

**GENERAL DYNAMICS**

Bath Iron Works

# BIW NEWS

February  
2016

**ZUMWALT**

**(DDG 1000)**

**ALPHA TRIALS**

**INSIDE**

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# From the Helm

Fred Harris, President, Bath Iron Works

We have faced a number of challenges in 2015, including taking a lead ship to sea and bringing several new facilities online, such as our new Outfitting Hall and Blast & Paint 4. Our successes in the past year were the result of strong teamwork across the company, and they have positioned us for strong performance in 2016.

We had some particularly important achievements at the end of 2015 - December was a very busy month for BIW. At the top of the list is DDG 1000's Alpha Trials.

Seeing DDG 1000 heading out to sea for Alpha Trials was the culmination of many years of hard work and dedication. Watching that lead ship depart our pier for the first time was a monumental event for us all. Getting that lead ship to trials was a yardwide effort that we should all be very proud of.

The trials went well. We accomplished everything we set out to do in this first set of trials, pushing the ship's systems for the first time at sea, seeing how she handled and thoroughly putting DDG 1000 to the test.

In addition to the traditional trials, our BIW crew rescued a fisherman who was having a medical emergency, braving the sea to aid the Coast Guard and potentially save a life. You can read more about both trials and the rescue inside BIW NEWS.

We also hit an important milestone in our DDG 51 program, achieving light-off of DDG 115's Aegis Combat System, or "ALO," on Dec. 17. We achieved "ALO Readiness" seven days prior to the actual light-off and we had 47 spaces associated with ALO accepted by the Navy as General

Inspection Complete - or "Gied."

That level of completion was a big step for BIW. It meant DDG 115 was at the highest level of preparedness heading into the critical ALO than any BIW destroyer before it. We'll continue lighting off systems on the ship as we proceed with test and activation, and we have trials planned for the second half of this year. Those were two critical successes in our two main ship programs, and they reflect very well on us all.

We also worked together on a far-reaching agreement that is absolutely vital to the future of the entire company, allowing us to be more competitive for new work. The important changes we made together to our collective

bargaining agreement will help ensure we're able to continue providing good jobs in Midcoast Maine in years to come.

Thank you to all who took the time to learn about what we face as a company and how we're trying to address those challenges.

We're going to be working together at all levels of the company to implement the changes in the new contract and ensure each of our mechanics has the tools, training and procedures we need to get work done safely and efficiently.

We worked hard in 2015. 2016 will be no different. We have a number of opportunities ahead of us.

We'll be submitting our bid for the Coast Guard's Offshore Patrol Cutter Program in March, and we have the next DDG 51 Multiyear contract on the horizon, as well.

What we've accomplished together so far has positioned us to be a strong competitor for those bids, working together as one yard.



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On the cover: Zumwalt (DDG 1000) out to sea on Alpha Trials.

A handwritten signature in black ink that reads "Fred Harris".

# CNO and VCNO Visit BIW

On Wednesday, January 13, Admiral **John M. Richardson**, USN, Chief of Naval Operations, visited BIW. This was Admiral Richardson's first visit to the shipyard, and he used the opportunity to meet with leadership from BIW and SUPSHIP Bath. The discussions included the successful DDG 1000 Alpha Trials and the improved focus on training new hires at BIW. Admiral Richardson was able to tour DDG 1000. While on board he addressed the members of the *Zumwalt* pre-commissioning unit.



CNO Richardson addresses the *Zumwalt* pre-commissioning Crew.

On Monday, January 18, Admiral **Michelle Howard**, USN, Vice Chief of Naval Operations, visited BIW. It

was a quick visit where she was able to tour DDG 1000 and speak with members of the *Zumwalt* pre-commissioning unit. She also presented the crew with her personal copy of Admiral Elmo "Bud" Zumwalt Jr.'s autobiography, "On Watch."



VCNO Howard visits DDG 1000.

# Contract Award

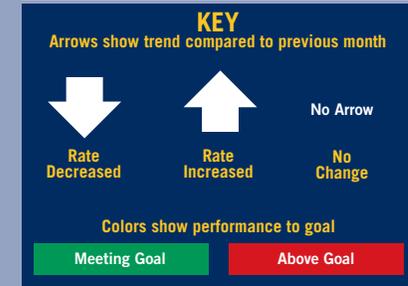
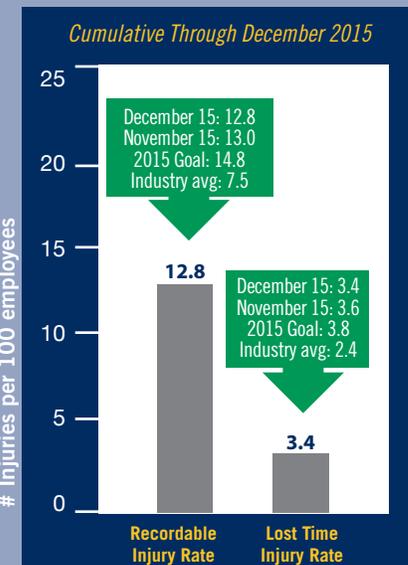
DDG 51 AND FFG 7 SERVICES



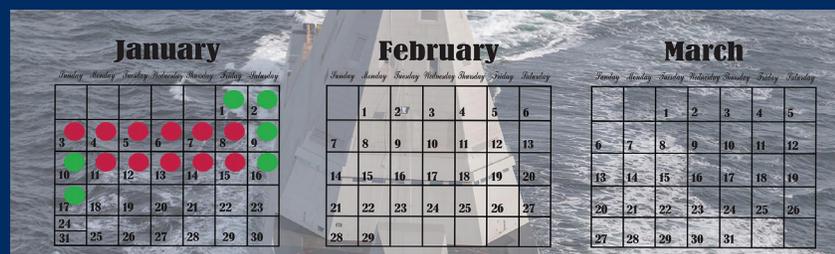
On November 24, the U.S. Navy awarded BIW an \$85.7M contract modification for DDG 51 and FFG 7 class integrated planning yard services. Services include expert design, planning and material support services for both maintenance and modernization.

## Safety Performance December 2015

### INJURY RATES



## 2016 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 Danielle Olson at Mail Stop 1210 or by email at [danielle.olson@gdbiw.com](mailto:danielle.olson@gdbiw.com).

## INFORMATION CALL LINES

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

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Sign up (web address below) to receive automatic messages regarding emergent matters, including facility closures  
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Bissons, CROF, James: **911**;  
then call **ext.1222**

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### BIW REC ASSOCIATION

For questions or suggestions regarding BIWRA programs **207-442-1113**

# EMPLOYEE SPOTLIGHT

## TELL US A LITTLE ABOUT YOURSELF.

For the majority of my life I have lived in West Bath. My husband Philip built our current home and we have been living there for the past 20 years. I come from a very close family; we are lucky to have our children living on the same piece of land as us. Phillip and I have been married for 20 years and have two children, five grandchildren and three great-grandchildren. I also have six step-children.

## HOW LONG HAVE YOU BEEN WITH BIW?

33 years, five months. I started May 19, 1982. I worked one year as an insulator and 33 years in Maintenance. I took the Maintenance Supervisor position in 1998 where I will remain until retirement.

## WHAT WOULD PEOPLE NEVER GUESS YOU DO IN YOUR ROLE?

That I supervise many different trades/areas: cleaners, tool keepers, respirator room, stock room, and snow removal for second shift.

## WHAT IS THE NUMBER ONE CHALLENGE THAT YOU FACE IN YOUR JOB?

My toughest challenge is to get the work done in a timely manner while keeping everyone safe on a daily basis.

## WHAT ASPECT OF YOUR JOB DO YOU ENJOY THE MOST?

Watching my employees work together to achieve one goal.

## WHAT KINDS OF HOBBIES AND INTERESTS DO YOU HAVE OUTSIDE OF WORK?

I love gardening and just spending quality time with my children and grandchildren. I also love to play slots once and awhile.

# TERRY "DRAGON" FREEMAN



**Title** Maintenance Supervisor  
**Been with BIW since** 1982  
**Department** 20

## WHAT IS ONE THING YOU COULDN'T LIVE WITHOUT?

Family.

## WHAT IS YOUR HIDDEN TALENT?

Multitasking.

## WHAT IS YOUR BIGGEST PET PEEVE?

Lazy people.

## WHAT IS YOUR FAVORITE BOOK?

I enjoy books by David Baldacci, John Grisham and James Patterson.

## 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)

# Naval Reserve Carrier Strike Group

**O**n Sunday, December 16, **Captain Ken Crowe (D40)** assumed command of Naval Reserve Carrier Strike Group FOUR (CSG-4). Ken has been with BIW for 16 years and just finished supporting the OPC Program as System Engineering lead; he now supports LYS Flight III as a Design Change and Planning Coordinator.

Ken has a combined service time of active and reserve duty of 27 years. He said he's excited to be taking over CSG-4, noting it is "a great honor and privilege." This will be Ken's third Command tour; his last tour was two years as CO for a Cyber Unit. He said while he enjoyed working in the Cyber Unit, he was looking forward to this new, more hands-on assignment working with Strike Groups that will include Bath-built destroyers.

Ken and his command of 84 reservists are based in a Norfolk, Va., headquarters. They are in charge of making sure that the carriers that are about to deploy have passed all readiness and training certifications.

What does Ken enjoy most about his new role?

"I get to work with some outstanding sailors," he said, adding that the reservists he works with are enthusiastic to be supporting their country and really want to be there.

The guest speaker at the change-of-command ceremony was **Rear Admiral Richard W. Butler**, who at the time was the Commander for Carrier Strike Group Four. **Rear Admiral Bruce Lindsey** has recently taken over as Commander. Ken is looking forward to working with RADM Lindsey.

Congratulations to Ken on his new command. BIW is very thankful for his service and that of all the other men and women of BIW who serve.

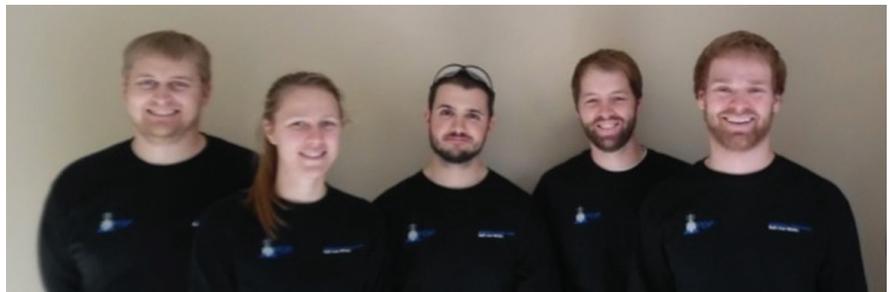


*L to r: Rear Admiral Richard W. Butler and Capt. Ken Crowe*

## Giving Back

**O**n Saturday, December 5, a group of Bath Iron Works Professional Development Program participants (known as PDPs) volunteered at Habitat for Humanity/7 Rivers Maine's Hope Lane subdivision located in Brunswick.

The group of five PDPs, **Mike Goss, Amy Hansen, David Farrington, Michael Walsh** and **Daniel Hartsig**, all **D46** (pictured right), spent the day installing flooring throughout the Faith Build house, which will soon



be home to a mom and her two teenage children.

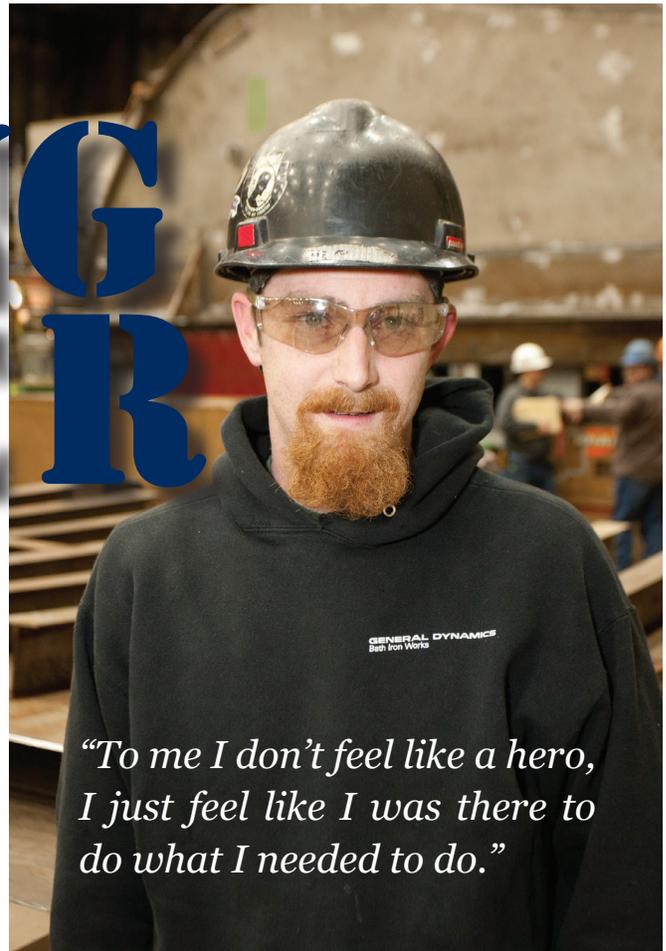
Mike Goss organized the community service for the PDPs. He was really interested in volunteering his time and thought that it would be a good

team-building experience for the first class of PDPs. "It was a great learning experience that I enjoyed doing as a group," said Mike. "It was definitely fun and something I would love to do again."

# SAVING TYLER

**TREVOR HANNA'S quick thinking, cool headedness, and his Leatherman, saved a youngster's life.**

**T***revor Hanna (D43), a BIW welder, was driving home to Oakland with his wife, Dawn, after Christmas shopping on the afternoon of December 6, traveling north on Route 27 through Sidney. He abruptly came upon an accident so recent that the dirt and dust thrown up by the impact of two pickups, was still in the air. He knew it was serious from the damage to the truck lying in the roadway and instinctively went to the other vehicle which was upside down and off the road.*



He ran to a truck window and found the driver unresponsive but made visual and verbal contact with a passenger—8-year-old Tyler Turner, who was suspended upside-down from his seat, injured, scared and confused. As he calmed Tyler, telling the boy he was going to get him out, Trevor was aware that the smell of gasoline was everywhere, and they were both in danger. Having messed around with gasoline as a kid, Trevor knew the nature of the explosion that might occur and that any rescue had to be done quickly.

That realization only made him move faster, reaching inside for the child and trying, but failing, to remove him. He realized that Tyler was belted securely in the vehicle and stood up to reach the Leatherman tool that he always carries and uses every day at work.

At that point, the pickup burst into flames.

Moving with adrenaline and knowing that this young boy's life was in his hands, Trevor pulled the Leatherman's blade out and sliced the seat belt. Then, luckily, another Good Samaritan had arrived and reached into the truck to pull Tyler away from the flames.

Tyler's pain from his injuries and the need to forcibly remove him nearly broke Trevor's heart, but it was the boy's only chance. Outside, Trevor, the other passerby (identified in the media as John Dow) and another individual laid the terrified child on a blanket and, joined by Dawn Hanna, knelt down alongside Tyler to comfort him.

When rescue services arrived, one of the paramedics, pulled out her cell phone and showed Tyler a Disney video of Goofy to distract him from the accident while they readied him for transport. He was subsequently airlifted to Maine Medical Center in Portland and admitted.

“Another 20 seconds would have made a difference in what I could have done,” Trevor said. “I’m so thankful we decided to take Route 27 that day, we normally go a different way.”

Tyler lost his great aunt, the driver of the truck, in the accident and Trevor was waiting to hear more about Tyler’s condition in the early days after the accident.

In the aftermath of their shared ordeal, Trevor, the father of a 2 ½-year-old daughter, was shaken by what would have happened if he’d not been there, not had a knife on his belt, or hesitated for any of the few seconds available to save Tyler’s life. He’d been around death before but never so close to such a highly charged situation. He was grateful that he’d been able to immediately reassure Tyler that they were going to get him out of the truck. That he and John Dow delivered on that nearly impossible promise, even when the fire spread and the vehicle exploded, shows what heroes do against all odds. Tyler was in good hands that day.

Trevor was surprised to receive a call from the president of Leatherman, recognizing his amazing actions while under pressure and utilizing their product. Trevor was also very humble when he received a letter from Phebe Novakovic, General Dynamics Chairman and Chief Executive Officer, thanking him for his heroic actions.

Trevor has kept in contact with Tyler while he slowly recovers in the hospital. Since Tyler was to spend Christmas in the hospital, Trevor and his family purchased Tyler and his little brother portable Nintendo DS systems and some games.

Trevor is humble about his actions that day.

“To me I don’t feel like a hero, I just feel like I was there to do what I needed to do,” he said.

## Health Improvements

# Bigger Rewards for 2016!

**B**IW is expanding its incentive program for employees and spouses, offering bigger and better rewards for health screenings and continuing two new incentive programs from 2015.

### **\$50 FOR ONSITE EMPLOYEE HEALTH SCREENING**

Employees who participate in the yearly onsite health screenings delivered by Mid Coast Hospital and the Fit for Life team will enjoy a \$50 value reward in 2016, up from a \$35 value in 2015. In 2016, employees are eligible for one of these four options: \$50 Irving gas card, \$50 L.L. Bean gift card, a full-sized Leatherman Sidekick, or a Fitbit Zip activity tracker.

*“Even though I am strapped for time at work, I still do the screening each year. The Fit for Life staff really do a good job. Everyone should do it.”*

— **Travis Clark (D10)**

### **\$100 FOR COMMUNITY HEALTH SCREENINGS FOR BIW SPOUSES**

BIW spouses who take time out of their schedules to participate in a community screening will qualify for a \$100 value reward in 2016, up from \$50 in 2015. The choices include a \$100 gift card to L.L. Bean, \$100 Irving gas card, a full-sized Leatherman Wave, or a Fitbit Flex activity tracker. Community Screenings will be scheduled in the Midcoast, Lewiston / Auburn, and Augusta / Gardiner areas over the course of the year.

### **\$200 FOR NATIONAL DIABETES PREVENTION PROGRAM (DPP)**

In Maine, 1 in 3 adults have prediabetes – and most do not even know it. BIW is again offering incentives for any employee or spouse who enrolls and meets DPP goals. Class participants may earn up to \$200 in L.L.

Bean gift cards – \$100 for handing in all of their food and activity trackers and another \$100 if they meet the program’s 7 percent weight loss goal. Classes are forming throughout the year in various locations.

*“This class turned out to be so much more than I expected. I have learned so much to help me control my unhealthy eating habits. The goal was 7 percent weight loss—I lost over 15 percent. My cholesterol is now ‘excellent’ and my blood pressure is normal again. I highly recommend this program.”*

— **Maggie Letarte (D86)**

### **\$300 FOR SALARIED HEALTH INCENTIVE PROGRAM (SHIP)**

Salaried employees may earn \$300 extra in their paycheck if they achieve one of the following in 2016: demonstrate a healthy weight, lose 7 percent of their starting weight, complete the National Diabetes Prevention Program, or meet with a health coach four times.

### **TOBACCO-FREE DISCOUNT ON YOUR HEALTH INSURANCE PREMIUM**

If you or a covered dependent complete at least four tobacco cessation sessions with a BIW health coach during 2016, you can pay the lower non-smoker premium retroactive to January 1, 2016 once you’ve shared this information with BIW Benefits. You can save hundreds of dollars on your health insurance – not to mention the money you’ll save from no longer buying tobacco products.

**For more information about your 2016 incentives, health screenings, DPP classes or the salaried SHIP program, contact your Fit for Life team at 442-3145 or email [biwfitforlife@gdbiw.com](mailto:biwfitforlife@gdbiw.com).**

DDG 1000

# *Zumwalt*

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ALPHA TRIALS



**D**DG 1000 departed from pier four on December 7, heading into a heavy fog that did nothing to deter the excitement flowing through the yard.

As the ship pulled away from the pier, “*Zumwalt Underway*” was announced over a loud speaker to loud cheering and clapping. BIW employees watched with pride as the ship that they had been working on for years headed down the Kennebec River.

The new destroyer made its way past Fort Popham, leaving behind the fog for vibrant blue skies over the crowd of several hundred who came out to cheer on the destroyer as it headed out to sea. On that day, DDG 1000 began a seven-day set of Alpha Trials which included two stops in Portland.

Director of Ships Completion **Phil Kinney (D10)** has been working on the DDG 1000 program for a little over five years. In his career he has been onboard a few trials and always feels a sense of accomplishment. With the lead ship of the DDG 1000 class the feeling was the same, but a little different, Phil said.

“DDG 1000 has been a challenge for all the mechanics and supervisors who have been working it for the past five-plus years. Getting underway for the first time was a great experience,” Phil explained. “The sense of accom-

plishment is greater, I think, because of what the entire team has overcome in order to get to this point.”





The objective of Alpha Trials was to de-risk the ship in four different areas: propulsion, boat launch and recoveries, steering and the anchor handling system. Testing these areas helped retire that risk and let BIW assess any issues that needed to be worked out. Special events and ship testing were also included in the agenda, but were a secondary objective of the trials.

Major highlights of the Alpha Trials included achievement of full power,

and extremely successful steering and stopping capability. “For a lead ship, the performance was just incredible,” said **Steve Colfer (D10)**, the Director of Test and Trials.

So what’s next for DDG 1000? BIW will continue working through activation and will proceed toward preparation for Builders Trials, which will be followed by Acceptance Trials and the crew moving aboard at Delivery.

In memory of the ship’s namesake,

former Chief of Naval Operations Admiral **Elmo “Bud” Zumwalt Jr.**, the three flags that were flown during trials were presented to his three children: Ship Sponsors **Ann Zumwalt** and **Mouzetta Zumwalt-Weathers**, and their brother, **Jim Zumwalt**.

Congratulations to everyone involved for all the hard work that went into making the Alpha Trials such a huge success!



# Rescue On The High Seas

## Zumwalt's Alpha Trials ended with a true test of BIW professionalism and training: a daring nighttime rescue.

The call came in at 0312 the morning of Saturday, Dec. 13. The captain of the fishing vessel *Danny Boy* was experiencing medical problems and was calling the Coast Guard for help. The Coast Guard asked for any vessel in the area to provide assistance if possible. No one expected what happened next.

DDG 1000 and the men and women of BIW responded.

Out on its next-to-last day of Alpha trials, DDG 1000's BIW crew was prepping for a full-power run when the radio traffic started. **John Nowinski (D90)**, whose normal job at BIW is Manager of Planning Yard Services for the DDG 51 program, was just getting to the bridge to start his 0400-0800 navigational watch shift, relieving **Mark Klopp**, a pilot of Portland Pilot Inc.

DDG 1000 was about 60 miles away from the distressed ship, Klopp advised the Coast Guard, and sped to get there. The Coast Guard asked the crew to proceed, and also dispatched a helicopter from Cape Cod.

With concurrence from engineering, *Zumwalt* headed due west to the *Danny Boy*,

speeding through the dark Gulf of Maine waters at flank. Just before 0500, John got the fishing boat on radar and began zeroing in on the vessel. The Coast Guard helicopter arrived a few minutes ahead of the *Zumwalt*, and determined they couldn't lower a rescue swimmer because there was too much structure on the aft deck of the *Danny Boy*.

The Coast Guard asked *Zumwalt* to launch one of its 11-meter rigid-hull inflatable boats, or RHIBs.

...

**Tom Niles (D10)**, BIW's Rigging Loft Supervisor, was sleeping in the rack when he got a call from the ship's captain at 0400. They were steaming to a fishing boat in trouble and his crew should prepare the boat bay for a potential launch and rescue.

One of the requirements of trials is to have a functional rescue boat. On the Friday before trials, Niles and his team were nailing down boat bay procedures and con-ops. They launched and recovered the RHIB once that day, and again the first day of trials.

Now they were potentially doing it in a real life-or-death situation. In the dark. In December seas.

"It's a live world, it's a live sea. It's a whole different scenario from doing it in the river. It's the real thing," said Tom. "I was pretty nervous, very concerned for the guys."

The boat slowed and Tom got the call that the helicopter rescue had failed. It was pitch dark outside, said Tom, and he asked the bridge to turn the ship so the aft end was pointing directly at the *Danny Boy*.

"I could feel the ship making the turn. I said 'Get ready guys; we're going to go.' We



**Continued from page 11**

opened the doors and there it was; the fishing vessel was right in front of us,” said Tom.

**Tom, Bruce Richards (D19), Harvey Staples** and **Mike Beaulé** from department 09 helped launch the boat. The RHIB was crewed by **Bob Gordon (D09), Scott Thomas, Karl Blood**, and coxswain **Ben Bovey**, all department 68.

...

Ben’s first day at BIW was Oct. 19. He was hired in part due to his Navy background, where he served as a boatswain’s mate, running small ships like the RHIB. Tom said they knew they’d need someone with his skills on trials.

“It was pretty much taking my experience and putting it into use here,” said Ben.

Ben said he had done a few rescues when he was in the Navy, but that had been several years ago.

“It was pretty nerve-wracking but exciting. As soon as we got launched, it came right back to me,” said Ben. “It was kind of like riding a bike; it all comes back to you.”

The RHIB launched at 0546, heading for the *Danny Boy*, about 200 yards away. Twelve minutes later, the RHIB,



*Photo of some that participated in the rescue.*

crew and *Danny Boy*’s skipper were back in the boat bay. At 0600, the patient was moved to medical, where a BIW doctor and a Coast Guard rescue swimmer determined they should get the captain into the helicopter for transport to a hospital.

At 0626, the patient had been winched from Zumwalt’s flight deck into the rescue copter.

It was only then that the captain, Dale Sparrow, realized who had rescued him.

“I thought I was aboard a Coast Guard boat, didn’t realize where I was until I was in the chopper looking down,” Dale told **BIW NEWS**.

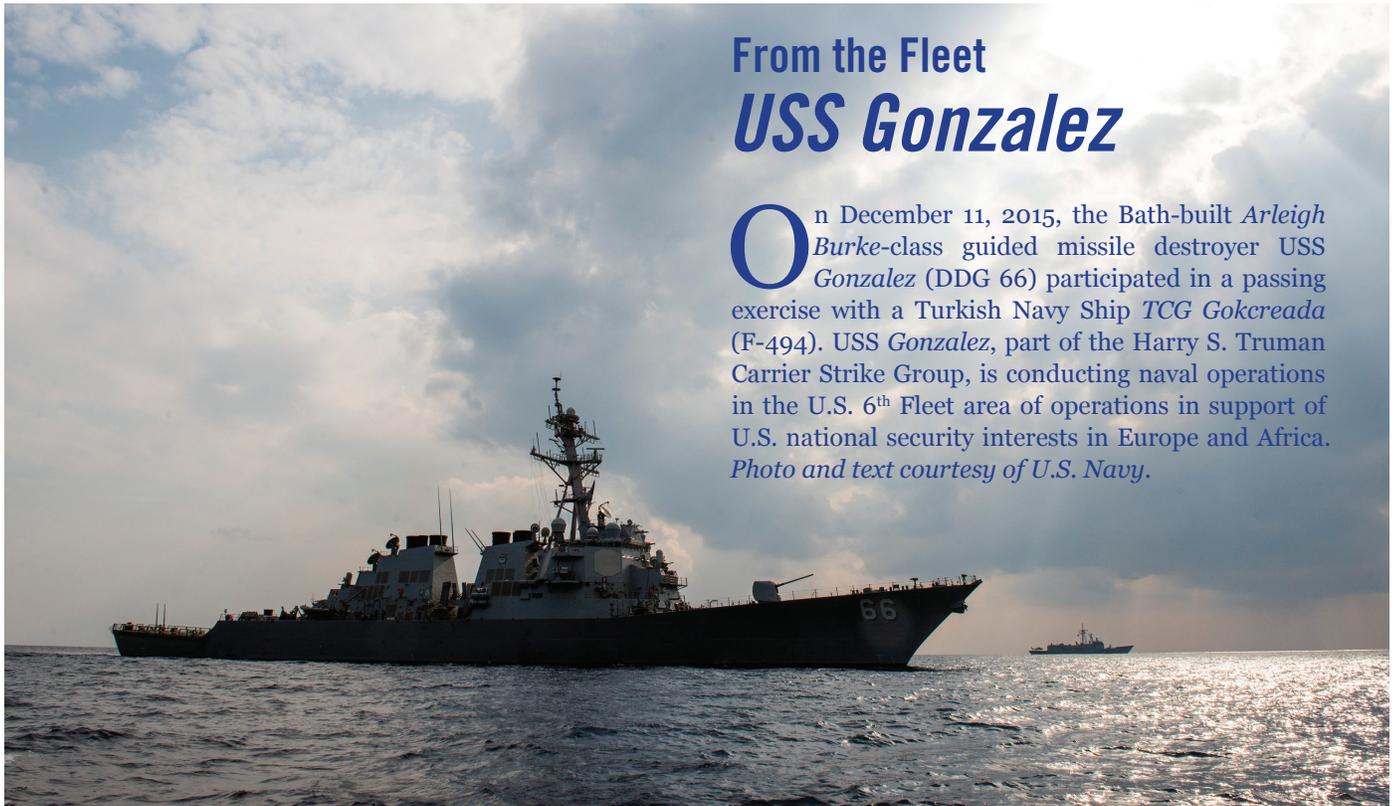
He said on getting to Maine Medical Center, his condition worsened, and

doctors determined one of his arteries was completely blocked.

“Thanks to the help from the *Zumwalt*, permanent damage to my heart was avoided. Had I not made it to a hospital in a timely fashion permanent damage would have occurred, maybe even death,” Dale said. “I am so grateful to be alive and cannot thank those involved with my rescue enough.”

For those involved in the rescue, the performance was a testament to BIW training and professionalism.

“I couldn’t ask for anything better. They went out and performed professionally – they were spot on,” said Tom. “They nailed it and did a perfect job.”



## From the Fleet *USS Gonzalez*

**O**n December 11, 2015, the Bath-built *Arleigh Burke*-class guided missile destroyer *USS Gonzalez* (DDG 66) participated in a passing exercise with a Turkish Navy Ship *TCG Gokcreada* (F-494). *USS Gonzalez*, part of the Harry S. Truman Carrier Strike Group, is conducting naval operations in the U.S. 6<sup>th</sup> Fleet area of operations in support of U.S. national security interests in Europe and Africa. *Photo and text courtesy of U.S. Navy.*

# Snapshot of BIW History by Andy Toppan

*This month we resume BIW's history with the transition to peacetime shipbuilding after WWII.*

## THE POSTWAR YEARS

As WWII ended, BIW faced a familiar situation, as a sudden surplus of military and commercial ships led to an inevitable plunge in shipbuilding orders. Although construction of many wartime destroyers continued to completion, contracts for two ships were suspended while partially complete, and several ships were cancelled entirely. Everyone was anxious to avoid a repeat of BIW's bankruptcy after WWI, brought on by similar circumstances.

Fortunately BIW was able to find new work quickly, when the French government placed a large order for fishing trawlers to replace vessels lost in wartime. The contract was the largest BIW had ever received, worth more than \$10 million, for the construction of six 240-foot trawlers, six 152-foot



*BIW hulls 307, 308, and 309, the trawlers St. Joachim, Doux Frimaire, and Patron Roger Dupuy, on their launch day in October 1948.*

trawlers and 20 117-foot trawlers. The huge order led to some unusual construction practices, including building three trawlers bow-to-stern on the same shipways, launching all three at the same time.

Unfortunately for BIW, there were significant delays in receiving steel, engines, and winches for the trawlers. This led to delays in construction, and incomplete trawlers were tied up along every bit of available waterfront space at BIW and elsewhere in Bath. The problems were eventually resolved and the trawlers were delivered throughout 1948 and 1949. As the trawlers left Maine and headed across the Atlantic, they were loaded with humanitarian relief supplies—often donated from the local area—for devastated French communities.

In the immediate postwar years there were a few contracts for experimental warships, as the Navy adapted to rapidly evolving technologies. Two incomplete wartime destroyers were sent to BIW for conversion to specialist submarine hunters, to counter an expected new generation of

high-performance submarines. Another, the incomplete *Timmerman*, was built with an experimental high-pressure steam power plant, generating 100,000-horsepower in the same space as a conventional 60,000-horsepower plant. In a further effort to reduce weight and increase performance, *Timmerman* carried an experimental 1,000-volt electrical system, a new steering system, aluminum superstructure and many other innovations.

PT-810, another experimental vessel, was the first torpedo boat built at BIW since the early 20th century, and the last of the type constructed in Bath. The all-aluminum vessel was built indoors and ran sea trials on the Sheepscot River, achieving more than 47 knots. The final experiments of this era were the destroyer leaders *Mitscher* and *John S. McCain*, profiled in the May 2015 BIW NEWS.

While the trawlers and experimental vessels of this era could not maintain BIW at its wartime peak, they did keep the yard open, retain a skilled workforce and build familiarity with new technologies and equipment that would be seen in later ships.

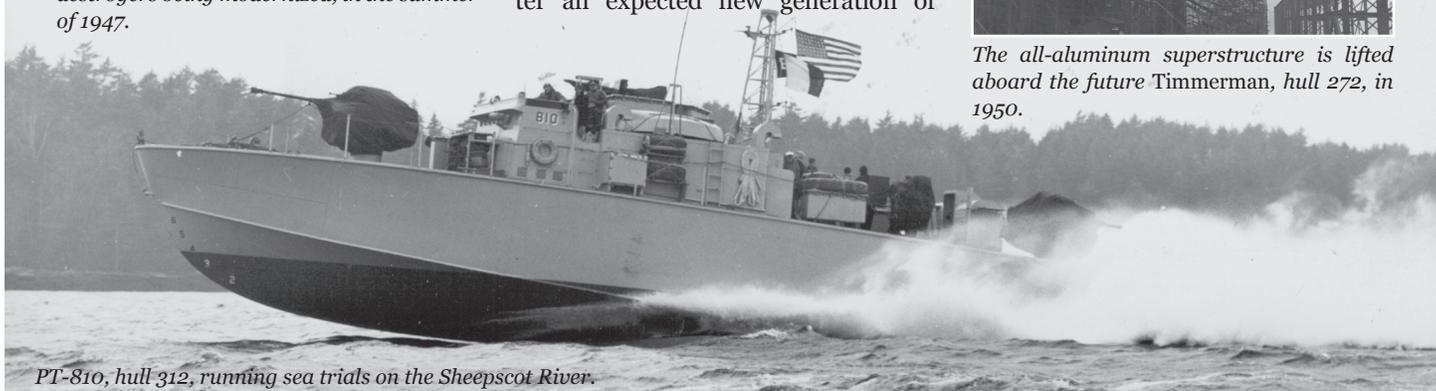
*Next month—continuing BIW's evolution into the Cold War era and the arrival of guided missile warships.*



*BIW's waterfront filled with French trawlers under construction, and two incomplete destroyers being modernized, in the summer of 1947.*



*The all-aluminum superstructure is lifted aboard the future *Timmerman*, hull 272, in 1950.*



*PT-810, hull 312, running sea trials on the Sheepscot River.*

# PROCESS IMPROVEMENT CORNER

by Tim Glinatsis



*It's a new year and after what we accomplished in 2015, I'm certain that 2016 will be a phenomenal year for continuous improvement! This year we'll be working to solicit ideas from even more of our BIW teammates. We want to know if you've seen a better way to do a job on the television or if you've used a tool in a home improvement project that we could use in shipbuilding!*

## CALL THE CPI HOTLINE

at ext. 5171 for help submitting your Process Improvement ideas

*With more ideas from different perspectives, we'll keep improving the way we build ships and win more work.*

The BIW Facilities team keeps our shipyard running. For example, they're in charge of power, heating and ventilation and are responsible for the maintenance and construction of buildings at BIW. Meanwhile, they implemented nearly 300 PIIs in 2015! In addition to their own ideas, Facilities is one of the departments that play a large role in implementing PIIs from areas all over the shipyard. Many of the tools, jigs and fixtures BIW employees have developed through PIIs are created or purchased by Facilities. Here are just a few examples of PIIs coming from the Facilities Department:

**Paul Neron (D20)** found that the hanging bracket supplied with some temporary power panels did not hold up well in the rough environment of the shipyard. When the brackets broke, the power panel often cracked when it fell, making it unusable. Paul suggested a new, sturdier bracket, improving safety and saving on panel replacement costs.

## OLD



## NEW



## Bill Nichols (D20)

noticed that the compressed air valve control switch in the Shell Shop robotic welding office was being mistaken for a light switch and was regularly shut off. This resulted in production downtime while someone searched for a key to the office to turn the switch back on. Bill suggested installing a rotary switch and labeling it to prevent confusion with the light switches and to avoid production downtime.



**Jeff MacWhinnie (D20)** always had to pull back temporary power services run through a hole in a wooden access door that needed to be removed to fit large equipment through the opening. Pulling back the services meant they were unavailable to other workers in the area. Jeff suggested cutting a notch out of the side of the door, rather than a hole in the middle, for the temporary services. Jeff's idea allows the services to simply be slipped out the notch in the door, saving time.



The Facilities Department has done a fantastic job identifying and implementing their own PIIs. Their commitment to continuous improvement is also evident in the support they provide in implementing PIIs from other departments.

Lastly, the CPI team is working on new ways to share all the great PIIs that have been implemented. Be on the lookout for the new monthly magazine *The Compass Tribune* in lunchrooms and other common areas, as well as for postcards mailed home to improve the way you get feedback on your ideas. Keep the ideas coming, and let us know if there's anything we can do to help.

# AEGIS Light-Off DDG 115

**A** DDG 51 “first” was successfully achieved by the BIW team working on DDG 115, marking a great win by all involved and demonstrating how new and innovative ways of tackling work we’ve done for decades can benefit the shipyard and our customer.

As a part of the path to AEGIS Light-Off (ALO) on DDG 115, the Navy challenged BIW to achieve “ALO Readiness” seven days prior. This meant the 47 spaces associated with ALO would be accepted by the Navy as General Inspection Compete or “GI-ed”.

Having the spaces complete, with no further work to be done in them, would ensure that the Aegis spaces could undergo an uninterrupted test

program, a critical path for sea trials.

According to **Clint Robbins (D10)**, Director, DDG 51 Ships Completion & Test, BIW hit this goal on Thursday, December 10. “We’re at a higher level of preparedness for Aegis Light-Off than we’ve ever been for any ship in the program. In the past, getting into secure Aegis spaces after ALO to continue work was cumbersome, costly and not very efficient. Work would have to be scheduled at off hours, overnight or on weekends,” Clint said.

Achieving ALO Readiness should prove to be a more efficient and cost-effective way of doing business for



both BIW and the Navy. In addition, said Clint, the ship has both aft and forward VLS launchers completely GI-ed and for the first time ever this early in the construction stage, the 5” 62 gun is completely built. Clint said the push was a team effort by supervisors, mechanics and support organizations with lots of work with the Navy.

## BIW Employee Awarded Outstanding Alumnus Award from Maine Maritime Academy

**Steve Colfer (D10)**, BIW’s Director of Test and Trials, received Maine Maritime Academy’s 2015 Outstanding Alumnus Award for his distinguished leadership in the maritime field and his uncompromising commitment to technical competence, innovation and service.

BIW President and fellow MMA alumnus **Fred Harris** said Steve was very deserving of the honor from their alma mater, noting that he plays a critical role at BIW in the important phase of test and trials.

“Few leaders in our industry have the capability and stamina needed to perform this function,” said Fred. “None are as well suited or universally respected as Steve.”

Steve is a graduate of the class of 1979 with a bachelor’s degree in marine engineering. He also earned a master’s degree in business administration from Thomas Collage. He is a graduate of BIW’s Management De-

velopment Program and the Department of Defense—Defense Systems Management College and has held his chief engineer’s license for 30 years.

Steve has been with BIW for 29 years and has held multiple positions. As the Chief Operating Engineer, Steve led shipyard testing for 10 years. As Program Manager for DDG Modernization, he successfully implemented technological improvements to reduce workloads. Fred noted that Steve “delivered a fully integrated bridge with improved machinery and damage control systems” in addition to excellent communication and computing systems.

Steve later became the Program Manager for Test and Activation of the DDG 1000 Program and now is the Director of Test and Trials. Steve is leading the DDG 1000 activation, test and sea trials for the lead ship in the class.

Steve said he was honored to receive the Outstanding Alumnus



Award.

“I am proud and thankful to receive this award from the Academy,” Colfer said. “I am also extremely happy to work each day with the best group of test technicians and operators in the world. Without them, this award would not have been possible.”

# BIW Service Anniversaries

## November 2015

Dept	Name	Dept	Name	Dept	Name	Dept	Name
	<b>40 Years</b>		<b>25 Years</b>	15	Pease, Mark Nathan	43	Mazerall III, Leo Henry
11	Carr, Ronald Phillip	50	Gray, Randy Clark	15	Richard, Scott Foster	43	Perreault, Jean-Paul Rosaire
20	Sleeper, Mark Alan	86	Stoltz, Thomas Calvin	15	Weeks, Timothy W	43	Rickards, Luke Matthew
91	Sirois, Terry Lee			15	Ziobrowski, Martin	43	Rock, John David
	<b>35 Years</b>		<b>10 Years</b>	17	Cyr, Marcel Raymond	43	Therault, Mark Andrew
09	Labbe, Richard Romuald	40	Kittredge, Barbara Joanne	19	Fikus, John Andrew	43	Wyman, Chris Joseph
17	Bennett, Thomas James	86	McCue, Brian Donald	20	Sacks, Daniel Paul	50	Elwell, Dustin Stephen
40	Tarpley, Daniell			27	Barter Jr, Robert Harold	50	Pelletier, Ryan David
84	Corr, James Elwin		<b>5 Years</b>	27	Tenney, Marc Lawrence	50	Williams Noel, Connor S.
86	Stanhope Jr, Gordon Thomas	07	Hood, Gary James	30	Abbott, Benjamin Ryan	66	Raymond, Michael Gerard
86	Tetu, Timothy George Patri	07	Hurlburt, Timothy Gerard	30	Black, Eddie Joseph	69	Alexander, Levi John
	<b>30 Years</b>	07	Ouellette, Albert Oscar	30	MacArthur, Christopher M.	69	Baxter, Paul Lewis
50	Ingalls, Kirk Douglass	09	Weeks, Christopher Jefferey	30	Spencer, Steven Robert	69	Lewis Jr, Richard Mark
86	Shields Jr, Weldon Roy	10	Levesque, Brian David	32	Johnson, Travis Mark	69	Wentzheim, Michael V.
86	Stevens, William Edwin	10	Saunders, Craig Alan	43	Bolduc, Matthew Rolland	80	Goodspeed Jr, Robert Alan
		15	Beaulieu, James Edward	43	Chick, Peter Earle	87	Therrien, Joshua David
		15	Duquesnoy, John Michael	43	Cole, Justin Frederick		
		15	James, Marc Raymond	43	Cyr, Walter Foster		
		15	Jenkins, Scott Allen	43	Eldridge, Timothy Albert		

## December 2015

Dept	Name	Dept	Name	Dept	Name	Dept	Name
	<b>40 Years</b>	87	Chabot, Irene Florence	87	Favreau, Gerald Edgar	43	Clark, Samuel
15	Cloutier, Gerard Joseph		<b>25 Years</b>	87	Hersom, Conrad Douglas	43	Day, Joseph Michael
19	Chapman, Gary Dana	40	Logan, Todd Haas	97	Reed, Brian Michael	43	Dourant, Michael Lee
20	Knight, Richard Lang					43	Frye, Brent Eugene
29	Czemerys, Victor		<b>15 Years</b>		<b>5 Years</b>	43	Gagne, Paul Alan
80	Hart Jr, Richard Francis	87	Drouin, Terry Gene	10	Campbell, John William	43	Giles, Trevor James
	<b>35 Years</b>			10	Goodman, Mark Allen	43	Grotton, Matthew Russell
17	Asselin, Roger Claude		<b>10 Years</b>	10	McKinley, Dylan Earl	43	Hood, Keith Ernest
40	Burke, Lorraine Agnes	40	Riley, Jason Jon	10	Moore, Adam Quentin	43	Johnson, Michael Joseph
43	Despres, Richard Albert	40	White, William Leonard	15	Welch, Chris Michael	43	Matthews, Benjamin A.
43	Elliott, Wayne David	71	Peaslee, Barrett Lloyd	21	Holt, Jeremy Everett	43	Nickels, Travis Cade
	<b>30 Years</b>	86	Gates, William Theodore	25	Carter, Dustin James	43	Poseno, Thomas Edward
24	Gower, Cynthia L	86	Marshall, Bruce Ellsworth	27	Campbell, John Edward	43	Smith, Michael Bowen
77	Lamarre, Mark John	86	Robinson, Albert L	27	Wilcox Jr, Robert Dean	43	St Peter, Jeremy David
86	Chute, Nathan Dee	86	Welch, Edwin John Charles	43	Bartlett, Alan Pollard	43	Turner, Matthew Miles
		87	Crowley, Stephen Wayne	43	Berube, Timothy Wayne	43	Watts, Michael James
		87	Fagan, John Randolph	43	Burnell, Joshua Robert	50	Dalton, Lucas Gilbert

# BIW Employees Win Big After Donating Blood



There are many perks to donating blood at BIW, **Robert Luhring (D19)** and **Clifford Brown (D15)** learned firsthand when they both won tickets to a Boston Bruins hockey game. Everyone that donates blood at BIW is entered into a drawing to win a prize; Robert and Cliff were the two lucky winners after they donated blood in December.

Donating blood is a simple thing to do, but can make a big difference in the lives of others. You don't need a special reason to give blood. **You just need your own reason.** Some of us give blood because we were asked by a friend. Some know that a family member or a friend might need blood someday. Some believe it is the right thing to do. Whatever your reason,

the need is constant and your contribution is important for a healthy and reliable blood supply.

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

**The next blood drive at Bath Iron Works will be next month, the week of March 1.**



## November 2015

Name	Dept
Ally, Aaron Anthony	8700
Anderson, Reina-Ann Rose	8700
Antworth, Jacob Miller	4300
Aucoin, Terri Lynn	2400
Awodele, Oluseye Hezekiah	8700
Barnes, Ryan Kirby	5000
Belanger, Nicholas Marc	6200
Bennett, Branden Shawn	1900
Bessinger, Hanah Lea	1900
Bolton, Derick Lee	2700
Borer, Stephen Paul	6600
Breslin, Hayward Dale	8700
Brewin, Nickolas James	5000
Brezler, Jason Edward	2000
Caouette, John Greg	2700
Cardillo, Tyler Weeks	6200
Charette, John Christopher	8700
Chartier, Michael Francis*	4300
Chubbuck, Christopher E.	2700
Coleman, Gary Lionel	8700
Connor, Lawrence Michael	2700
Connors, Dylan Calvin	2700
Cray, Donald Clifford	1900
Dawson, Cody Allen	1900
Decker, Matthew Mark	6600
Demo, Joshua Brian	0900
Dubord, Jarrett Tyler	4300
Edwards, Jacob Andrew	2700
Faulkner, Jacob Alexander	1900
Ferguson, Amanda Jodine	2700
Fitzherbert, Desmond Paul	5000
Forestell, John Patrick*	8700
Fortier, Justin Michael	2700
Fournier, Anthony Patrick	1900
French, Samuel Thomas	8600
Gagnon, Carlton Wayne	2700
Galgano, Elise Marie	8700
Gardner, Brandon Wayne	2700
Gay, Nick Richard	1900
Gayton II, Kenneth Norman K.	6200
Gomes, Dallas Allan	4300
Goodfellow II, Hugh Robert	8600
Gorski, Stephen Joseph	8700
Graviett, Tristan DeWayne	5000
Griffin, Sidney Alan	8700
Gurski, J Daniel Thomas Webb	5000
Hamlin, Dale Francis	1900
Hamlin, Zachariah Charles	2700
Herd, Jennifer Lynn	8600
Hersom, Ian Lamson	2700
Higgins, Cory Daniel	4300
Howard, Dustin Anthony*	4300
Hunter, Kelly Joseph*	8600
Hyson, Robert Orland	8700
Jandreau, Benjamin J	1900
Johnson, Jeremy Jason	5000
King, Brandon Allen	2700
Knowles, Dana Carl	2700
Landry, Derek Steven	4300
LeClair, Corey Elden	4300
Leet, John Leo	4300
Libby, Timothy Ryan	8600

Name	Dept
Lozon V, Carl Fabian	8700
Major, Eric Daniel	2700
Marr, Dante John	5000
Mayhew, Michael Joseph	8600
McCollett, Cory Adam	6600
McKenney, Christopher Keith	4300
Morong, Dylan Raynes	8700
Packard, Autumn Dawn	4505
Patterson, Andrew James	8700
Perow, Benjamin Joseph	2700
Pitcher III, John Ormond*	1900
Rediker, Allen Michael	1900
Rice, Ryan Andrew*	8700
Richards III, Harold Eugene	1900
Richards IV, Harold Eugene	1900
Richards, Lucas James	8600
Ricker, Shane Walter	1900
Rousseau, Davis James*	2700
Ryan, Shane Michael	8600
Samson, Belinda Jean	2400
Santos, James Robert	8700
Semple, Benjamin Alexander	5000
Sheloske, Matthew Gordon	4300
Silverio, Joseph Francis	2700
Snyder, Jacob Charles	4300
Stapleton, Johnathan Carl	8400
Strout, Coley Alan	2700
Thibeault Jr, Stephen Eugene	2400
Travis III, John Loring	2700
Van Benthuyzen, Owen C	8700
Varner, Jonathan Richard	8700
Waldron, Douglas Gene	2700
Wallace, Craig James	2700
Wallace, Melissa Rae	4505
Wellman, Jason Michael	5000
Whiteley, Geoffrey Lourier	2700
Wyman Jr, Thomas Charles	4300

\*Returning employee

## December 2015

Name	Dept
Cummings, Samuel Olin	8700
Fleming, Stephanie Lynne	2400
Landry, Alex Richard	2700
Swafford, Lester	0900
Wilson, Tyler James	4300

# Performance Incentive

**Performance Period**  
November 2, 2015–May, 1, 2016

**PERIOD GOALS:** Status as of Jan. 19, 2016

- **1. Hazard IDs/"Good Catches"**
  - Identify 750 Hazards by Jan. 31, 2016 and receive ½ payout; identify 750 additional hazards by May 1, 2016 and receive ½ payout
  - Or, Identify a total of 1500 hazards by May 1, 2016 for full payout
  - The existing "Good Catch" program will be used to capture employees' descriptions of hazards or behaviors observed and actions taken to address them.
- **2. Implement 3,000 additional Performance Improvement Initiatives (PII) within the Continuous Process Improvement Management System over the period from Nov. 2, 2015 to May 1, 2016 to achieve a program total of 8,130 since inception.**
- **3. Average 98% overtime attendance rate (e.g., OVT No Faults) over the period from Nov. 2, 2015 to May 1, 2016.**
- **4. Performance**
  - Close 22,860 installation work orders with required quality by Jan. 31, 2016 and receive ½ payout and close 25,090 installation work orders with required quality by May 1, 2016 and receive ½ payout.
  - Or, close 47,950 installation work orders with required quality by May 1, 2016 for full payout.
  - Work orders must be closed in sequence scheduled (out-of-sequence work may not be pulled in).

# BIW Retirees

## November 2015

- |   |   |   |
|---|---|---|
| 07-00 <b>Linwood B. Washburn</b><br>38 Years, 8 Months<br><i>Machinist III</i>        | 28-00 <b>Wayne W. McFarland</b><br>28 Years, 3 Months<br><i>Manager</i>                     | 86-00 <b>Hazel M. Meserve</b><br>41 Years, 10 Months<br><i>Administrative Assistant</i> |
| 10-00 <b>Dana E. Perkins Sr</b><br>37 Years, 8 Months<br><i>Front Line Supervisor</i> | 29-00 <b>Paul J. Lavoie</b><br>38 Years<br><i>Heavy Equipment Operator</i>                  | 87-00 <b>Gail S. McCourt</b><br>41 Years<br><i>Designer, 1st Class</i>                  |
| 19-00 <b>Denise M. Wyman</b><br>27 Years, 4 Months<br><i>Electrician III</i>          | 44-00 <b>Denise J. Bisson</b><br>37 Years, 3 Months<br><i>Specialist, Workers Comp</i>      | 87-00 <b>Lewis A. Frazier</b><br>36 Years<br><i>Sr. Supervisor</i>                      |
| 19-00 <b>Douglas M. Fullam</b><br>36 Years, 9 Months<br><i>Electrician III</i>        | 44-00 <b>Rosemarie R. Mollica</b><br>29 Years, 10 Months<br><i>Specialist, Workers Comp</i> | 87-00 <b>Richard F. Meserve</b><br>43 Years, 10 Months<br><i>Designer, 1st Class</i>    |
| 25-00 <b>Steve P. Deutsch</b><br>29 Years, 2 Months<br><i>Carpenter III</i>           | 81-00 <b>Kerry E. Gilmour</b><br>36 Years, 8 Months<br><i>Material Clerk III</i>            | 91-05 <b>Bruce M. Harvey</b><br>26 Years, 4 Months<br><i>Planning Tech</i>              |

## December 2015

- |   |  |   |
|---|--|---|
| 01-10 <b>Thomas A. Brown</b><br>41 Years, 5 Months<br><i>VP Finance/CFO BIW/<br/>NASSCO</i> | 20-00 <b>Brian P. Letourneau</b><br>36 Years, 1 Month<br><i>Maintenance Mechanic III</i> | 45-05 <b>Alan N. Bailey</b><br>38 Years, 7 Months<br><i>Administrative Technician</i>         |
| 06-05 <b>Ronald L. St. Hilaire</b><br>41 Years, 9 Months<br><i>Trades Inspector</i>         | 20-00 <b>Cindy L. Brodeur</b><br>33 Years, 11 Months<br><i>Maintenance Custodian III</i> | 49-00 <b>Gale L. Mailman</b><br>33 Years, 8 Months<br><i>Support Specialist II</i>            |
| 17-00 <b>Peter R. Lauze</b><br>33 Years, 4 Months<br><i>Tinsmith III</i>                    | 32-00 <b>Frederick A. Ginn</b><br>24 Years, 3 Months<br><i>Yard Rigger III</i>           | 81-00 <b>John M. Yanok</b><br>38 Years, 6 Months<br><i>Material Clerk III</i>                 |
| 19-00 <b>Denise A. Letourneau</b><br>29 Years, 4 Months<br><i>Electrician III</i>           | 32-00 <b>John G. Boucher</b><br>35 Years, 7 Months<br><i>Yard Rigger III</i>             | 86-00 <b>David F. Hinds</b><br>39 Years, 8 Months<br><i>Sr. Principal Project<br/>Manager</i> |
| 19-00 <b>Wayne E. Briskey</b><br>31 Years<br><i>Electrician III</i>                         | 43-00 <b>Danny F. Blanchette</b><br>36 Years, 1 Month<br><i>Welder III</i>               |   |

# DDG 115 Lights Off Generator 1

**A** On January 11, **Dana McIntire (D10)**, Ship's Hull Manager, performed a task that he has never done in his 37 years with BIW. He lit off Generator 1 on DDG 115. Generator Light Off is significant because the generators are part of the ships power system for not only propulsion but for electrical power throughout the ship. It's a major support system for main engines and is a

predecessor to Main Engine Light Off (MELO).

"It was actually the mechanic **Steve Ellis (D09)** who asked me to light off the generator. He's worked with me over the years and is not only a top notch mechanic but also a good friend. It was good to be there with him. *Rafael Peralta* is my 26<sup>th</sup> DDG 51 and it meant a lot to me to be able to light off a generator," said Dana.



# Employees Give BIG to Toys for Tots

It was brisk, dark morning on December 3 when LS6 volunteers and USMC Reservists accepted toys for the annual Toys for Tots collection. The Marines of Company A, 1st Battalion, 25<sup>th</sup> Marines of Brunswick have organized the local collection since 1991.

BIW employees donated a little over \$13,000 in donations and an estimated value of \$20,000 in toys. A big thank-you goes out to everyone who participated in this year's Toys for Tots collection. The toys were distributed as Christmas gifts to needy children in our local communities.

Every year EBMF has small fundraisers year-round to support Toys for Tots. Independently, those smaller fundraisers took in over \$4,000 in donations. EBMF volunteers then take that money to Target to purchase toys



L to r: **Craig Barton (D10)**, **Brenda Barton**, **Kevin Lucas (D15)** and **Chris Knight (D10)** with Target employees as they purchase toys.



for children of all ages.

Thank you for everyone's generosity during the 2015 holiday season.

# Yearend Giving in 2015

After the Mid Coast/BIW United Way Campaign came to a successful close in November, presentations were made to incentive winners who contributed in helping the thousands of people in our communities who receive the services and assistance they need.

When you support United Way, you make great things happen and help to build a better community for us all. Again, **THANK YOU** to everyone who participated in the 2015 United Way Campaign.



L to r: **Bob Murray (D24)**, **Adele Suggs (D46)**, Salaried Co-chairs; **Lisa Burnham (D19)** (who won a block of Downeaster tickets for becoming a New Leadership Giver; **Jeff Holeway (D86)** (who won a \$500 LL Bean gift card for becoming a new donor) and **Tom Blatz**, United Way of Mid Coast Maine Campaign Director.

This year we will be celebrating the 60<sup>th</sup> anniversary of the United Way. Make sure you're on the lookout for a little history and fun events to commemorate this great organization in the coming months.



L to r: **Adele Suggs** and **Ryan Hatch (D19)** (who won \$100 Hannaford gift card for attending one of the United way meetings that are open to all employees).



L to r: **David Latham (D27)** (who won a \$100 Cumberland Farms gas card); **Karen Lockwood (D06)** (who won 100 gallons of fuel oil) and **Paul Desjardins (D19)** (who won a \$150 Wal Mart gift card) for attending a meeting.

# GENERAL DYNAMICS

## Bath Iron Works

700 Washington Street  
Bath, ME 04530

PRSR STD  
U.S. POSTAGE PAID  
BATH, ME  
04530  
PERMIT NO.31



## New Year Baby

At 12:46 a.m. on New Year's Day, BIW welder **Levi Daku (D19)** and his fiancée Meghan Bitterauf welcomed into the world a healthy baby boy, Isiah Norman Daku. Baby Daku was the first baby born in central Maine in 2016 and possibly the first in the state according to the *Morning Sentinel*. "It's such a huge blessing. We are just both very happy and joyful about this blessed event," Levi said.

For being the first baby born at Franklin Memorial Hospital in 2016, the hospital gave Bitterauf and Daku a "Cozy Coupe." The coupe was full of books and baby gifts from local merchants, gift cards and a \$25 deposit account certificate from Bangor Savings Bank.

Levi and Meghan are on cloud nine with the addition to their family. "Isiah is doing great, he is healthy and strong. He really is amazing," Levi said.



L to r: Levi Daku, his fiancée Meghan Bitterauf and their healthy baby boy, Isiah Norman Daku.