

GENERAL DYNAMICS

Bath Iron Works

BIW NEWS

July
2016



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*Isabelle, child
of Shipfitter
John Small,
presents
flowers to
the Monsoor
family.*

From the Helm

Fred Harris, President, Bath Iron Works

With each destroyer we build for the U.S. Navy we have the opportunity to be inspired by the ship's namesake—the person for whom the ship is named.

The crews working on a ship often get to meet the ship's sponsor, generally a close relative or descendent of the ship's namesake. They share stories about the namesake and talk about their personality, spirit and character. We learn about the sacrifices they made, and how what we're building honors them.

These stories add a personal element to the work we all do. Many in the shipyard remember the rallying cry for those who worked on the *Michael Murphy* (DDG 112)—“**Do it for Murph!**”

We had that opportunity again with the DDG 1001, when we learned about the courageous and selfless hero, Petty Officer 2nd Class (SEAL) Michael Monsoor, the ship's namesake.

Sally Monsoor—Michael's mother and the ship's sponsor—had visited BIW several times before christening her son's ship. She and her family met many of the men and women who helped to build her son's ship, and they always expressed how grateful and impressed they are by the work we do here.

At the christening we learned much more about Petty Officer Monsoor's quiet, solid character. Upon joining the U.S. Navy, he set his sights on the elite: the SEALS. His instructors recalled that they never heard Petty Officer Monsoor complain as they pushed his limits—his only response was a simple “Roger That,” before he bent to the task at hand.

He was assigned to SEAL Team 3 Delta Platoon and deployed to Iraq. He carried a heavy machine gun on

multiple missions in Iraq, often along with his platoon's radio gear. Lugging more than 100 pounds of gear in desert heat of up to 130 degrees, Petty Officer Monsoor relied on the attitude that had served him all his days: **“You Never Quit.”**

He wrote those three simple, powerful words on the inside of his camouflage patrol cap—a constant reminder.

He lived by those words until the day he was killed, saving his SEAL teammates' lives by jumping on a grenade thrown by an insurgent. After he was killed, a fellow SEAL carried the cap with those hand-written words with him for years, until passing it along to the prospective commanding officer of DDG 1001.

Those words inspired a class of schoolchildren here in Bath, who created a video about Petty Officer Monsoor's life and his “You Never Quit” mantra.

Everyone at BIW should take those three words to heart.

We all face challenges every day at work. The work we do to build quality ships for the Navy protects our Sailors, Marines and Soldiers.

As hard as our work can be, we must never quit.

We can never slow our efforts to improve. That means we report rework, work paper problems, or material issues to planning, engineering liaison and supervision—never taking the easy path. We don't leave problems for the next person. We support our teammates, and ask for help when we need it. Above all, we help each other to work safely and efficiently.

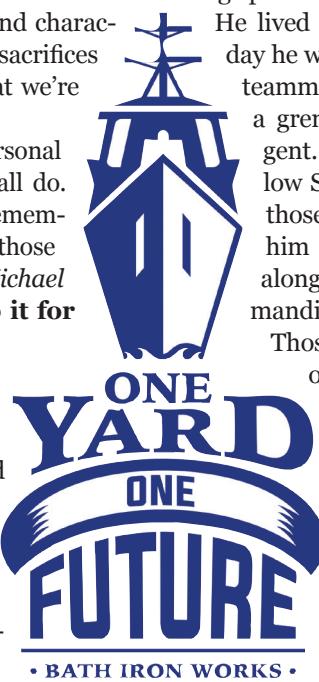
We can honor Petty Officer Monsoor's memory by making every minute of every work day count.

All of us, working hard, working to-

gether, will secure our future. As Mike said:

“You Never Quit.”

*Work safe
F. Harris*



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The Monsoor family accepting flowers from Isabelle Small.

MIT Students Tour BIW

A shipbuilding technology class from the Massachusetts Institute of Technology (MIT) visited BIW on June 14 to get some real world exposure to maritime manufacturing.

The students, Navy officers and civilian employees, started at Hardings and progressed through EBMF and then to the main yard.

"I've never been in a shipyard before and it's all new to me," said **Alex Gomez**, a Navy employee. "It's very cool. Seeing how you put all the pieces together is very interesting."

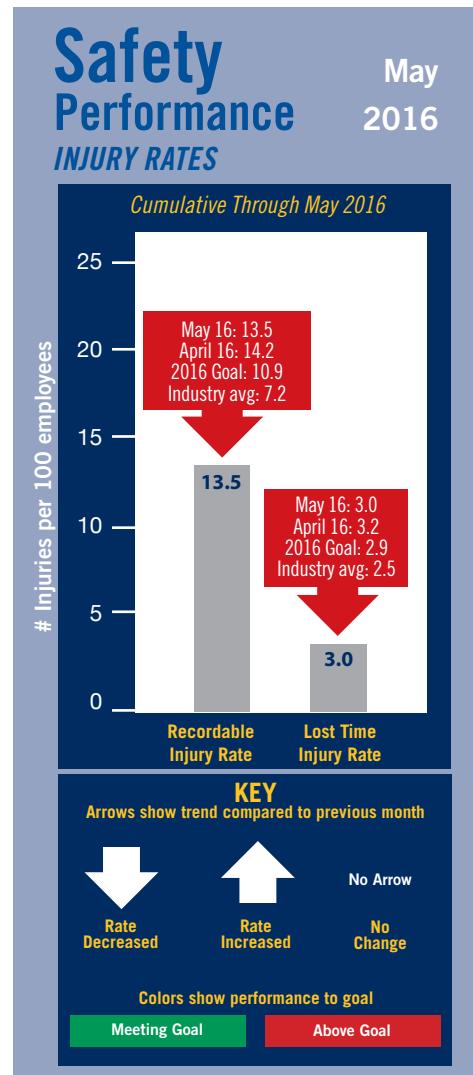
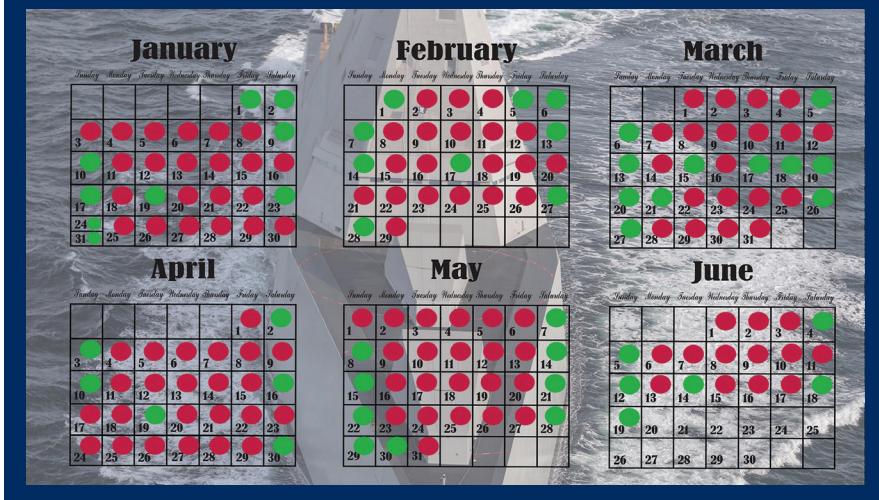
Chris Waaler, program manager for the Offshore Patrol Cutter (OPC) program, said the group asked good questions and learned a lot about the shipbuilding process.

"The students are getting a good supplement to their class work down at MIT to understand how it really works in a shipyard," said Waaler. He was selected to coordinate the annual visit because when he was a Navy officer he earned an MIT graduate degree through the same program.

Drew Anderson, a production planner, served as a guide for the students. "Seeing how impressed they were with the whole process reminds me just how cool what we do here really is," he said.



2016 RECORDABLE/LOST TIME INJURIES



BIW NEWS

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COMMENTS AND SUGGESTIONS ARE WELCOME

Forward to Danielle Olson at Mail Stop 1210 or by email at danielle.olson@gdbiw.com.

INFORMATION CALL LINES

FACILITY/SHIFT

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

1-866-630-BATH (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**

Check us out on Facebook:
General Dynamics Bath Iron Works



EMPLOYEE SPOTLIGHT

TELL US A LITTLE ABOUT YOURSELF.

I grew up in Union and moved to Gardiner in 8th grade. I graduated from Gardiner Area High School in 1969. I came to BIW just looking for a job like everybody else. I was working in Augusta driving a truck and everybody said this was the place to work. My old company went out of business so I guess I made the right choice.

HOW LONG HAVE YOU WORKED AT BIW?

35 years

WHAT IS YOUR ROLE AT BIW?

I started out in department 39 on second shift, what we used to call the air gang. We used to do all the grinding and oxy-acetylene burning back before we had plasma. Now, I'm an outside machinist. We install equipment on the ship—guns, vertical launch system, main propulsion, fans, cooling coils—all that kind of stuff.

WHAT ASPECT OF YOUR JOB DO YOU ENJOY MOST?

I get to intermingle with a lot of different people and get to help them find things and get the material that they need to do their job.

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

Trying to find material when we don't know where it's at.

GERARD ROY



Title Outside Machinist

Been with BIW since 1981

Department 09

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

I have a 9-year-old grandson Alexx and I watch him play baseball and soccer. I belong to a Corvette club—Vettes of Coastal Maine—and I do a little drag racing when I can. I have three (Corvettes): an '04 convertible Commemorative Edition, a '74 coupe and a '71 coupe that's going to be a retirement project.

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

My two daughters and my grandson.

WHAT IS YOUR HIDDEN TALENT?

I don't really have one. I can't sing, I can tell you that.

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



Health Improvements Food for Life

The Fit for Life team at Bath Iron Works has expanded its offerings of fresh, local food to employees during this growing season! We welcome back the Good Food Bus to the Main Yard and are excited to introduce The Pickup to Hardings and CROF.

The Good Food Bus

What is it?

A colorful re-purposed school bus turned mobile food market; the Good Food Bus was founded to increase availability of healthy food for all Maine people. The Good Food Bus began visiting BIW last fall and we had outstanding participation.

Where is it?

The Main Yard by Pre-Outfit 1

When is it?

Thursdays, July 7 through the end of October from 11:30 a.m.–12:00 p.m. (hourly employees) and 12:00 p.m.–12:30 p.m. (salaried)

What can I buy?

- Primarily local and organic fresh vegetables, fruit, bread, eggs and cheese
- Frozen and easy-to-prepare lunch items like healthy “hot pockets”
- “Anchor Meal” bags with ingredients and a recipe to create a meal for a family of four.
- A “snack bar” featuring items like baby carrots, cherry tomatoes, peanuts and more.

How do I pay?

The Good Food Bus accepts cash, credit, debit, EBT card and WIC.



What employees are saying?

I went to the Food Bus quite a bit last summer. I am really excited that it's back, said **Brian Levesque**, a front-line supervisor. “Coming out of the winter you do not always eat as well as you should. The Good Food Bus is really healthy and it's right here.”



The Pickup

What is it?

The Pickup collaborates with over 70 farms in Maine to offer employees an on-site farmer's market and/or pick-up of a pre-ordered bag of fresh and locally produced groceries each week.

Where is it?

The parking lots of CROF and Hardings

When is it?

June 27–August 15
Mondays at CROF, 2:00 p.m.–4:00 p.m.
Wednesdays at Hardings, 2:00 p.m.–4:00 p.m.

What can I buy?

- Fresh and frozen produce, grains, beans, milk, meat, cheese, eggs, coffee, jam, fresh flowers and more
- Pre-ordered grocery bags starting at \$25.00 per week

How do I pay?

The Pickup accepts cash, credit, debit and EBT card for items purchased at the market. To sign up for the weekly grocery bags, select and pay for your weekly grocery bags at www.ThePickupCSA.com, www.biwfitforlife.com also has the link.

These Plants Can Save Your Life!

Anthony Anderson, Fit For Life Program Manager, asks us, “Can you imagine anything more powerful than fruits and veggies? These plants can reduce your risk for heart disease, cancer, stroke and diabetes. They also are absolutely delicious and help support Maine agriculture.”

We look forward to seeing you all at both of these great opportunities to enjoy fresh, local food this summer and fall!



BIW employees enjoying the Good Food Bus.

Car Buffs Show Their Stuff



Don Oakes with his Model A

The James Building parking lot in Brunswick was the place to be for car enthusiasts last month as dozens of BIW employees, family and friends showed off their classic cars for the 5th Annual SSSC Cruise-In.

"It is a great morale-builder and keeps getting bigger each year," organizer **Tom Webb**, an engineer at the Planning Yard, said of the more than 30 cars on display.

Terry McArthur, a designer in the Planning Yard, said he finally attained his boyhood dream when he bought his 1951 MG TD. When he purchased it, the

body was attached to the frame, but the mechanical components were in piles and boxes. It took him three years to assemble.

He notes that as a British car, it has a "boot" rather than a trunk, a "bonnet" instead of a hood, and "wings" instead of fenders.

For **Tom Valley**, an electrical design worker at the James Building, the best part of taking out his baby blue 1966 Mustang convertible for a Sunday morning drive is the smooth ride and feeling the wind in his hair.

"It just takes your cares and blows them off your shoulders and down the road – just good fun," he said.

Paul Casey, planner, said he had his 1968 AMC AMX two-seater in storage for about 20 years before he restored it three years ago. "My wife no longer calls it the 'rust bucket.' Now she calls it the 'money pit,'" he joked.

Steve Rose, who works in electrical design, said that in 1987 he paid \$1,500 for his 1969 Chevrolet Camaro. He's since had offers of \$10,000 but says he won't sell.



Tom Webb and his brother Rex alongside the Bel Air

"When I first drove it in the early 90's most people didn't care," he said. "Now, when I go for a spin people notice. They flash their lights or wave, excited to see the classic on the road."

Besides rubbing elbows with like-minded connoisseurs, Cruise-In participants learn from each other's experiences. Whatever problem you have, somebody else probably has had it before, Webb said.

The event wasn't just for fun – it also raised more than \$350 for gifts for patients at the veterans home at the Togus VA Medical Center, according to **Crystal Shorey**, a senior project manager who helped collect donations.



5th Annual Cruise In, June 9, 2016

- 1939 Ford Coupe – Al Dyer
- 1970 Ford Mustang Mach 1 – Terry Graviett
- 1970 Plymouth Challenger – Steve Dudley
- 1979 Pontiac Trans Am – Dave Sherburne
- 1940 John Deere tractor – Fulton Oakes
- 1929 Ford Model A – Don Oakes
- 1974 Oldsmobile Omega – Pete Labonte
- 1969 Chevrolet Camaro – Steve Rose
- 1971 Dodge Power Wagon – Rick Farnham
- 1968 Chevy flatbed pickup – Tim Meyer
- 1973 VW Beetle – Louise Dickinson
- 1974 Chevrolet Corvette – Lynn Kinney
- 2003 Ford Mustang Cobra – Mike Foster
- 1994 Chevrolet Cavalier – Jerry Atkinson
- 1978 Porsche 928 – Jerry Legare
- 1987 Pontiac Fiero GT – Dick Brann

- 1966 Ford Mustang – Tom Valley
- 1951 MG TD – Terry McArthur
- 2115 Chevy Corvette Z06 – Jim Howard
- 1972 VW Baja – Chad Ximiness
- 1957 Chevrolet Bel Air – Tom Webb
- 1964 Ford Thunderbird – Jason Simkins
- 1972 Cadillac – Jason Simkins
- 1928 Ford Street Rod – Jason Simkins
- 2007 Ford Mustang Cobra – Jason Simkins
- 1973 Chevrolet Nova – Mike Malis
- 1996 BMW Z3 Roadster – Lynn Davis
- 1968 AMC AMX – Paul Casey
- 2016 Chevrolet Camaro – Mike Campbell
- 1978 Chevrolet Corvette – Marcel Cyr

A fan checks out the classic cars at the James building during the recent Cruise In



Paul Casey with his AMX.



Terry McArthur relaxes in his MG



Lynn Kinney in her Corvette



Tom Valley and his 1966 Mustang



A Movement is Underway at BIW...

Are you ready to see just what your iPhone or iPad is really capable of? Tired of running back to your desk to access the Intranet, update time in TAS, watch that latest safety talk or access your Departmental Operating Instructions, documents and spreadsheets?

Are you ready for your BIW device(s) to save you time and effort and provide these tremendous features at your fingertips?

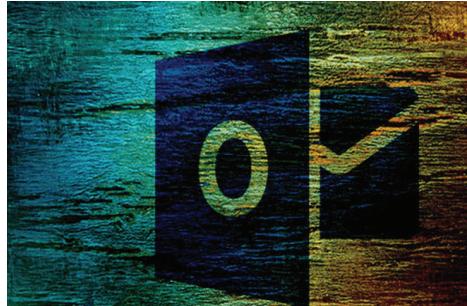
Our IT Mobility team has been hard at work for months designing and building the solution that will empower you and your BIW mobile devices to achieve much more than ever before.

Say goodbye to special apps to access your email, calendar and contacts and say hello to apps that optimize functionality and productivity. We will be using the Apple apps that are included with every Apple device and we will also be deploying customized apps that we've engineered specifically for our processes in the yard.



Look for our email broadcasts about the upcoming training sessions where we'll transform your device together!

**Simplify.
Modernize.
Mobilize.**



If you've ever been frustrated with Lotus Notes, help is on the way. This summer BIW will modernize our email and messaging tools, replacing Lotus Notes and Sametime with Microsoft Outlook email and Skype for business messaging.

A lot has changed since BIW introduced Lotus Notes in 1999, and the transition to Outlook will bring a modern, widely used email tool to BIW desktops. You'll find that Outlook is simpler and easier to use, since it mirrors the familiar Microsoft Office interface. Mobile device users will find better integration between their desktop and mobile environments,

and all users will have larger mailboxes. For roaming users who switch between PCs often, the hassles of Notes roaming will be a thing of the past. Other functions, such as calendars, conference room reservations, team calendars, mail-in databases (shared mailboxes), and archives will be available in Outlook.

The IT-CSC project team is working quickly to get everyone into Outlook this summer. By the time you read this the first mailboxes will be transitioned to the new software, and everyone should be migrated before Labor Day. The detailed schedule will be released soon, so you'll know well in advance of your scheduled

migration.

The process will be as seamless as possible, but you'll need to take certain steps to prepare your mailbox, and to move your archives and personal address books afterwards. Watch for specific instructions on what to do in preparation, and be sure to follow the instructions so your account can be moved quickly and easily.

To help everyone be prepared, a resource center has been set up in the Help desk section of the BIW Intranet. Check there for training materials, announcements, frequently asked questions and contacts for more information.

COMING SOON Positive Outlook

New Tool Aids Cable Pulling



Lisa Burnham (D19) readies a capstan or "tugger" for installing cable.

Bath Iron Works is trying out a new tool that makes pulling cable through a ship more efficient and less dangerous.

Installing cable in a ship has been a physically demanding and expensive operation. More than a million feet of cable must be installed for each destroyer and individual cables can weigh upward of 7 pounds per foot and run up to 3 inches in diameter.

Teams of up to 25 workers grab cables above their head and pull them through the difficult-to-access cableways.



A crew prepares the wire mesh sleeve which will grab the end of the cable.

"Around 68 percent of the cable injuries are related to 'pulling' cable," said **Ben Zavitz**, BIW Ergonomist.

To make the job easier, BIW purchased a new mechanized cable puller.

"The new cable puller eliminates the need to reach overhead and forcefully and repetitively pull the cable forward," Zavitz said.

The device has four components.

- The "finger," a wire sleeve (like a child's finger trap toy) attaches over the cable's leading end.
- The capstan or "tugger," acts as a winch, pulling on a rope tethered to the end of the finger.
- A dual roller or "pusher" placed along the cable, with mechanized rollers to squeeze it and move it forward.
- Rollers placed in cable trays to reduce friction as cables advance.

The new system is getting good reviews on the deckplates.

"This tool is great!" said **Art Cogswell**, Supervisor in Dept. 19. The device pulls cable up to 3-feet-per-minute, he said.

Michael McLaughlin, a cable puller, said the device is designed to prevent cable damage.

"When you have 25 people pulling the cable . . . sometimes it gets caught on something and people don't notice until the shield is damaged," he said.

Cable Puller **Lloyd Stewart** also likes the new device. "Not having to reach up or stand on a step ladder makes this job much easier, especially when you're pulling a T400 through the ship," he said, referring to the heavy cable he was helping guide toward Engine Room 2.

The new device could reduce costs by increasing safety and improving schedule.



Lloyd Stewart (D19) mans a cable "pusher" on Hull 508, Thomas Hudner (DDG 116).

DDG 1001

Michael Monsoor

Christening





The Bath Iron Works shipyard was packed with enthusiastic crowds on Saturday, June 18, as more than 2,000 people turned out for the christening of *Michael Monsoor* (DDG 1001).

Michael Monsoor is named for **Petty Officer 2nd Class (SEAL) Michael Monsoor**, who gave his life in Iraq to save his fellow SEALs and several Iraqi Army soldiers; he was posthumously awarded the Medal of Honor for his actions. The ship is the second in the *Zumwalt* class of guided-missile destroyers, the world's most advanced surface combatants.

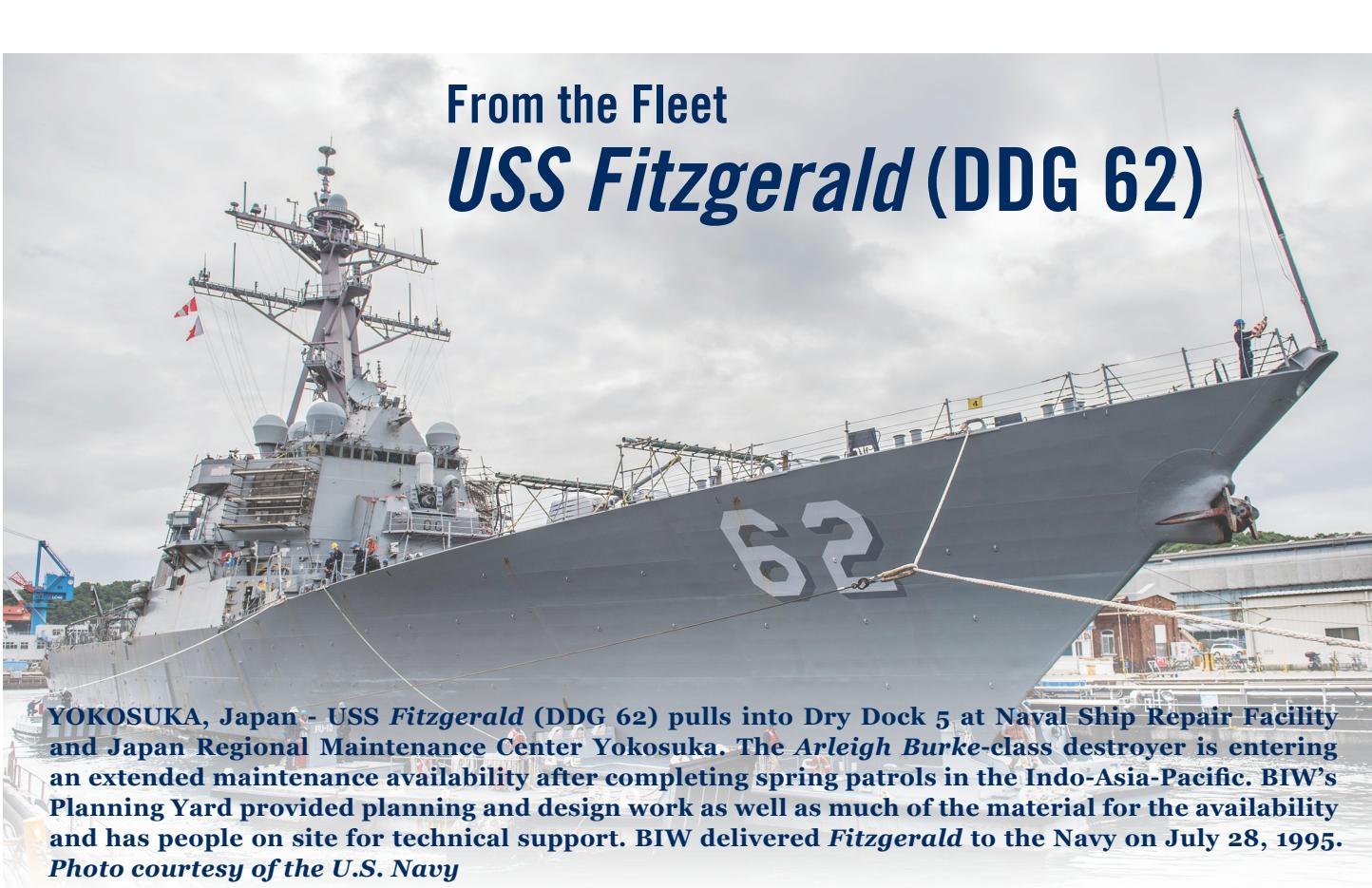
The christening ceremony was marked by many tributes to Petty Officer Monsoor, including the moving sentiment by principal speaker, **Vice Admiral Joseph Maguire**, USN (Ret.), President and Chief Executive Officer of the Special Operations Warrior Foundation, who stated: "I am certain that **Admiral Zumwalt** (namesake of DDG 1000) and **President Johnson** (namesake of DDG 1002) would be honored to have their names associated with Petty Officer 2nd Class Michael Monsoor."

The ship was christened by Petty Officer Monsoor's mother, the ship's sponsor, **Sally Monsoor**, who was sup-

ported by her three matrons of honor: her daughter **Sara** and two daughters-in-law **Martha** and **Naomi Monsoor**. A number of Petty Officer Monsoor's fellow SEALs that had served with him were in attendance and were recognized during the ceremony. BIW also recognized the men and women serving in the military who were there and all the veterans who have served our country who attended.

Following the ceremony, DDG 1001 transitioned into the drydock which moved the ship into the Kennebec River where it was floated and moved to Pier 4.

From the Fleet ***USS Fitzgerald (DDG 62)***



YOKOSUKA, Japan - *USS Fitzgerald (DDG 62)* pulls into Dry Dock 5 at Naval Ship Repair Facility and Japan Regional Maintenance Center Yokosuka. The Arleigh Burke-class destroyer is entering an extended maintenance availability after completing spring patrols in the Indo-Asia-Pacific. BIW's Planning Yard provided planning and design work as well as much of the material for the availability and has people on site for technical support. BIW delivered *Fitzgerald* to the Navy on July 28, 1995.

Photo courtesy of the U.S. Navy

NEWS FROM OTHER GENERAL DYNAMICS COMPANIES

NASSCO AWARDED \$106 MILLION ADVANCED PROCUREMENT CONTRACT

General Dynamics NASSCO was awarded a \$106 million contract by the U.S. Navy to procure long lead time material and engineering support for the next Expeditionary Mobile Base, the fifth ship in what was formerly known as the Mobile Landing Platform Afloat Forward Staging Base program.

The Expeditionary Mobile Base is designed to serve as a flexible platform and a key element in the Navy's airborne mine countermeasures mission, with accommodations for up to 250 personnel and a large helicopter flight deck.

In 2011 the Navy awarded NASSCO a contract to design and build the first two ships in the newly created Mobile Landing Platform (MLP) program, the USNS *Montford Point* and USNS *John Glenn*. In 2012, the program expanded to a third MLP, reconfigured as an Afloat Forward Staging Base (AFSB), the USNS *Lewis B. Puller*. With the first three ships delivered, NASSCO is constructing the fourth ship in the program, the USNS *Hershel*



"Woody" Williams.

Procurement of long lead time materials is expected to be completed by March 2017.

ESD 2, USNS John Glenn exits San Diego Bay for Builder's Trials, January 9, 2014.

Snapshot of BIW History by Andy Toppan

From Frigates to Cruisers to Destroyers

Exceptional performance set the stage for BIW's construction of Aegis cruisers and today's destroyer programs

As the FFG program wound down, the Navy was preparing for construction of the next large surface combatants, the *Ticonderoga*-class guided missile cruisers. The *Ticonderogas* were a version of the *Spruance*-class destroyers—the contract BIW had lost many years earlier—modified to carry the Aegis weapons system and radars.

Although all the *Spruances* had been built in a single shipyard, the Navy held a competition for a second yard to build the cruisers. BIW faced off against two other shipbuilders in a high-stakes competition, and in 1982 received a contract for the future *Thomas S. Gates* (CG 51). This was BIW's largest warship in many years, and the contract pushed the yard's backlog of work over \$1 billion for the first time. The two competing shipyards both went out of business within a few years.

The keel for *Thomas S. Gates* was laid in August of 1984, and the ship was commissioned three years later. She was followed by seven more cruisers, with the last, *Lake Erie*, commis-



Thomas S. Gates (CG 51), BIW's first cruiser, in the Portland drydock

sioned in 1993. Although *Gates* has been decommissioned, the later ships remain in service as a key component of today's surface combatant fleet.

This period of steady work on larger, more complex warships allowed further process improvements and more investment in the shipyard. During this era, BIW continued the trend towards pre-outfitted unit construction by introducing the "pre-outfit 2" construction stage, and construction of the PO2 building. In this phase, as is the case today, units were outfitted with insulation and finished equipment that could not be installed before the units were blasted and painted.

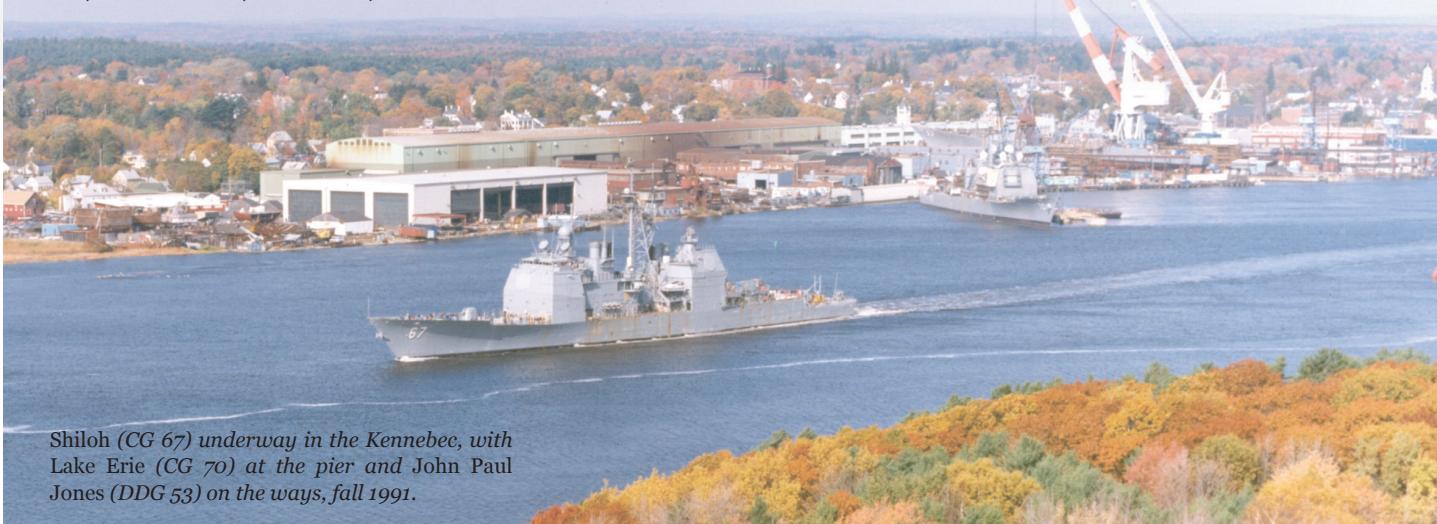
Another landmark arrived during this era, as the #15 crane was installed

on the north side of A-ways. This 300-ton capacity crane, paired with the 220-ton #11 crane on the south side of B-ways, allowed dual-crane lifts of heavier pre-outfitted units onto ships under construction. The #15 crane was later moved to its current location when the Land Level Transfer Facility replaced the ways.

In 1985, even as the cruiser program moved forward, BIW again competed for a life-or-death contract, for the *Arleigh Burke* (DDG 51) class destroyers. The *Burkes* were intended as a modernized, less expensive version of the cruisers, packaging most of the same systems into a smaller hull. While BIW played a secondary role in the cruiser program, ultimately building 8 of 27 ships, the destroyer contract offered the opportunity for a lead-shipbuilder role and long-term stability for the yard.

Based in large part on its performance on the FFG program, BIW won the *Arleigh Burke* lead ship contract in 1985, securing the yard's position as the Navy's lead destroyer yard once again. Steel was cut for the first DDG in 1987, just as the first cruiser was delivered. At the time, no one realized the *Burke* class would become the longest-running shipbuilding program in history, continuing to 2016 and well beyond.

Next month—the DDG program and the evolution to today's shipyard



Shiloh (CG 67) underway in the Kennebec, with *Lake Erie* (CG 70) at the pier and *John Paul Jones* (DDG 53) on the ways, fall 1991.

Process Improvement Corner

DID YOU KNOW?
848 PIIs in CPIMS have the word “safety” in them!

We're halfway through the year and halfway towards our annual PII goals. We want your ideas; if you haven't submitted a PII yet, try brainstorming with your supervisor on how to make your job easier. Check out this article every month for updates on how our shipbuilders are making their work safer and more efficient with PIIs, new technology and other interesting Continuous Improvement news!

BIW has recently procured powerful and transportable circular saws and chop saws. These pieces of equipment are a big improvement in safety and time when compared to plasma cutting or using the marvel saw. Both of these tools are portable and available in tool cribs. In the coming weeks, a team will be testing out a third type of saw, which is designed to flush-cut attachments off a bulkhead or shell. Removing attachments without heat would reduce grinding and paint/insulation removal. More importantly, less hot work translates to a lower risk of injury or fire.



When cable must be routed through multiple compartments, we install a “stuffing tube” where the cable penetrates through a bulkhead. The cable is routed through the tube, the tube is packed with a product that seals the penetration, and a packing nut is screwed into the tube to compress the packing material. Shipbuilding is a dirty business, and **Blaine Brooks** and **Jim Burak** from the electrical group often found the threads in the stuffing tube had debris or were damaged before we got to screw the packing nut in. This meant that they had to remove the cable to use a tap to restore the threads. Brooks and Burak developed a split-tap that can be fit around the cable, which then doesn't have to be removed—reducing rework!

CPI SHOWCASE

The team is happy to announce that **Chris Ouellette** has taken on the role of Manager, CPI. As a member of the Electrical Engineering team here at BIW, Chris has worked in a variety of positions and departments throughout the yard. Most recently, Chris worked with the Test and Activation team on DDG 1000 and was instrumental in preparing the ship for delivery.

“In previous roles, I realized that my co-workers and I were putting in long hours working **around** processes that should be working for us. I’m excited to join the CPI team as we work toward improving BIW’s processes so we can become a more effective and efficient shipyard,” said Ouellette.



Call the CPI Hotline at ext. 5171 for help submitting your Process Improvement Ideas

THE MAN BEHIND THE CAMERA

During Zumwalt's Acceptance Trials on April 21st, the sky was blue and there wasn't a cloud in sight. **Mike Nutter**, the official BIW photographer, put on his orange Mustang survival suit which is required by the Coast Guard for helicopter photography when the water is cold. Though he had been on similar missions many times in the past, Nutter was still excited to board a Bell 407 Helicopter to satisfy the Navy's requirement for video and photos of DDG 1000 Trials.

"It's a rush to be hanging out of the chopper, standing on the skids flying sideways at 30-plus knots and filming the most awesome destroyers on the planet," said Nutter.

The helicopter is owned by Air Center Helicopters based in Texas. Company choppers have flown on trials for all of the DDG 51s and the Navy may well contract with them for our future ships. Rod Tinney, also known as "Big Dog," is the president of the company and was the pilot during DDG 1000 Acceptance Trials. His company flies for major motion



pictures so he is used to flying sideways and backward at high speeds. The helicopter used on trials was also used in the TV show Dallas, can travel at speeds up to 130 knots and has a "hang time" of three hours before it needs to refuel.

Nutter said the feeling of shooting pictures from the chopper is almost beyond words.

"You're feeling the speed, handling the camera with the gyro, watching the horizon and the target (the ship) all at the same time. We get very close at times to



get the dramatic shots everyone is looking for," explained Nutter.

The result: an incredibly popular, high-definition video that has been seen and admired worldwide, thanks to BIW's Facebook page.

North Stores Donates Stuffed Animals



When **Caroline Dorr**, a Tech Clerk, heard that a 90-year-old WWII veteran was making little wooden pushcarts for sick and orphaned children she knew she wanted to help.

On May 18th, Dorr organized a collec-

tion of stuffed animals at North Stores; she collected 237 stuffed animals that will each find a new home in a child's small, red pushcart.

Bill Dorrity of Winterport has been making the little red pushcarts for 17 years. He came up with the idea while visiting an orphanage where his late wife volunteered. He noticed that the children's belongings were being placed in plastic bags when they would leave for a home visit. That led him to start using donated materials to build the carts for children to put their belongings in. He has been donating them to children's hospitals and orphanages up and down the East Coast. A stuffed animal is added to each pushcart, as Dorrity wants to make sure that the kids have a friend when they receive their cart.

That's where the BIW toy collection helped out.

"When I heard they were being given to sick children I went home and told my young son. As soon as he heard who

they were for, he was more than willing to donate his stuffed animals," said **Steve Nicholson**, Electrical Engineering Manager.

When the stuffed animals were delivered, Dorrity was very grateful for the support from the BIW family.



BIW Service Anniversaries

April 2016

Dept	Name	Dept	Name	Dept	Name	Dept	Name
40 Years							
86	Bishop, Dennis John	20	Doyon, Maurice Richard	05	Lasher, Mark Evans	26	Mora, Michael Joseph
86	Harvey, Stephen Carroll	20	Norris, Russell Heman	05	Sukeforth, Dale Rickmond	40	Albert, Lisa Rose
87	Amsden, Richard Paul	26	Lavoie, William Joseph	40	Bailey, William Hugh		
35 Years							
06	Johnson, Jean William	30	Gosselin, Alan Albert	87	Olson, Janet Gentner		
07	Grover, Patrick Gerald	32	Bergeron, Paul Michael				
15	Maschino, Stanley Walter	32	Seekins, Ralph Everett				
17	Morin, James Charles	43	Enman, Daniel Joseph				
19	Daggett, Steven Gary	45	Alexander, Carol Jeanne				
19	Libby, Richard Scott	50	James, David Allen	10	McMahan, Charles Wayne		
		50	Leavitt, Kevin Lee	43	Marquis, Timothy Scott		
		50	Perreault Jr, Renald Rene	43	Martin, Steven Daniel		
		57	Bowie, Michael Robert	43	Swift, Michael Edward		
		86	Higgins, Daniel Michael				

May 2016

Dept	Name	Dept	Name	Dept	Name	Dept	Name
40 Years							
53	Steiner, Jerry Louis	13	Szczepanski, John Eric	43	Tibbetts, Richard Allen		
35 Years							
06	Frantz, Stephen Anthony	15	Kingsbury, Steven Clifton	45	Dowd, Tamara	90	Decosta, Marsha Alice
08	Masse, Patrick Joseph	15	McPhee, Todd Whitney	50	Chamberlain, Gary Pierre		
09	Deprey, Michael Paul	20	Desrosiers, Roland Gilbert	50	Dunton, James John		
10	Camic, David Edward	20	Lebrun, James Raymond	80	Moody Jr, Horace Winfred		
10	Lancaster Jr, Hugh Nelson	25	Bossie, Norman Patrick	81	Dickson, Louis James		
10	Pickering, William Harley	25	Capen, Glen Alton	81	Seigars, Janet Lee		
13	Crocker Jr, Richard Lowell	43	Curran, Timothy	86	MacDonald, John Arthur		
		43	Cyr, Michael Edward	86	Morehouse, Jana Rae		
		43	Perkins, Matthew Stanley	87	Brillant, Michael Steven		
		43	Thomas, Charles Fiske	91	Jones, Barrett William		

United Way

The United Way of Mid Coast Maine held its Annual Meeting at the Maine Maritime Museum on May 18 and members of the 2016 BIW Campaign Team—the organization's biggest supporter—were in attendance.

Mike Field, Chair of United Way's Board of Directors, and Police Chief for the City of Bath, thanked the shipyard employees for their support and he congratulated BIW for its help on the annual campaign, which last year saw shipyard



Bob Murray, Adele Suggs and Steve Cornish attend the United Way of Midcoast Maine annual meeting.

workers donate \$600,000.

"Bath Iron Works employees had a larger, deeper, very engaged volunteer team working on United Way's behalf. They were very motivated. For that BIW won our Volunteers of the Year Award," Field said.

BIW has been a mainstay of the organization since it started 60 years ago. Those early United Way supporters, board members and campaign fundraisers built a foundation and reputation that has provided rock-solid support for the people of our Mid Coast Maine community, said **Adele Suggs**, an administrative assistant in Organizational Development, who is helping as a co-chair again this year. Joining Suggs as co-chairs are **Bob Murray**, Senior Program Manager, and **Steve Cornish**, Material Handler, while **John Portela**, Sandblaster, is a loaned executive and **Pat Thomas**, Vice President for Programs, was re-elected to the board of directors at the annual meeting.



Mike Field

"All of us who are involved in United Way, have been helped by United Way, or who simply are glad that we're a caring community, owe a great debt of gratitude to the people who came before us," Suggs said. "We are very aware of our responsibility to be stewards of that excellence."

She praised the generosity of shipyard workers which has created a bond with United Way. "You are helping to build a stronger future and making a measurable impact in our communities!"



The following employees recently joined BIW.
Please welcome them.

May 2016

Name	Dept	Name	Dept	Name	Dept
Anderson, Matthew Peter	8400	Farnsworth, Eric Joseph	8700	Nelson, Cody Allen	6200
Appleton Jr, Robert W	4300	Franklin, Amy Elizabeth	9700	Oliver, Jami Michelle	8200
Arsenault, April Maea	8200	Fricks, Joseph Michael	8600	Olsen, Conner James*	5700
Barnes, Lucas William	8700	Gagnon, Tobey Lee	1700	Pajak, Michael William	8400
Bassett, John William	6200	Godin, Richard Robert	6200	Parsons, Kacey Louis	0900
Begin, Jeffrey Raymond	8600	Harmon, Brian Michael	0900	Pierce, Samuel Catlin	8700
Benson, Alexander James*	4000	Hayes, Matthew Joseph	6200	Plaisted, Olivia Kathryn	8600
Blake, Katrinalee	6200	Holley, Caleb Aaron Rale	8700	Poirier, Logan Norton	8400
Campbell, Jonathan Bertrum	6200	Holt, Stephen Fuller	8700	Radcliffe, Zachary Benoit*	5100
Charest, Kameron Roland	2000	Hooper, Levi Buck	6200	Ragucci, John Albert	2400
Chubbuck, David Kenneth	8700	Hopkins, Sandra Ann	8600	Rice, Frank Charles	4000
Clifford, Briana Ashley	6200	Jacobs, Larissa Ann	0126	Rice, Joshua Ernest	8600
Clunie, Brian William	1700	Kaler Jr, James Edward*	1000	Rodgers, Wendy Dorothy	6200
Curtis, Christopher Dennis	6200	Kress, Aaron Elijah	8600	Sharpe, Alex Michael	2400
Deraspe, Zachary Matthew	6200	Labbe, Jason Lionel	8700	Somes, Andrew Merton	6200
Dove, Kaci Elaine	8700	Marin, Tanya Lynn	8600	Thayer, Brittany May	4505
Dundas, Chandler William	4000	Marks II, Terrence William	6200	Todd, Hayley Elizabeth	0800
Durand, Christopher	6200	McArthur, Terry Allan	8600	Walkup, Kirsten Sean	8600
Eager, Kelly Jean	5100	McCourt, Marc Cameron	8600	Wallace Jr, Roland Gilbert*	6200
Eckberg, Ryan Andrew	5200	McGregor, Douglas Bruce	8700	Warner, Alex John	8400
Emery, Joshua Adam	0900	Mendoza, Mitchell Jacob	4900	Whittier, Tyler Scott	6200
Espinosa, Rene	6200	Miller, Robin Lynn	8600		
Farnham, Luckie Lee	1700	Milligan, Gregory Scott*	4900		

* Returning employee



May 2016

01-20	Kymberley T. Cournoyer 27 Years, 9 Months <i>Sr. Manager, Finance & Accounting</i>	20-00	Arden R. Cross 33 Years, 9 Months <i>Maintenance Mechanic III</i>	80-00	Larry W. Carter 33 Years, 11 Months <i>Crane Operator III</i>
10-00	David A. Neron 38 Years, 3 Months <i>Front Line Supervisor</i>	40-00	William E. Schubert 17 Years, 11 Months <i>Principle Engineer</i>	86-00	Franck B. Ceklarz 27 Years, 2 Months <i>Designer, 1st Class</i>
15-00	Timothy R. Turmelle 37 Years, 3 Month <i>Pipefitter III</i>	43-00	Francis A. Nelson 4 Years, 9 Months <i>Welder III</i>	87-00	Andrew J. Pitteroff 32 Years, 2 Months <i>Sr. Project Engineer</i>
19-00	James A. Burke 34 Years <i>Electrician III</i>	66-00	Gary L. Brewer 36 Years, 7 Months <i>Insulator</i>		



Bruce W. Burr (R) April 13, 2016 32 Years <i>Designer, 1st Class</i>	Ronald A. Giistro (R) March 21, 2016 10 Years <i>Preservation Tech III</i>	Norman E. Meyer (R) April 5, 2016 24 Years <i>Associate Engineer</i>	Maurice L. Simmons (R) March 5, 2016 17 Years <i>Electrical Engineer</i>
Maurice A. Foye (R) April 18, 2016 35 Years <i>Leadperson II</i>	Hugh L. Jacob (R) March 3, 2016 12 years <i>Vice President, Materials</i>	Ira R. Perry (R) February 26, 2016 37 Years <i>Insulator III</i>	James S. Townsend (R) March 17, 2016 33 Years <i>Outside Machinist 1st Cl Sk</i>

FIREFIGHTER MOTTO: Be Prepared

Fire Guard **Marc Babineau** crawled on hands and knees, unable to see through thick smoke as he practiced searching for victims.

Babineau and several other BIW Fire Guards and Fire Inspectors spent June 4 in Bath's fire training facility, exercising skills vital to fighting a fire in the shipyard, especially on a ship.

"We were learning techniques for shipboard firefighting versus structural firefighting, and to get a feel for how everybody works together," Babineau said.

Fire Inspectors are designated firefighters. Fire Guards are responsible for a number of tasks on hulls under construction, including fire extinguisher maintenance as well as monitoring work in confined spaces and hot work that could pose a fire risk.

The training expands the number of personnel who can respond quickly to a shipboard fire.

"This way we're all on the same page, so there are no surprises," said BIW Fire Chief **Michael Clarke**.

Fighting fire on a ship involves challenges beyond a typical structure fire, Clarke said. Steel hulls hold in heat and smoke. There are chemicals and tools for doing hot work, both of which can make firefighting dangerous. Travel

distance for hose lines is longer and tight spaces complicate moving inside the hull.

"It's kind of like going into a home where hoarders live," said Clarke, a Bath firefighter for 26 years before becoming chief here three years ago.

Crews practiced advancing hose lines, working with zero visibility and coordinating with different fire teams. Clarke and Fire Inspector **Travis Tripp** shared techniques from the Norfolk Shipboard Firefighting School in Virginia.

The training also included lessons from the USS *Miami*, a submarine destroyed by fire while being overhauled at the Portsmouth Naval Shipyard in Kittery in 2012.

"BIW had a chance to meet with people from that fire and we developed our own risk assessment," Clarke said. "We can learn from their history so we don't have to repeat it."

One lesson was ensuring Fire Guards, who know the layout of the ship, are trained to respond.

Bath's training facility has steel shutters covering door and window openings. It simulates the confined space, narrow steel stairs and poor visibility a firefighter would encounter on board.



BIW firefighters train in simulated conditions

Donny Hill, a 35-year BIW firefighting veteran, said small fires were set to generate a lot of smoke.

Danny Sutton, a shipyard firefighter for 38 years, was watching over the exercise.

"This is a big plus for BIW," Sutton said. "They don't usually get this training in the shipyard."



Fire Guards Jordon Powell and Nate Berger listen to Fire Chief Mike Clarke

Left: BIW firefighters assemble after "rescuing" a training dummy



SAFETY HUB



By Vince Dickinson

Learning about safety is part of the job.

Safety Chatter:

Safety words and abbreviations heard in the shipyard

SPM (Safety Procedure Manual)

Company-wide safety procedures available on the Intranet or through a supervisor.

Investing in Hazard Recognition Training

In 2016, BIW set a goal to provide safety training for all mechanics and manufacturing supervision, to raise awareness about safety as well as educate employees on the tasks and processes that place us at increased risk for serious injury. This is by far the most significant investment in safety training that we have done in a number of years.

Mechanic Safety Training

We developed a four-hour Hazard Recognition training program to educate all mechanics on the hazards and controls required for the procedures with the most risk. The training has three main parts:

1. Our first focus is to raise awareness about the top five procedures that have the greatest level of risk associated with them: Confined Spaces; Fall Protection; Lock-Out/Tag Out; Hot Work Control; and Warning Tapes and Signs. These procedures can be thought of as Safety Absolutes—procedures that must be done correctly to avoid serious incident.

2. Our next focus is on the top five behaviors that cause people to get injured in the shipyard: situational awareness, poor decision-making, complacency, eyes not on the path and fatigue. The intent is to raise awareness on what each of us can do to prevent these injuries.

3. The final segment focuses on Active Caring. This means looking out for each other and speaking up when we see someone doing something that creates a hazard for themselves or others.

To date, we have completed over 30 training sessions for over 1,200 me-

chanics. We will continue the sessions throughout the year with the goal of having every mechanic undergo the training.

Manufacturing Supervision Training

BIW partnered with Keene State College, the Region 1 facility for OSHA's outreach training to develop a program for management. We developed a two-day training course that compares OSHA's most significant maritime standards with key BIW procedures that pose the greatest risk to our employees and their personal safety. At the end of this training, each management person will get a 10-hour OSHA Maritime Certification card. So far, four classes with 86 Supervisors and Managers have been completed.

Dan Francisco, a pipefitting supervisor, said the Maritime Standards session was the best OSHA training he has had in 28 years at the shipyard. "I liked that the instructor was a 30-year compliance officer, who worked in multiple states," Francisco said. "The best connection she made with me and most of our group was she matched our SPMs and the OSHA regulations with real life investigations she had done."



Dan Francisco (D10)

"we have completed over 30 training sessions for over 1,200 mechanics"

GENERAL DYNAMICS

Bath Iron Works

700 Washington Street
Bath, ME 04530

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



Faces of BIW



The Facilities team gathers to take a group photo after completing the setup for the Michael Monsoor (DDG 1001) Christening.