

**GENERAL DYNAMICS**  
Bath Iron Works

# BIW NEWS

October  
2016



## Protecting Our Nation's Future!

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# From the Helm

Fred Harris, President, Bath Iron Works

We continue to analyze our loss of the Offshore Patrol Cutter program with the goal of improving our business so we can successfully compete for new work.

BIW is a manufacturing company, and we all support manufacturing in some manner, regardless of job function. To do so, we all need to be working when manufacturing is working. Every job at BIW is important, and your presence matters.

But just having people here is not enough. We must work better together if we are to identify and correct the problems that we face. Each one of us has an important role to play.

What do I mean? Come to work ready to work. Your job is important, and we need you here, doing it as efficiently and safely as possible. Make your deadlines, meet your commitments



**ONE  
YARD  
ONE  
FUTURE**  
• BATH IRON WORKS •

– recognize that you are part of a great chain of shipbuilding. When you're late on something, the ripples spread far out from you, affecting many other employees and work downstream.

We all have an effect that goes well beyond our immediate sphere. It's up to each of us whether that effect is positive or negative.

We have a lot of work ahead of us if we are to achieve the results we have in the past. We face competition for that work who is also striving to be more affordable.

It will take all of us working together, fully engaged, to move this company forward. I'm confident we can be successful if we work together.



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On the cover: The future USS Zumwalt (DDG 1000) leaving Bath Iron Works.

# Viaduct Work Complicates Commute

The reconstruction of the viaduct over downtown Bath will make getting to and from work more difficult for many shipyard workers, a situation which will stretch into the spring.

The state's contractor for the job expected to start detouring traffic around the viaduct following the Columbus Day weekend. Detours could be in place until Memorial Day of next year when the new overpass is scheduled to open.

The most significant disruptions will be to southbound motorists, both headed to the main shipyard and passing through Bath to Brunswick facilities.

Maine transportation officials say there will be clearly marked detours to minimize confusion.

People walking to and from downtown Bath under the viaduct will have to use the Washington Street crossing.



Workers install a drainage pipe last month as part of the Bath Viaduct reconstruction.

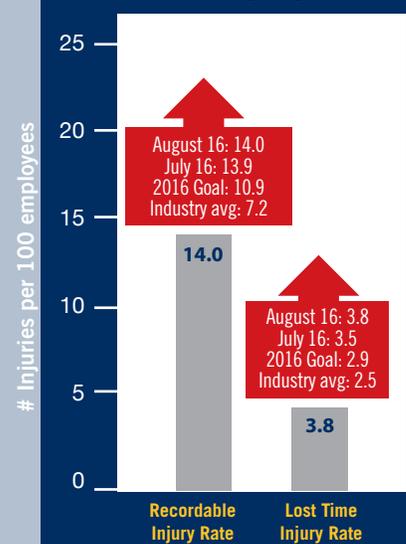
To keep up to date with the latest information, check in at: <http://www.maine.gov/mdot/projects/bathviaduct/>

## Safety Performance

August 2016

### INJURY RATES

Cumulative Through August 2016



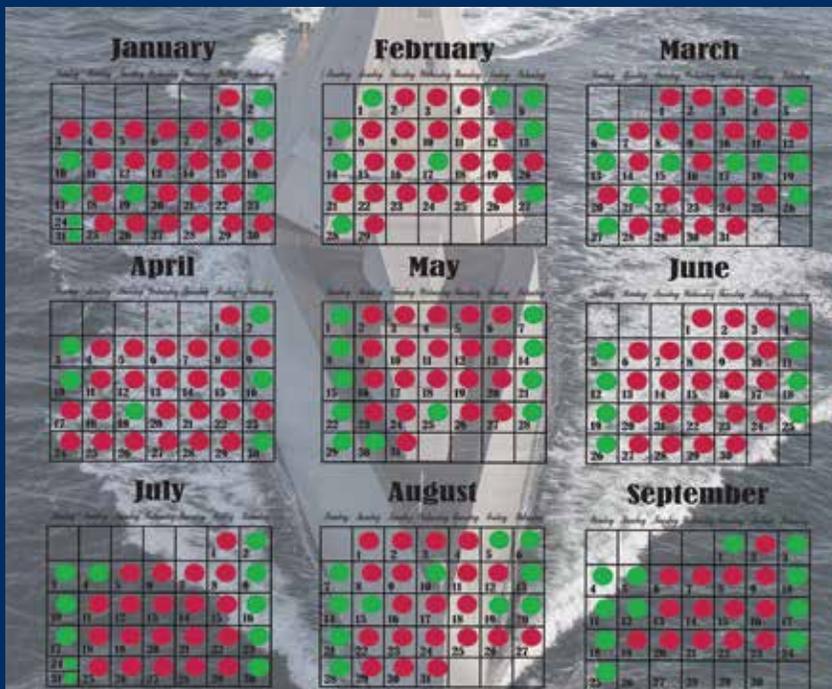
**KEY**  
Arrows show trend compared to previous month



Colors show performance to goal

Meeting Goal    Above Goal

## 2016 RECORDABLE/LOST TIME INJURIES



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

### 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



## 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)

# EMPLOYEE SPOTLIGHT

## STEVE MARQUIS



**Title** Designer

**Been with BIW since** 2007

**Department** 86

### TELL US A LITTLE ABOUT YOURSELF.

I grew up in Topsham and graduated from Mt. Ararat in 1987. I have a bachelor's degree from the University of Southern Maine in industrial technology.

### WHAT IS YOUR ROLE AT BIW?

I'm with the SPAWAR (Space and Naval Warfare) team in Life Cycle Design. I design SIDs (ship installation drawings) for electrical portions of ship alterations when a ship is in (maintenance) availability.

### WHAT IS THE BEST PART OF YOUR JOB?

Troubleshooting. I like solving problems. This is a great place for that. A lot of times you don't have a full data set to work with and you have to fill in the holes and do the research to produce the SIDs. At the end of the day you have a product you put a lot of work into. Plus there's a lot of variety.

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

It would be not taking things personally. A lot of people check your work. Everybody has a common goal to make sure the product is right. There's a lot of advice and corrective action to make it be right. You just have to have patience and listen to people and incorporate all the ideas.

### WHAT ARE YOUR HOBBIES?

When I was about 5 I pulled the acoustic guitar out of my old man's closet and I haven't put the thing down since.

### HAVE YOU PLAYED IN A BAND?

It was called 6Gig. It was like an alternative, heavy metal band. We were based out of Portland. We put together a demo disc and things happened rather quickly for us. We

got a record deal. It was only seven or eight shows before we were on tour. Then there was a big consolidation of the music industry 10 to 15 years ago. We still play, maybe once a year, but we're not under contract anymore. Everybody's kind of got their own lives now. The band I'm in now is more adult contemporary, a cross between southern rock and pop.

### WHO ARE YOUR INFLUENCES?

Ace Frehley from KISS. He was the one who made me want to go into rock and roll. Also Eddie Van Halen.

### WHAT IS YOUR FAVORITE MOVIE?

Spinal Tap. I've seen that movie (a parody of a rock documentary) 14 times. After the 8th time I saw it we got the record deal. There is a lot of truth to that movie.



# Steel Deckhouse Shines



*Duane Fraser, Pipefitter, and Michael Moroney, Electrician, working on the DDG 1002 steel deck house.*

**T**odd Estes, Ship Superintendent for DDG 1002, believes collaboration between engineering, design and manufacturing has led to strong progress on the deckhouse for *Lyndon B. Johnson* (DDG 1002)—showing just what BIW shipbuilders are capable of.

The project also has benefitted from having the design complete before construction started.

“The teams working these products understand the importance of this effort to BIW,” Estes said. “They are passionate about showing the outside world what BIW can do when we have full control of the design.”

When BIW was awarded the steel deckhouse contract for *Lyndon B. Johnson* (DDG 1002), BIW President **Fred Harris** insisted that we would not start fabrication until the design was complete. This decision has proven to be a successful one, Estes said. The design being complete has significantly reduced rework, which has a major impact on cost and schedule.

At the beginning of the project a comprehensive design-build team was

created to make sure the design was easier to build. The team was made up of engineers, designers and manufacturing representatives and held review sessions to look at the 3D model. Production personnel were assigned to sit with designers while the drawings were

*“The DDG 1002 deckhouse effort is the tip of the iceberg of what we are capable of doing here at BIW.”*

created. Then the assembly drawings were reviewed and modified by production. To finish the process, a final review and sign-off by production was required. The key, Estes said, is to find build problems earlier in the design

process. Having production involved early on helped this happen.

Once the design was completed, daily war room meetings were held with representatives from Engineering, Planning, Procurement, the Program Office and Materials. This allowed for the issues that arose during the build process to be quickly vetted, reducing the turnaround time from weeks down to days.

The deckhouse is still in various stages of production. The largest section, the 4200 Ultra, is in our new Outfitting Hall, while other pieces are in PO2, PO1 and Fabrication. The 4200 Ultra unit will finish being assembled in the Outfitting Hall at the end of the year. It will then be outfitted, the exterior tiled and then shipped out for erection sometime in the late spring.

“The DDG 1002 deckhouse effort is the tip of the iceberg of what we are capable of doing here at BIW. We must act with a sense of urgency every day and we must work together,” said Estes.

“If we do that, we will leave our competition in the dust.”

# BIWRA Family Day **September 10, 2016**

*At Funtown/Splashtown USA*





## Health Improvements

# Lose Weight For Good – No Gimmicks!

*Tired of losing then gaining the same pounds year after year? Are you ready to lose weight for good and get rewarded for it?*



**F**it for Life invites you to participate in our **FREE** Diabetes Prevention Program classes, where you will learn tricks and tools from coaching experts to help you lose weight and keep it off.

This yearlong program is available to all eligible\* BIW employees and spouses at no charge. Groups will start out meeting weekly, then slowly transition to meeting every other week, then once per month.

Science has proven that this

program helps individuals lose, on average, at least five to seven percent of their starting weight. For example, if you weigh 200 lbs. you would aim to lose at least 14 lbs during the length of the program. Losing that seven percent will make you feel better and help make sure you don't develop diabetes!

Need more of a reason to join? If you track what you eat, you will be eligible for a \$100 L.L.Bean gift card. If you've lost 7 percent of your weight as of the last day of class, you will be eligible

for another \$100 L.L.Bean gift card! If your spouse joins, too, and meets these goals, that's \$400 between you both!

What's not to like about that?!

Classes are forming now. Call the Fit for Life program at 442-3145 for more information or to register for a class near you.

*\*Employees and spouses must be at risk for developing diabetes in order to qualify for this program.*

## Financial Wellness: Upcoming After-Hours Financial Education Classes

**S**ign up for an after-hours financial education class to help you better prepare for your future.

All after-hours classes are from 3:35 p.m.–5:00 p.m. Spouses may only attend sessions that take place at the Employee Development Center (EDC). Due to the popularity of these classes and class size, you must register for these classes by emailing [BIWBenefits@gdbiw.com](mailto:BIWBenefits@gdbiw.com) or calling 442-2527.

All Financial Education is on employees' own time.

**Getting Ready to Retire**—Oct. 13, EDC, Classroom 1

**Medicare**—Oct. 27, EDC, Classroom 1

**Social Security**—Nov. 3, Church Road Office Facility (CROF) Function Room

**Social Security**—Nov. 16, EDC, Classroom 1



**Medicare**—Dec. 7, CROF, Function Room

**Getting Ready to Retire**—Dec. 14, CROF Function Room



# Ladies RETIREE LUNCHEON

What started as a few retired colleagues meeting for lunch in the early 1990s has turned into a yearly luncheon where women retired from BIW come together to reminisce about their years working together and to update each other on their lives today.

“It was a small luncheon to start but then each year more and more women came. Soon we just needed a larger venue,” said **Evelyn Desmond**, who was part of the original luncheon. **Charlotte Frances** was the original organizer of the event; sadly she passed away in 2010. **Marilyn Reed** took over the role of setting up the luncheons. This year’s gathering included **Bill Green** from Bill Green’s Maine speaking to the group of retirees.

“I love it—look forward to it every year,” said **Judy Golek**.

China Rose in Brunswick, where the event was held, was abuzz with conversations amongst the more than 50 women there.

“Once a year I get to see former co-workers and catch up,” said **Natalie Phillips**.

If you are interested in being added to their mailing list please contact Marilyn Reed at 207-841-8238 or email her at [Marilynreed1@myfairpoint.net](mailto:Marilynreed1@myfairpoint.net).



*Paula Dooley and Esther Minott checking people into the luncheon*



*L to r: Marilyn Reed, Bill Green and Martha Mayo.*



*L to r: Connie Boardman, Natalie Phillips and Beryl Gallant.*



# Zumwalt SAIL

**Z**umwalt eased away from the BIW waterfront, its bow slicing the Kennebec on its way to the sea as the most modern and technologically advanced warship in the US Navy. Many of the craftsmen and women who built it watched with a mix of emotions as a project that had been such a huge part of their lives left home one final time.

**Cindy Benner**, Electrician, said the sail away was bittersweet. “It’s the first boat I worked on. That’s my first baby,” said Benner, now working on *Michael Monsoor* (DDG 1001.)

Like many workers, **Mike Hansen**, Engineer, felt immense pride. “This is a day that will go down in the history of BIW . . . a new era of ships.” As the ship pulled away, its grey bulk surrounded by red and black tugboats, several sailors in their dress white uniforms stood at attention on the ship’s flight deck.

“Moments like this, they’re a part of history,” said **Eric Hartford**, Electrical Engineer. “I spent a lot of hours on that ship so I think in some ways I’m going to miss it.”

Front Line Supervisor **Michelle Bryer** also shared a close connection to the ship. “There are people with this project that put their blood, sweat and tears into it,” she said.

The sail away was cause for celebration too.

Onlookers erupted in applause when the ship let out a blast of its horn. **Barbara Betts**, a Preservation Tech in Ultra Hall and PO2, has been with the shipyard 34 years and said ‘sail away’ never gets old. “It’s always thrilling,” she said as the mammoth ship shrunk into the distance.



# AWAY

Dear Shipbuilders,



On behalf of the crew of USS ZUMWALT (DDG 1000), I would like to express our thanks for building us one hell of a ship. We know that this is just one of many ships that you have built and that we are but one of dozens of crews that you have seen come for a winter, maybe two, and then sail down the Kennebec. I do, however, think this ship has been something special to those who have been part of designing, building, and testing it. Too many of you have stopped one of us over the last three years to tell us your story – the part of the ship that you designed, the joys and challenges of building it, the wicked problems that had to be overcome, the time you met our sponsors – Ann and Mouzetta -- the day the ship went dark and had to be recovered, the endless cable that had to be pulled...cut in...hooked, and a test program that required the patience of a saint and the dogged determination of, what else, a shipbuilder.

We have learned from you that shipbuilding is just plain hard, and ships like DDG 1000 don't just happen. They happen because in a little town in Maine there is a shipyard full of talented, hard-nosed, patriotic, shipbuilders. We are in awe of what you do and thank you for building our warship. We pledge that we will do everything in our power to care for it and honor your work by dedicating ourselves to maintain this marvelous machine and to keep United States Ship Zumwalt (DDG 1000) ready for combat operations should our Nation call.

You have done your job and done it well. Now, it is time for us to do ours.

God speed and open water,

Captain James A. Kirk



# From the Fleet *USS Carney* (DDG 64)

The *USS Carney's* Mk 45 5-inch lightweight gun and superstructure glows in the night sky above the Mediterranean Sea on Sept. 6. The Bath-built *Arleigh Burke*-class guided missile destroyer is deployed to Rota, Spain conducting routine patrols in the U.S. 6<sup>th</sup> fleet area of operations in support of the U.S. national security interests in Europe. *Carney* was delivered to the Navy on December 8, 1995. Photo courtesy of the U.S. Navy

## NEWS FROM OTHER GENERAL DYNAMICS COMPANIES

### *GENERAL DYNAMICS LAND SYSTEMS—UK DEMONSTRATES EAGLE AT DVD2016*

General Dynamics Land Systems—UK recently demonstrated the EAGLE, the internationally field-proven military vehicle, at DVD2016, the UK's biggest vehicle demonstration. In partnership with General Dynamics European Land Systems, Land Systems—UK has submitted EAGLE for the UK's Multi Role Vehicle – Protected (MRV-P) program.

EAGLE provides high protection and mobility on- or off-road. It is available in 4x4 or 6x6 configurations and can fulfill roles such as Armored Personnel Carrier, Ambulance, Recovery, Command, Reconnaissance and Logistics. EAGLE provides logistics commonality across its range of variants, offering lower maintenance and lifecycle costs. EAGLE is an established product with more than 1,400 in service with the German,

Swiss, Danish and British Armies.

**Kevin Connell**, Vice President of Land Systems—UK, said: "EAGLE is an established and trusted vehicle that is used widely by European armies. Its range of configurations, alongside its high all-terrain mobility and protection levels, makes it the ideal vehicle to meet the British Army's MRV-P requirement."

Worldwide, General Dynamics Land Systems has a long pedigree and experience in delivering tracked and wheeled military vehicles, alongside specialist knowledge in complex, scalable Electronic Architectures. It delivers, among others, the Abrams main battle tank, Stryker and the Cougar Mine Resistant



*EAGLE vehicle (6x6) demonstrating at DVD2016.*

Ambush – Protected (MRAP) family of vehicles.

General Dynamics UK has two primary lines of business: Land Systems and Mission Systems. General Dynamics UK works in partnership with the United Kingdom Ministry of Defense providing the nation's primary land capabilities.

# Snapshot of BIW History by Andy Toppan

## *The South Portland Shipyards*

*BIW's builds WWII emergency shipyards in South Portland*

From 1940 to 1945 BIW played an unexpected role in the construction of two emergency shipyards in South Portland. The project began in 1940, when the British government sought to build shipyards in the United States, safe from the conflict in Europe. An agreement was reached to build two new yards—one in California and one in South Portland. Each yard was assigned orders for 30 simple freighters, designed for quick mass production, known as the *Ocean* class.

The South Portland operation, known as Todd-Bath Iron Works, was a joint operation of BIW and Todd Shipyards. The yard was managed by BIW's leadership, and used some of BIW's facilities, such as the Hardings steel plant, to get a quick start.

Construction on the 26-acre facility at Cushing's Point, adjacent to Fort Preble, began in December of 1940. The yard would build ships in dry-dock basins, rather than on inclined ways, with space for seven ships side-by-side in the basins. Given wartime urgency, the first keels were laid in August of 1941, while construction of the shipyard itself continued until the following winter.

Even before keels were laid, the U.S. Maritime Commission sought construction of another new shipyard



THE "GEORGE T. ANGELL" ON THE WAYS ONE DAY BEFORE LAUNCHING, JANUARY  
*Liberty ships under construction in the winter at South Portland Shipbuilding.*



*Several Ocean-class freighters at the outfitting pier with Fort Gorges and the Casco Bay islands beyond.*

beside the Todd-Bath facility, to build ships for the U.S. merchant fleet. Construction of the second yard, known as South Portland Shipbuilding, began in April 1941 with the filling-in of vast mud flats out as far as Bug Light and construction of four conventional shipbuilding ways.

The second yard received an initial order of 16 Liberty ships—the U.S. adaptation of the British *Ocean*-class design—soon followed by more. Although initially planned as a small, simple operation, the demands of wartime led to the yard's continued expansion with two more ways, more shops, and additional steel fabrication facilities.

As the shipyards and ships took shape, the workforce grew to a peak of 30,000 employees. When the British ships were completed in late 1942, the Todd-Bath yard switched to Liberty Ships, and the two companies were merged under the South Portland Shipbuilding name. In 1943 the operation became New England Shipbuilding Company, operating independently of BIW. By that time the combined shipyards occupied the entire South Portland waterfront, from today's SMCC

and Spring Point Light in the east, across to Bug Light and the waterfront facing downtown Portland.

In four years the men and women of the South Portland yards constructed a remarkable 274 ships—30 for the initial British order, and 244 Liberty Ships, some 10 percent of the total Liberty Ship fleet. Of those ships, built in haste with no expectation of a long life, two are known to survive today. One, the former SS *Albert M. Boe* is permanently moored in Kodiak, Alaska as a cannery ship, named the *Star of Kodiak*. The other survivor, SS *Jeremiah O'Brien*, is preserved as a fully seaworthy and operational museum ship and memorial, berthed in San Francisco.

*Next month—the Hardings Plant and other offsite facilities*



*Launching of several Ocean-class freighters at Todd-Bath Iron Works in 1942.*

# BIW Supports LCS 4



L to r: **Brian McCue**, **Kevin Decker** and **John Rioux**.

*Harpoon Block 1C missile being tested on USS Coronado (LCS 4).*

The USS *Coronado* (LCS 4) successfully launched a Harpoon Block 1C missile on July 19 during the Navy's Rim of the Pacific (RIMPAC) exercises. The live-fire event marked the successful completion of a complex ship modernization project which BIW kicked off just four months earlier.

Bath Iron Works, the Planning Yard for the LCS program, was tasked with performing the ship check, engineering analysis and design development efforts required to install the Harpoon Missile System in time to support the RIMPAC exercise. Harpoon is an all-weather, over-the-horizon, anti-ship weapon that can be launched from surface ships, submarines and aircraft.

**Brian McCue**, BIW Project Lead for the effort, provided technical oversight and project management to a team of designers and engineers on the Over the

Horizon (OTH) Missile project. Using a blend of experienced and novice designers, the team executed a joint BIW/NASSCO/Government ship check in San Diego, seamlessly adjusting to the desired missile system while still on the deck plates.

"I believe the OTH Project was successful because of the outstanding collaboration that occurred between all of the groups involved: BIW, General Dynamics Mission Systems, NASSCO, PMS505, various warfare centers, plus many others," said McCue.

"All these groups came together to meet the Navy's objective to have the Harpoon Missile System installed on LCS4 in a very short time frame. The Navy set a very aggressive goal for BIW and through the efforts of our LCS-PY Team we achieved that objective with flying colors, completing the engineering and designs for both

LCS4 (Harpoon) and LCS1 (Naval Strike Missile)."

The team developed and issued 10 Ship Installation Drawing (SID) packages for the LCS 4 Harpoon Missile System, all in time to support the schedules for material procurement, fabrication and installation. Our Planning Yard partners at General Dynamics Mission Systems helped integrate navigation and provided technical support during the installation. McCue, along with designers **Kevin Decker** and **John Rioux**, provided onsite engineering and design liaison support to NASSCO during the installation effort.

The project demonstrated what can be done when different groups collaborate and communicate, focused on one common goal, said **Bob Beagan**, Engineering Section Manager. "Everyone involved should be proud it was completed in just four months."



# Process Improvement Corner

## DID YOU KNOW?

6,400 PIIs have been initiated by BIW employees this year.

**F**abrication is the foundation of our shipyard and the operation has been working hard to ensure a healthy pace. This summer, fabrication began its next evolution to improve throughput, first-time quality and cost. The team focused heavily on putting the right people and indicators in place to fully understand plant process capabilities and capacities, while establishing realistic production standards and targets.

They also have created new Process Engineer positions – sometimes known as Industrial or Manufacturing Engineers – to help maintain repeatable and predictable manufacturing and material management processes.



*Justin Tompkins (D40), left, and Keith Sawyer (D50).*



*Philip Carlson (D46), left, and Adam Lint (D17)*

## CPI Spotlight

**P**rocess Engineers are another way BIW continues to evolve and improve. There are currently five core process engineers and four additional support staff from rotational programs working with the various fabrication processes at EBMF and Hardings. **Paul Farrin** (D10) will be coordinating the team's efforts and actively overseeing several Hardings processes. **Ian Simpson** and **Justin Tompkins** from Engineering will also be at Hardings with support from **Catie Kelley** (PDP) and **Elli Wunder** (EDP). They will initially be focused on Secondary Operations and Shapes Cutting. **Don Bragg** and **Nathan Gordon** from Engineering with support from **Phil Carlson** (PDP) and Intern **Ryan Tozier** will be working at EBMF, initially focused on Machine Operations and the Vent Lane.



*From left: Philip Carlson (D46), Don Bragg (D40), Ryan Tozier (Co-op), Paul Farrin (D10), Justin Tompkins (D40), Ian Simpson (D40), Nate Gordon (D40)*

**P**rocess Engineers work hand-in-hand with those working in the manufacturing processes to make improvements and ensure that each process and piece of equipment is operating at peak performance. This includes implementing standard procedures, quality control, responding to process problems, root cause analysis and communicating with the individuals involved in the work.

**Kirk Lussier**, Director of Fabrication, said: "The process engineers are going to play a critical role in defining and documenting processes, standards and equipment capability. They will partner with the machine operators and mechanics to ensure processes produce components that achieve first-time quality." With the addition of the Process Engineers, the heart of our shipyard will continue to keep us alive and healthy as we look ahead to future challenges.

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

# BIW Service Anniversaries

## August 2016

Dept	Name	Dept	Name	Dept	Name	Dept	Name
<b>45 Years</b>							
01	McLean, Kathryn E.	19	Aube, Mark R.	50	Tardif, Terrence J.	86	Rines, Megan L.
50	Bertrand, Harold C.	19	Bedard, Gary R.	69	Connors, James E.	86	Thompson, Nathan W.
<b>40 Years</b>							
38	Dana, Michael B.	19	Doak, Tilden A.	80	Timberlake, Travis A.	87	Brandes, Hans T.
86	Haag, Peter J.	19	Mishio, Ronald I.	81	Crockett, James G.	87	Lothridge, Nathan L.
86	Waninger, Thomas R.	19	Tanguay Jr, Eugene L.	81	Dutton, Douglas L.	87	Redlon, Benjamin J.
87	Tetu, Sylvia I.	19	York, James W.	81	Thompson, Peter L.	87	Saucier, Peter B.
<b>35 Years</b>							
10	Wilbur, Walter E.	20	Henry, Raymond R.	82	Dorr, Caroline G.	97	Pocock, Michael Y.
20	Letendre, Roger R.	20	Neff, John R.	84	Sherburne, Donald E.	<b>5 Years</b>	
24	Rich, Charles P.	20	Perkins, Russell L.	86	Durgan, Michael A.	06	Binette, Andre R.
25	Pelletier, William N.	21	Flanagan, Kevin P.	86	Anthony, David C.	06	Gosselin II, Stephen R.
43	Cummings, Stephen A.	25	Sullivan, Timothy S.	97	Brittain, Jeffrey R.	06	Langelier, Adam S.
43	Eaton, Rex E.	27	Mulligan, Sally A.	<b>20 Years</b>			
43	Eaton, Rex E.	27	Pelletier, Roger J.	86	Peaco, Thomas A.	09	Jackson, Jacob
50	Austin, Gilbert O.	27	Pierce III, Arthur S.	<b>15 Years</b>			
50	Bailey, John W.	30	Boulanger, Marc A.	26	Marsh Jr, Donald C.	09	Mesimer, Robert G.
69	McDonald Jr, Franklin	32	Vannah, Gary A.	84	Eggert, Geoffrey M.	09	Perry, Jason T.
87	Ridley, Kevin G.	43	Burgess, Raymond W.	<b>10 Years</b>			
87	Greeley, George M.	43	Celestine, Fitzroy C.	06	Garnett, Gregory R.	10	Cray, Robert T.
87	Hunter, Bruce A.	43	Gallant, Brian E.	21	Giffen, Matthew S.	10	Gilliam, Bethanie M.
90	Curtis, William D.	43	Gravel, Denise S.	26	Duhaine, Matthew J.	10	Wood Jr, Neal E.
<b>30 Years</b>							
07	Colton Jr, Thomas B.	43	Holbrook Jr, Harold W.	26	Jeffery, Paul C.	17	Meserve, Ronald L.
07	Cote, Roger J.	43	Llewellyn, Richard D.	26	Marseglia, Nathaniel P.	27	Bartlett, Alston K.
09	Alexander, James R.	43	St Pierre, Steven N.	40	Shuck, Cameron L.	27	Burnham, Randy A.
09	Tobias, Dana L.	43	Wilson, Timothy E.	50	Skelton, Daniel	27	Hodgdon, Jason D.
10	Dennis, Daniel M.	50	Bryant, Richard J.	50	Horsley, Jonathan C.	27	Merrill, Matthew
15	Cloutier, Tracy A.	50	Chubbuck, Scott K.	82	Fabus, Mary W.	43	Buzzell, Jeffrey A.
15	Gammon, Richard M.	50	Day, David M.	82	Gross, Deborah S.	43	Chevalier, Joshua E.
		50	Johnson, Richard R.	86	Cozzolino, Brock A.	43	Coffin, Mathieu D.
		50	Lancaster, Mark A.	86	Gillespie, Christopher J.	43	McKay, Jeshua S.
		50	Meister, Guy C.	86	Murphy, Matthew E.	50	Nadeau, Edward P.
		50	Nadeau, Lewis P.			50	Wright, Brian K.
		50	Parsons, Steven B.			66	Hayden, Garret Jordan
		50	Ross, Thomas M.			66	Libby, Harlow J.
		50	Sawyer, Keith E.			66	Ridley, Roland A.

## United Way Campaign In Full Swing!

The BIW/United Way Campaign Team, consisting of Salaried, LS6, LS7 & BMDA employees, is busy conducting employee pledge meetings throughout the company. This year's team is one of the largest we have ever had. Our goal is to see everyone face to face and have all employees fill out an Employee Pledge Card. We hope to see an increase in the participation rate, which was 38 percent last year.

BIW is a significant contributor to the overall Mid Coast campaign and your generosity supports 37 local agencies in this area. Some of our most generous donors retired over the past two years and it has been a challenge to keep these organizations funded. We are looking for your do-



United Way volunteer team.

nation dollars so we can keep these programs viable in 2017 and continue to have a positive impact on the lives of approximately 20,000 local community members.

THANK YOU!! Together we are making a difference.



# BIW Welcome

The following employees recently joined BIW. Please welcome them.

## August 2016

Name	Dept	Name	Dept	Name	Dept
Azam, Jawad	4600	Lorom, Ali Elizabeth	8700	Stilwell III, Gordon Sherman	4600
Budomo, Michael Castaneda	8600	Lufkin, Derek Robert*	8700	Tabor, Kilton James	8700
Davis, Timothy Joseph	4900	Lyndaker, Meaghan Carol	8700	Taylor, Joshua Michael	4600
Denis, Dalton Abel	6200	Miller, Kaleigh Marie*	4600	Van Brunt Jr, David Alan	6200
Hickey, Daniel Russell	2000	Miller, Lucas Harvey	4600	Whalen, Christopher Robin	4600
Hinds, Deborah Ann*	7700	Milliken, Brett Michael*	4600	Young, Elizabeth Anne	4600
Jones, Michael Francis	8600	Morin, Erika Lynn	8700		
Kelley, Catherine Nora	4600	Nadeau, Deborah Jeanne	1310		
Lajoie, Matthew Joseph	8700	Pepin, Allyce Angeline	8700		

\* Returning employee



# BIW Retirees

## August 2016

<b>08-00 Paul H. Lusty</b> 29 Years, 7 Months <i>Front Line Supervisor</i>	<b>27-00 Sally A. Mulligan</b> 33 Years, 10 Months <i>Preservation Tech III</i>	<b>86-00 Richard D. McCluskey</b> 38 Years, 3 Months <i>Designer, 1st Class</i>
<b>09-00 Steven H. Leask</b> 24 Years, 9 Months <i>Outside Machinist III</i>	<b>81-00 Brian J. Belknap</b> 37 Years, 1 Month <i>Material Handlers III</i>	<b>86-00 Richard S. Perkins</b> 45 Years, 1 Month <i>Designer, 1st Class</i>
<b>24-00 Colette P. Ross</b> 33 Years, 11 Months <i>Manager</i>	<b>86-00 Robert A. Harrington</b> 37 Years, 4 Months <i>Technician, II, Engineering</i>	<b>87-00 David L. Beland</b> 31 Years, 5 Months <i>Designer, 1st Class</i>
<b>26-01 Ronald B. Nielsen</b> 36 Years, 7 Months <i>Shift Sergeant</i>	<b>86-00 Thomas R. Waninger</b> 40 Years <i>Designer, 1st Class</i>	<b>87-00 Ralph J. DeFelice Jr.</b> 24 Years, 11 Months <i>Designer, 1st Class</i>



# BIW In Remembrance

<b>James W. Barton (R)</b> June 8, 2016 12 Years <i>Pipefitter III</i>	<b>Richard C. Pye (A)</b> August 18, 2016 30 Years <i>Insulator III</i>	<b>Richard A. Tibbetts (A)</b> August 5, 2016 35 Years <i>Welder III</i>	<b>David H. Washburn (A)</b> September 8, 2016 28 Years <i>Welder III</i>
<b>Alex J. Norzow Jr. (LTD)</b> August 26, 2016 34 Years <i>Front Line Supervisor</i>			

# Highland Games Boosted By BIW Brawn



**Sam Denson**, a Front Line Supervisor, grasps a 20-foot log as he prepares to “toss the caber.”

**S**am Denson can’t precisely trace his Scottish heritage, but he still organizes athletic events at the annual Highland Games in Topsham— including one that tests who can toss a 20-foot log called a caber.

A Front Line Supervisor for electrical who is working in Ultra Hall, Denson joined the shipyard in 2007. The following year he became active in the Games’ athletic competition.

Wearing a green plaid kilt and a pink t-shirt for the event, Denson said he likes the good natured competition.

“It’s a sport where you’re not only trying to beat your own score and trying to win your group, but everybody’s always pulling for the other guy,” he said. “It’s competitive but nobody’s ugly.”

Contestants compete within divisions: amateurs, masters (who are over 45), and professionals who travel the country to compete for cash prizes. Rick Haenel, a BIW electrician, joined Denson on the men’s amateur team.

For the Caber Toss, competitors grab

the base of the pole and lift it straight up. They balance the weight – over 100 pounds for men, about half that for women – against one shoulder. Laboring to keep it from falling backwards, the person runs forward and heaves, flipping the caber in the air to land on what had been the top. Hopefully it spins enough to fall forward.

“It took a lot of hard training to learn how to do it,” Denson said. “It’s not a thing you just know.”

At the Aug. 20 games, onlookers crowded around the competition grounds. In the Sheaf Toss, competitors use a pitchfork to send a heavy pouch – representing a clump of hay – over a bar. With the sound of bagpipes in the background, the audience cheered each toss and let out a loud moan when the pouch failed to clear the bar.

BIW Carpenter Bob Cardali was in the audience, decked out in a camouflage kilt and top. “I call myself the Camo-clan,” he said. Athletics aren’t his thing, but he did enter the Knobby Knees contest.

Scottish lineage isn’t required to enjoy the St. Andrews Society of Maine’s annual festival.

“I know in my ancestry there is some Scottish and I enjoy the pipes,” Denson said. “I like wearing a kilt and running around throwing things.”

While Denson was wearing a simple



**Bob Cardali (D25)** blending in at the Highland Games.

green plaid kilt, some men wore black “utility” kilts with pockets and pouches for tools and supplies. They are for wearing on a job site. “That wouldn’t fly at BIW, I can tell you that,” Denson said.



**Sam Denson**, 3rd from left, and **Rick Haenel**, 2nd from right with their teammates.

# SAFETY HUB



By Vince Dickinson

*Learning about safety is part of the job.*

## SAFETY CHATTER

Safety words and abbreviations heard in the shipyard:

### C&S:

The Cable and Stanchion system used as the primary means of perimeter fall protection.



Members of PO2 are working more safely.

In 2014 PO2 had a recordable injury rate of 43.4 and a lost time rate of 15. This year PO2 has a 19.1 recordable injury rate and a 1.6 lost time rate. This is a **56 percent** reduction in recordable injuries and an **89 percent** reduction in lost time injuries. We wanted to understand how they made such great progress so we went out and talked to the team.

The PO2 team took the challenge of improving very seriously. When talking to mechanics and supervisors about safety, they were very passionate about the subject. They have made it clear that the goal is zero in both categories, and they are going to work tirelessly to reach that goal.

The team philosophy at PO2 is “The Circle of Trust” and it shows in how employees look out for one another.

“We treat PO2 like our home. We want to work here, be here and work no place else. That is why we care so much when it comes to housekeeping,” said **Dan Bent**, a welder. “When young employees come in we try to engage and set a positive example,” said **Angie Raymond**, an insulator. When a mechanic approaches a less than perfect safety situation, they call it out, and then work with the team to fix it.

### ‘Owning’ Safety

**Kervyn Willet**, the PO2 building manager, said one of the keys to their success is having mechanics “own” safety areas. Andy Bradeen, who is responsible for certain cleaning duties in PO2, said “We work hard to keep it clean, and it helps

when everyone does their part.” **Terry Hattigan**, a rigger said: “We take pride in what we do. If someone else needs help, we help them. And I take pride in being responsible for housekeeping and safety for the riggers in PO2.”

Willet likes mechanics being responsible for their own areas because he trusts his team and he values their experience. Members of the team also said that having mechanics approach other mechanics on safety issues is really effective in changing the culture.

“Would I want my son or daughter in that situation?” asked **Steve Daggett**, an electrician. “It’s a powerful way to look at safety and that is how we all should look at it.”

*“We take pride in what we do.”*

PO2 workers said that the Safety Road Map has guided them to improve-

ment. “Having sequential improvement is really important because it allows us to attain continuous positive change,” said Willet.

### PII’s Help

**Dave Marenius**, a temp power mechanic, comes up with innovative and powerful PIIs to increase safety. He has built struts 10-feet high to reduce the number of leads and hoses on the deck. He also built racks to store temp power equipment in an organized manner. When he has ideas he is given the power to execute them.

The keys to success in PO2 appear to be teamwork, empowerment, positive energy, innovative thinking and following the Safety Road Map.

# GENERAL DYNAMICS

## Bath Iron Works

700 Washington Street  
Bath, ME 04530

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PERMIT NO.31



## Faces of BIW



*From left: Michael Sewell, Bryan Pluk, Wayne Daigle, Dave Lyons, Brandan McLaughlin, Frank Malone, Rex Eaton, James Millett, Chris Porter and Mark Bachelder, gather during break.*