escorted a tanker through the Gulf and were returning by the same route we had just taken. It was just before the evening meal and we noticed an object floating in the water and immediately went to General Quarters.

When the mine went off, it blew me off the deck and five feet away from where I had been standing. The drills we had done time and time again really paid off. My task was to investigate the spaces in our zone to see what was going on and then report to our on-scene leader. The decks were wrinkled, the engine room and AMR 3 were flooded, AMR 2 had cracks in the bulkhead and water was coming in.

We had every pump working in AMR 2 to remove water and a team of guys trying to patch the cracks. It was a long night." Dean said, "If the country ever builds another ship with the name Samuel B. Roberts, I hope that it is built here at BIW."

Today, **Dan Nicholson (D86)** is a Crew Training Instructor who on July 1 tran-

sitioned from BIW to McKean Defense Group. He said, "Years ago onboard the *Roberts*, I was a 2nd class quartermaster on watch on the bridge when we sighted the first mines over in the Persian Gulf. I was assisting in the navigation of the ship and was standing on the bridge wing with Captain Rinn and we were preparing to launch the helicopters. When the explosion happened, we initially thought the helicopter had crashed but then saw on the monitors that the helo was still spinning on the deck.

After we hit the mine, things happened very quickly. I did quite a few damage control tasks but was primarily on the main deck fighting the stack fire. At first, we were aggressively putting water down the stack but we had to stop because we were sinking the ship. The pumps were not able to keep up so we just kept the fire in check while we looked for the source. When flames flared up we would hit it real quick and stop, but once we got into the plenum chamber, we could directly target the fire and got it out. Those fires burned for five hours. It was a long night."

Dan continued, "I've been on many ships in my career and have always taken pride in telling people that I served on Bath-built ships. I've served on four: the *USS Samuel B. Roberts*, *USS John King*, *USS Glover*, and the *USS Clifton Sprague*. Today, my job is to train the ships' crews. I think that I have a unique perspective on what's important and the crews take

note. It gets their attention real quick.

We had a great ship and a great crew, and that was part of what kept us alive that night, but had it not been for the BIW shipbuilders that put that ship together, we would have been toast. Steel ripped apart during the explosion but not one weld broke."

Interviewed in 2008, **Bill Haggett**, former BIW president, said, "The *Samuel B. Roberts* was BIW's 23rd ship in a series of frigates. They were tremendous ships and performing very well in the fleet. The *Roberts* came at the end of the program and we continuously impressed on the workforce the importance of building a ship that would operate successfully and survive a battle engagement."



Bill Haggett

"The ship sustained horrendous damage," continued Haggett. "Of all the damage that BIW ships had encountered up to that time, none had sustained a single impact from a weapon of the magnitude experienced by the *Samuel B. Roberts* and survived. BIW ships had been sunk in military engagements, but no other BIW ship had sustained a com-

parable amount of damage and managed to stay afloat.

Paul Rinn called me four days after the ship was hit and asked me to tell the shipbuilders of BIW that had it not been for their attention to detail and their workmanship, all of them (the ship's crew) would have

been lost. They saved our lives."

BIW was subsequently authorized by the US Navy to repair the ship, a challenging job which was undertaken in drydock at the Portland, Maine facility. Haggett said, "We cut a wedge out of the bottom of the ship and removed the damaged portions, then built a new fully outfitted unit here in Bath that weighed 300 tons, the largest unit in the shipyard at the time. We put the unit on a barge and took it to Portland, lifted the unit over the wing wall of the dock and then slid the unit under the ship and lifted it into place.

It was an incredible feat of ship repair. Thousands and thousands of interfaces of structure and piping and electrical connections had to fit and match up. Not the least of the challenges was that the ship's shafting had to be replaced. The critical shafting alignment on the frigates had to be within 10 thousandths of an inch."

**Dennis Masse (D10)** was a stagebuilding supervisor at the Portland facility when the ship arrived for repair. He said at the time, "I don't know



Dennis Masse

how they kept that ship afloat. I saw watertight doors blown completely out of the engine room. Our task was to jack the stern up 30 inches to conform with design specs, then install a new shaft. The measurements after the shafting was restored confirmed the shafting alignment was better than its original alignment when the ship left Bath."

Masse said, "We rebuilt a ship which in the final analysis was considered better than new, a testament to everyone who contributed to the job. The crew of the *Samuel B. Roberts* did a magnificent job saving their ship, but they were able to wage their heroic and ultimately successful fight because of the great effort by the men and women who built her."



Dan Nicholson, left, and Dean Simmons at BIW this year. In 2008, Dan organized a reunion of their former shipmates and the group visited BIW on April 12 of that year on the 20-year anniversary of the mine explosion.

# GENERAL DYNAMICS

## Bath Iron Works

700 Washington Street  
Bath, ME 04530

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PERMIT NO.31



## *Faces of BIW*



In late June, Senator Susan Collins toured the Assembly Building during a visit which also included Senator Roger Wicker of Mississippi. Shown left to right with Senator Collins are Tim Towle (D43), Steve Bade (D19), Dylan McKinley (D10) in the background, and Mike Cary (D32).