



**GENERAL DYNAMICS**  
Bath Iron Works

# BIWNEWS

Vol. 1  
2022

## *Patrick Gallagher Hull Assembly Underway*

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# Facilities Update

The Facilities team is hard at work upgrading infrastructure, renovating buildings, relocating functions and preparing for demolition as the shipyard invests in improved processes and working conditions.

The complete rebuild of Pier #3 is well underway and on track for a January completion.

New tool crib, lunchrooms and bathrooms at the Assembly Building are now open and in use. "It's nice and quiet," said **John Paul Fec-teau**, hired recently as a pipefitter. "You can take your gear off and relax."

**Bill Bartolini** said he likes that it's bright with lots of windows "because it's nice to get some sunshine during lunch, especially in the winter months."

At press time, new Front Line Supervisor offices at the AB were almost ready for occupancy, just waiting for chairs and data connections. PreOutfit mechanics are reviewing different types of lockers before a decision is made on which ones to order for installation in the AB.

Outside the South Gate, at the site of the former Employee Development Center (EDC), the new Fire Station should be ready to house engines and firefighters this spring.

Renovations are underway at Main Stores, where new windows and ventilation are being installed as well as renovated interiors. The Sign Shop, Pad Shop and Label Plate functions are relocating there to make room for the new Kitting Terminal.

The new Maintenance Shop/Stockroom and Support area in the North Stores building was headed for completion with move in scheduled for early March. Facilities offices have already relocated to the North Stores building.

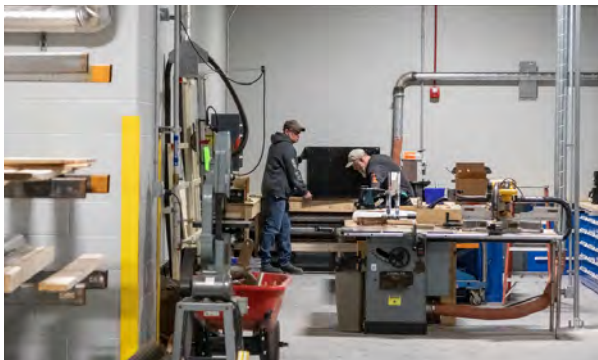


The new AB lunchroom and one of the two kitchens.

With the people and functions leaving the former Maintenance Building, work is underway preparing for demolition early this summer. That will clear the way for construction of the new Kitting Terminal, beginning soon after and scheduled to be operational in 2023.

The Kitting Terminal is part of an initiative to revolutionize how we receive, store and deliver materials for ship assembly and completion in the Main Yard. The new Kitting Terminal and material delivery processes will enable BIW to kit material for just-in-time delivery through the Bath shipyard.

"It's a really exciting time. We're implementing the long-term Facility plan to enhance the workplace for our employees and address critical infrastructure as well as improve our material delivery process," said **Vince Dickinson**, Vice President, Facilities and Environmental, Health and Safety. "We are really proud of the entire facility team as they strive towards our mission of providing Safe, Reliable and Well-Kept Facilities."



Carpenters prepare the woodworking area of the new Maintenance Facility in North Stores.

## Diversity and Inclusion

### Helping Make a More Diverse and Inclusive Workplace

Over the past several months, you may have noticed new videos and messages on the digital bulletin boards around the shipyard as well as posts on BIW social media highlighting stories related to the work we do and sharing our co-workers' stories related to diversity and inclusion. In particular, BIW has recognized LGBTQ+ Pride Month, Deaf Awareness Month, Hispanic Heritage Month, Native American Month, Veterans Day, Black History Month, Disability Employment Awareness Month, Men's Day and recently International Women's Day.

It is important that BIW employees feel welcome when they come to work. To that end, BIW has made the previously part-time Diversity and Inclusion Officer a full time position and Raymond Goergen has moved into that role. He is working closely with the Communications Department, Talent and Acquisition and other teams at BIW to ensure that employees are comfortable bringing their authentic selves to work each day.

As we continue to develop our Diversity Equity and Inclusion (DEI) program we would welcome input from all of our colleagues on how to improve. Should you have a willingness to participate in our many videos or offer suggestions on how we can improve when it comes to DEI, please contact Ray to join in making BIW a more diverse and inclusive place to work and continuing to make Bath Built Best Built.

**Raymond Goergen** can be reached at [raymond.goergen@gdbiw.com](mailto:raymond.goergen@gdbiw.com).

## Safety Focus: Hazard Recognition

***“New Employees will get to ‘experience’ these hazards within a specially designed mock.”***

2021 was another banner year for hiring with over 2000 new employees starting their careers at BIW. The majority of these employees did not have much experience in the shipbuilding world. Effective training of these new shipbuilders is imperative so they develop safe work habits and foster the importance of personal responsibility.

Our data from 2021 shows us that many injuries resulted from a lack of hazard recognition and that employees with six months or less of experience were getting injured at a much higher rate than other employees. Our top two leading injury categories were hand and eye injuries which together accounted for nearly 40% of all injuries. Nearly 90% of the eye injuries could be traced to poor housekeeping and PPE deficiencies. PPE deficiencies were also the cause of 52% of hand injuries.

In 2022, we are committed to reducing these injuries and to do more to educate our employees. The Safety and Training departments are working together to develop a Universal Shipyard Hazard Recognition (USHR) training program that will encompass many of the most dangerous hazards at the shipyard. New employees will get to “experience” these hazards within a specially designed mock of a ship’s unit.

We also plan to train Front Line Supervisors and other production managers,

many of whom are new to the shipyard, by providing them with a four-day training class focused on OSHA’s Maritime Standard. This OHSA-30 class will focus on BIW specific procedures and policies and will culminate with a fifth day of USHR training.

One way the Safety Department is working to reduce hand and eye injuries is by taking a closer look at PPE requirements. We are interviewing many new employees to understand the issues they experienced when moving from the training environment off-site to the shipyard. This will give us better insight into what we need to focus on to reduce injuries.

Too many members of our BIW family are getting injured. We all need to work together to decrease injuries.

Let’s ALL commit to a safer you in ‘22.



**Deb Nadeau**

Director of Environmental,  
Health and Safety

***Learning about safety is part of the job.***



Left: A mechanic scouts a unit in PO-2, trying to identify all the potential hazards that were intentionally staged there.



Right: This Do Not Enter tape lacked a sign describing the hazard, who can enter the space and who is authorized to allow entrance.

## ON THE COVER

A Welder secures a horizontal seam on Patrick Gallagher (DDG 127) in the Outfitting Hall.

# BIW NEWS

BIW News is published 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 David Hench at Mail Stop 1210 or by email at [david.hench@gdbiw.com](mailto:david.hench@gdbiw.com).

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# EMPLOYEE SPOTLIGHT

## GERALD SPROUL

Title: Section Manager

Been with BIW since: 1981

Dept: Unit Integration



### TELL US A LITTLE ABOUT YOURSELF

I grew up and went to schools in Wisconsin. Now I live in Woolwich.

### WHAT WERE YOU DOING WHEN YOU GOT HIRED AT BIW?

I was working in the woods, family lumber business – not much pay, worked my butt off.

### WHEN YOU FIRST CAME TO BIW, DID YOU KNOW WHAT YOU WERE DOING?

I didn't know what I was facing. I had some idea because I did do carpentry work off and on. Shipbuilding is basically carpentry work, instead of nails you're using welding tacks.

### YOU'VE BEEN "ERECTING UNITS" YOUR WHOLE CAREER. WHAT DOES IT MEAN TO ERECT A UNIT?

The Assembly Building builds small units and we take those smaller units and we build them into big modular units to take out to land level. There we start joining these modular units as a ship.

### WHAT DO YOU LIKE ABOUT HULL INTEGRATION?

I always liked doing this job. I enjoy the actual building of these mega units. You actually see the ship grow, and it's quite an accomplishment when it's all erected. It makes you feel like you've done something."

### WHAT'S THE HARDEST PART OF DOING IT WELL?

The hardest part is getting the people trained to do unit makeup. Little things mean a lot. If you can get it done right at the setting of the unit, then the unit will go a lot better. There's a knack to it.

### WHEN YOU FIRST CAME TO BIW WAS IT A LOT DIFFERENT?

We had a very excellent skilled work force. You had to earn your way up to get respect with these people to get so that they would train you, and some of them were hard to get the respect, to get the experience.

### HOW WERE THE FACILITIES DIFFERENT?

When I came, they had what they called "cement skids" where PO-2 is. That's where I first started. We were building sub-units outdoors. No.15 crane was erected for the inclined ways. Now we have PO-2, Ultra/ RSU and the Land Level Transfer Facility.

### WHAT WOULD YOU TELL A PERSON JUST STARTING AT BIW?

You have to build the respect that you're a good worker and find the right people and ask questions. No question is the wrong question. Ask. That's how you learn. I've been very blessed to work with some very fantastic people – management above me and the workers – and every day, you'll pick up something, so ask.

### WHAT ARE YOUR HOBBIES?

I enjoy racing and working on race cars. I have a classic car, a Camaro I'm trying to build. And I enjoy gardening and taking care of the lawn.

### WHAT ARE YOUR PLANS WHEN YOU RETIRE LATER THIS SPRING?

Take care of the honey-do list. Finish the Camaro. I'd like to have my Camaro to the specs I want it at. It is running and everything but not to where I want it. I like to have things right to what they're supposed to be and it's not there yet.

**NOMINATE** our next employee for the Employee Spotlight today by emailing [rebecca.volent@gdbiw.com](mailto:rebecca.volent@gdbiw.com).



# BIW Sails Final Zumwalt Destroyer to HII

**L**yndon B. Johnson (DDG 1002) pulled away from BIW on Jan. 12—a raw, gray day with a southwest wind biting at the onlookers gathered to watch the final ship in the Zumwalt class head downriver for the last time.

On board, Capt. **Mark Klopp** guided the 610-foot destroyer, among the largest of the nation's current surface combatants, down the zigzag route of the Kennebec River. Powered by Rolls Royce turbine generators and General Electric advanced induction motors, DDG 1002 entered the Gulf of Maine and was immediately hit with heavy seas—50 knots gusts and swells 8 to 12 feet high.

On board were 100 experienced operators for BIW as well as members of our industry team and representatives from Huntington Ingalls Industries and the Navy. The ship was headed to Pascagoula, Miss., where HII will oversee installation of combat systems.

After a day's reprieve in the North Atlantic, the crew again hit heavy weather east of Cape Hatteras in the Carolinas, thunderstorms rolling over them and broadside waves to starboard. The crew



Members of the BIW team that transited DDG 1002 from Bath to Pascagoula.

turned into the weather, heading toward the coast for an easier ride.

"The whole time we were making course adjustments to account for the swells and try to give ourselves as smooth a ride as possible," said Test and Trials Manager **Jason Smith**, one of the bridge team's watchstanding mates.

When Pascagoula announced it would be closed for a day because of an approaching storm, Lyndon B. Johnson was in the Florida straits, between Miami and the Bahamas. The ship cut speed, and the crew was able to get out on deck and enjoy sunshine and 75-degree temperatures. They could see cruise ships passing and

had cell phone service. Several helicopters and a few drones flew out to get a glimpse of the unusual warship.

"We were pretty popular," said Chief Operating Engineer **Lu Lozano**.

Late Saturday, the ship resumed speed, headed into the Gulf of Mexico and the gale that had shut down the ports. Seas hit 15 to 16 feet, winds were 30 knots and gusts hit 50 knots. "It was beating on us pretty good on the port side," Lozano said.

To reduce the radar signature, Zumwalt destroyers' wave-piercing, tumble-home hull cuts through the water instead of riding on top of the waves like a DDG 51. The design makes for a smoother ride heading into the weather but also sends waves cascading over the bow, 35 feet above the waterline, sloshing up the front of the deckhouse and occasionally dousing the bridge windows.

"The design lends itself to throwing water up to the wheel house area, which was especially the case on the last day of the transit when we saw the highest seas and were running on a heading into the swell," said Smith.

The transit saw sea states 5 and 6, the heaviest weather BIW operators had experienced in the 1000 class, but DDG 1002 performed admirably.



BIW crew members conduct a firehose drill off the coast of Florida, east of Fort Lauderdale.

1002 Delivery (continued on page 6)

# Patrick Gallagher story hits home, 2,700 miles from Maine

Shipfitter **Tim Garland** and his wife Denise were touring Ireland by bus last October, when their guide recounted a moving story of sacrifice and gratitude, one that shows that relationships spawned of bravery can span oceans.

As their bus rolled into the County Mayo town of Knock, Guide Murt O'Shea recalled for his passengers a previous tour and the elderly American couple who were on board as he pulled into that same town seven years earlier.

Knock is home to an important Catholic shrine, where in 1879 locals reported seeing an apparition of the Virgin Mary, St. Joseph and St. John the Evangelist. It draws 1.5 million Catholic pilgrims each year. But O'Shea had been given special instructions to secure transportation for the American couple to get to the neighboring parish of Ballyhaunis.

Curious, he asked the couple about their interest in the town.

The man explained that he was a Marine Corps veteran and they were on a pilgrimage to visit the grave of a fellow Marine who had been in the man's unit fighting in Vietnam.

"He wanted to go visit the gravesite of his friend who had jumped on a grenade in Vietnam to save his life and the life of his other friend," Garland recalled. The man wanted to pay tribute and offer thanks for the long life he'd had thanks to this son of Ballyhaunis, Patrick Gallagher.

Garland leaned over and whispered to his wife: "Wait a minute, that's the ship we're working on!"

In addition to being a retired Master Gunnery Sgt. in the Marines, Garland is on a team of Bath Iron Works shipbuilders assembling the ammunition magazines for the 5-inch guns on the future USS Patrick Gallagher.

Named for that same Marine, Patrick Gallagher (DDG 127) is now taking shape in the Assembly Building and in the RSU. For the first time in several hulls, work on the magazine is ahead of schedule and under budget.

An Irish citizen serving in the U.S. military, Lance Cpl. Gallagher was awarded the Navy Cross for extraordinary heroism following a series of actions in Vietnam. When a grenade landed in their position, Gallagher quickly kicked it away where it exploded at a safe distance. Another grenade landed between two of his comrades. This time he threw himself on it to shield them from the blast. When it didn't explode immediately, Gallagher tossed it into a nearby river, where it exploded without injuring or killing anyone.

However, only two months after receiving the Navy Cross and just days before returning home, Lance Cpl. Gallagher was killed while on patrol. His tomb in Ballyhaunis where he is buried was constructed by his old school friends.

Garland felt fortunate to have a connection with the area, despite being so far from home.

"It was really quite exciting," he said. "It makes me feel very proud to be building this ship, makes me feel special we're able to have a part in this process."



Shipfitter **Tim Garland**. Bottom: Gravesite of Lance Cpl. Patrick Gallagher.



Heavy seas during the transit drive waves over the bow of Lyndon B. Johnson.

## 1002 Delivery (continued from page 5)

"The ship handles the seas well," Lozano said, though it was still an exhausting trip as riders are constantly adjusting to the roll to maintain balance.

The day's delay for the port closure caused major problems for the BIW team's schedule once in Pascagoula. "This caused a massive rescheduling of hotels and flights for 23 people who were due to leave on Monday, Jan. 17," said Deputy Transit Manager **Attapol Sookma**. "Many thanks to the shore-side support team for rearranging our travel, primarily (Accounting Manager) **Chris Rose** and (Sr. Admin Specialist, Engineering) **Ellen McIver**.

The work didn't stop when the ship arrived. "Forty of our most highly-skilled, 1000-class riders laid up critical systems and trained a new crew ahead of schedule!" said Transit/Turnover Manager **Joe Scribellito**. "We tried to leave them [HII] a ship in very good shape; by all measures, we did exactly that."

Some at BIW have worked on the DDG-1000 program for more than a decade and a half. Did that make it hard to let go after this final trip?

"I thought it was going to be more difficult than it was," Lozano said.

"Ultimately, our Sailors need quality ships. They need them to be of the highest quality, they need them to be reliable and they need them now," he said. "Whatever we can do to that end for our true customer—our Sailors—is the right thing to do."



# Safety Challenges Mechanics' Hazard Recognition Skills

Pipefitter C.J. Beaulieu made his way through the 471 unit of Hull 524, marking down each hazard he spotted – and there were a lot. The unit had been set aside as a training location, with dozens of hazards intentionally set up by members of the PO-2 Safety Action Team and Safety Department Engineers.

"It really opened your eyes up," Beaulieu said afterwards. "It's stuff you see on the units, like paint with hot work."

"It's better than sitting there watching a video," added Pipefitter Brian Gregoire. "It's a good idea—thinking about what actually goes on out there."

Contrived hazards included everything from poor housekeeping and a welding ground secured to a painted surface to a mannequin in green coveralls perched precariously on a ladder smoking a cigarette in the overhead. There were 17 different hazards to discover in the hot-work section of the training area and 36 in the Safe-Site housekeeping section.

The exercise followed a series of meetings the Safety Department had with employees who had been on the deckplates fewer than two years. They shared experi-

ences to discover how training can be improved so it more closely matches the work environment new mechanics will encounter, said Safety Engineer **Jonathan Eddy**, who oversaw the PO2 exercise.

The training supports a new initiative in safety, the Universal Shipyard Hazard Recognition (USHR) training program, Eddy said. Over the course of a few days, more than 200 mechanics participated in the exercise.

"It gave them a chance to focus more on looking at issues on the job site," said Front Line Supervisor **Derek McIntyre** after his crew finished. "They relate to it more if they see it rather than me just telling them."

**Taylor Heath**, a Shipfitter for four years currently working in South Ultra, said it was good to see safety hazards from different parts of the shipyard that he might otherwise not see.

"There are hazards everywhere," he said. "You have to be as safe as you can be about it."

**Gerald Kensell**, a Preservation technician and member of the PO-2 Safety Action Team, helped set up the training and watched as each group of employees worked to identify the hazards and jot them down on a worksheet.

"I don't expect everyone to get 100 percent but there are things they should be catching like checking air hoses and making sure they don't have a leak," he said. "Come up here like you were going to do this job. Start at the beginning and ask, 'What could be wrong with this?'"

Spotting problems with a welding harness isn't just for welders, he said. "You want to have 200 pairs of eyes (looking out for hazards) not just two."

"Education is power," Kensell said. "It's about you going home in the same condition you came in," he said.



Electrician **Seth Lyons**, shown here with Front Line Supervisor **Peter Schultz**, earned a \$30 Dunkin' Donuts gift card when he won the hazard recognition challenge identifying the a cgh\UnUXg]b h\Y hUj]b[ 'gWbUf]c"

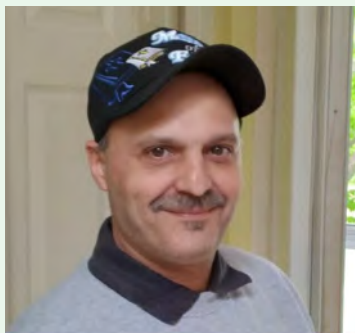


Left: Safety Action Team member **Gerald Kensell** talks with other mechanics during a recent hazard recognition training exercise. Right: A Shipfitter jots down the different safety hazards that have been staged on a unit in PO-2, including a mannequin demonstrating multiple safety problems. A total of 178 ground assembly team members participated in the March hazard recognition exercise.

## Healthy Success Stories

### ***Adam Dube, Shipfitter***

Adam started his journey to a healthier lifestyle because he wanted to be in the best shape of his life by the age of 40. Adam shared, "I decided to use the Fit for Life health coaching program at BIW. My first steps were signing up at a gym and getting a nutrition plan." With help from his health coach, Adam was able to have more accountability to reach his goals. "Through the guidance of my health coach and some hard work and discipline, I have lost 30 lbs. I have achieved many goals along the way, and I am currently 8 lbs away from my next goal."



### ***Christopher York, Shipfitter***

Christopher has been working with Fit for Life to quit tobacco. "I had struggled with nicotine for 25 years and it had been the worst fight in my life. Thanks to Fit for Life and their support, I discovered nicotine lozenges. Now I have been tobacco free for three months and counting. The craving for a cigarette is still there sometimes, but the need for nicotine is relieved. Make the choice and break free from the chains of addiction."

### ***Christian O'Connell, Welder***

Christian has been working on quitting nicotine with Fit for Life. He has found that health coaching really helps him stay accountable. "It's a nice feeling when I stick to the goals I've been working on, and I'm glad I have my health coach to keep me on track." Christian has been taking advantage of nicotine replacement patches and gum to help him quit, and has started working towards other health-related goals like improving nutrition and exercise. "Fit for Life is very inviting, and there's no pressure."



### ***Trinity Driscoll, Maintenance Mechanic***

"My 7 year old granddaughter said to me, 'Mimi will you be around when I get older?' I said, 'I will be around as long as I can.' A couple days later, as I was thinking about that conversation, I realized I was lying to her. I could do more to stay healthy. I knew it was time to quit smoking. I had smoked a pack a day for 30 years." Trinity signed up for health coaching this past fall, and after just six weeks using nicotine patches and gum and the help of her FFL health coach she was able to quit. "I have quit for 120 days now and I owe a lot of it to my health coach. My health coach is my friend, coach, and kind of my therapist all rolled into one."

If you are interested in meeting with a Fit for Life health coach, call **442-3145** or email **biwfitforlife@gdbiw.com**. Coaching can help with any health goal you may have including weight management, tobacco cessation treatment, better nutrition, exercise, and improved sleep. Tobacco cessation is also available for family members on BIW-sponsored health insurance.



## NEWS FROM OTHER GD BUSINESS UNITS

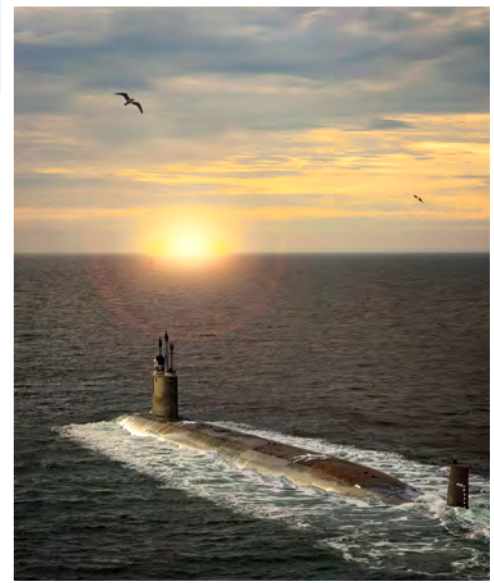
### EB Delivers Oregon

GROTON, Conn. — Electric Boat delivered the nuclear-powered attack submarine Oregon (SSN 793) to the U.S. Navy on Feb. 26, 2022.

"Today is a great day for the Oregon, a great day for the Navy and a great day for Electric Boat," said Pete DiNapoli, ship manager of SSN 793 Oregon, the twentieth submarine of the Virginia class.

DiNapoli addressed EB shipbuilders at the delivery ceremony. "This journey was not easy, and each and every one of you rose up to the challenge and made it look easy. Shipbuilding is a big team sport, and I thank you all for your hard work."

Virginia-class submarines are 377 feet long with a diameter of 34 feet. They can exceed 25 knots and dive below 800 feet deep. They carry Mark 48 advanced capability torpedoes and Tomahawk cruise missiles.



## SECURITY SCENE

By **BIW Security**

### Cryptocurrency: Risk and Responsibility



Is cryptocurrency the latest investment fad, a get-rich-quick scheme or the future of monetary exchange? Whatever you believe, "crypto" is growing and presents new security challenges for both the investor and the government. Here are some issues to be aware of and important reporting requirements regarding crypto currency if you have a government security clearance.

Fortunes made by some crypto investors get a lot of attention. Bitcoin, the first modern cryptocurrency, started in 2009; the following year it was worth \$0.09 per unit, or "coin." At the end of January 2022, one Bitcoin was valued at about \$38,000. Some other cryptocurrencies—there are thousands of them—have also shown big gains at times. Much less is said about significant investor losses in this highly volatile market.

The U.S. Securities and Exchange

Commission has said cryptocurrency trading, lending and platforms are a "wild west" riddled with fraud and investor risk.

Cryptocurrency exchanges are on-line platforms that allow you to buy, hold or sell

your investment—like a stock brokerage firm. However, you need to make sure the exchange is legitimate. Exchanges can crash because of hackers, insolvency, government regulations and the "Exit Scam."

An example of the latter occurred in 2018. Following the reported death of a crypto-exchange CEO, access to the company's holdings was gone. As a result, 76,000 investors lost \$145 million. The CEO's shady past sparked rumors that he faked his death and made off with the money in an "Exit Scam."

Few regulations protect the crypto investor. Lack of regulation was one reason cryptocurrency was created. Now governments around the world are scrambling to control crypto. Besides seeking the ability to collect taxes and fees, governments worry that hard-to-trace cryptocurrency can be used for undermining

economies, terrorist financing, criminal activity and threatening national security.

How does cryptocurrency affect BIW employees with security clearances?

Those who hold a security clearance are required to report certain cryptocurrency transactions. The federal government wants to know whether clearance holders have financial dealings with foreign entities.

#### What has to be reported?

- Ownership of cryptocurrency that is backed, hosted or managed by a foreign state.
- Ownership of cryptocurrency "wallets" that are hosted by foreign exchanges.

A good rule of thumb: if you are not sure your crypto has foreign entanglements, report your transactions to Industrial Security so you are on record.

Protect yourself by always practicing good cyber-security habits and educate yourself on all things cryptocurrency before investing.

Benjamin Franklin said it best, "An investment in knowledge always pays the best interest."

**Stay vigilant!**



# BIW Families Walk Land Level, Tour DDG 1002



Roughly 2,000 BIW employees and their family members toured the future USS Lyndon B. Johnson on Saturday, Jan. 8, getting a rare look at the third and final Zumwalt-class destroyer before it left the shipyard.

Visitors, including some retired Master Shipbuilders from the past two years, made the most of a sunny but chilly morning. Climbing onto the bow to enter DDG 1002, guests visited the bridge, ship's mission center, crew's mess and galley, sailors' quarters, main machinery spaces, boat bay and helo hangar.

Welding Supervisor **Josh Tanner**, an 11-year employee, brought his wife and children. "My kids who are 13 and 9 have pretty much grown up hearing about the shipyard and what we build," he said. "To have the opportunity to show them one of the DDG 1000 technological marvels was truly a dream come true. It was a reminder that a strong Navy with Bath-Built ships is extremely important to our national security and keeping the country safe."





# Field Trip Leads to Better Parts, Less Rework

Shipfitter **Mike Burnham** points out the weld on an inside corner of an aluminum batten, part of the ammunition magazine for a 5-inch gun on the future USS Patrick Gallagher. The weld is strong and clean and the part looks good.

But it turns out, the assembly team in Bath would need to grind some of the weld away so another piece of the batten can fit flush into that corner. That additional work slows the assembly process.

Burnham and others on his small-parts team at the Structural Fabrication Facility hosted mechanics working in magazine assembly who wanted to learn how the parts were being made and how they could be improved. The Structural Fabrication crew then took a trip to the Assembly Building in Bath to see how the magazines are put together.

"We put the pieces together so they understand how they work," said **Kevin Morse**, a member of the magazine assembly team. Now the people making the parts can check them before they're sent to the main yard for assembly.

"It was really useful to know what I was making," Burnham said of the visit. "Now we know to make it so it fits tight."

Front Line Supervisor **Joel Pitcher**, overseeing the assembly of the magazines, said the communication is important and he thinks it can benefit other areas of the shipyard.

Sometimes people get focused on the job in front of them without realizing how



Shipfitter **Mike Burnham** inspects parts of the ammunition magazine manufactured at Structural Fabrication which are assembled at the main shipyard in Bath.

it fits into the big picture, he said. "Getting them to look beyond that, to what it is I'm building and how it functions downstream, is pretty important," Pitcher said.

"Often, mechanics won't see each other for their entire careers but the jobs they're doing are intertwined and depend on each other," Pitcher said. Not knowing what the next crew is doing with a part can contribute to rework downstream in the construction process. "Now those mechanics have a much better understanding of what they have to do," he said.

Front Line Supervisor **Colin Mannon**,

whose crew builds the magazine parts, said they also learned that certain aluminum parts were warping when welded at too high a temperature. "Now we have something we can watch for," he said. Smoothing edges and removing markings that are no longer necessary are other steps that can be done more efficiently at Structural Fabrication rather than during assembly. "A little time here saves a lot of time there."

Burnham says he used to build parts for the ship's mast and seeing it a few times helped him understand the importance of different aspects of the work plan. It's a good practice, and one that is paying dividends with the parts they are making now.

"Past ships have had problems, so the one we're working on now should be better," he said.

"People do have pride in their work, and they want to do a good job," Pitcher said. There's another reason that it's valuable for mechanics to see where and how their work is being used.

"It's helpful for those guys to understand how important what they do is," he said noting that a DDG 51's 5-inch guns are a critical system for defending our Sailors and the fleet, and securing the ammunition for those guns is essential to building a high-quality ship.



Shipfitter **Tim Garland**, a member of the Magazine crew, makes sure a unit meets quality standards.

# FROM THE FLEET



Three Bath-built Arleigh Burke-class destroyers – USS Gridley (DDG 101), USS Chafee (DDG 90) and USS Spruance (DDG 111) – sailed in formation through the Philippine Sea, Jan. 22, 2022. Operating as part of U.S. Pacific Fleet, they are assigned to Carl Vinson and Abraham Lincoln Strike Groups, and trained alongside the Japan Maritime Self-Defense Force with a mission of preserving and protecting a free and open Indo-Pacific region. (U.S. Navy photo)



## In Remembrance

### Thomas P. O'Connor

March 25, 2021  
17 years  
Welder III

### George W. Cadman Sr.

November 16, 2021  
15 years  
Planning Tech

### Charles E. Ripley

November 28, 2021  
31 years  
Maint. Mechanic III

### Kevin F. Perreault

December 11, 2021  
34 years  
Pipefitter III

### Emmons A. Martin Jr.

December 25, 2021  
36 years  
Shipfitter III

### Winston A. Gandy

March 27, 2021  
30 years  
Electrician III

### Paul A. Wright

November 19, 2021  
39 years  
Crane Operator III

### Stanley J. Janas

November 28, 2021  
41 years  
Material Clerk III

### Norman W. Billings

December 11, 2021  
29 years  
Pipecoverer III

### Kenneth F. Morse

December 30, 2021  
33 years  
Assistant Foreman

### Earle C. Robinson

May 21, 2021  
14 years  
Maint. Custodian, Dbl Crft

### Lee W. Jordan

November 20, 2021  
12 years  
Electrician, Dbl Crft

### Donald J. Rainville

December 8, 2021  
25 years  
Shipfitter III

### Joseph P. Wood

December 13, 2021  
15 years  
Maint. Mechanic Sngl Crft

### Hazel L. Baise

January 1, 2022  
33 years  
Administrative Tech.

### Donald A. Nadeau

June 2, 2021  
21 years  
Planner II

### Roland E. Prindall

November 21, 2021  
33 years  
Pipefitter III

### Timothy A. Trott

December 9, 2021  
23 years  
Welder III

### Linwood B. Washburn

December 15, 2021  
38 years  
Machinist III

### Thomas A. Rokes

January 4, 2022  
37 years  
Shipfitter III

### Maurice A. Morin Jr.

September 26, 2021  
38 years  
Leadperson III

### Anthony Heuer

November 23, 2021  
2 years  
Maint.  
Custodian III

### Richard J. Fournier

December 9, 2021  
10 years  
Pipefitter, Dbl Crft

### Arthur J. Hould Jr.

December 16, 2021  
38 years  
Material Clerk III

### Russell V. Norton

January 8, 2022  
19 years  
Pipecoverer, Dbl Crft

### Christopher M. Downs

November 12, 2021  
37 years  
Planning Tech

### Robert P. Cadotte

November 25, 2021  
32 years  
Pipefitter III

### Ronnie R. Rines

December 10, 2021  
40 years  
Shipfitter III

### Paul A. Brookes

December 17, 2021  
15 years  
Heavy Equip. Operator III

### Daniel F. Moore

November 14, 2021  
45 years  
Material Handlers III

### Philippe G. Coulombe

November 28, 2021  
12 years  
Engineer III

### Rodney T. Robertson Jr.

December 11, 2021  
37 years  
Sr. Manager, Project

### Laurier A. Boulet

December 18, 2021  
18 years  
Leadperson II





# Welcome Aboard 342 New Hires!

## OCTOBER

Name	Dept	Name	Dept	Name	Dept	Name	Dept	Name	Dept
Abbott, James	17	Kiertianis, Linette	87	Towle, Shawn	62	Houston, Trayvon	30	Colby, Timothy	15
Allen, Kevin	43	Kilborn, Pamela	87	Trudell, Sarah	27	Houston, Javioun	30	Comey, Nikita	62
Allen, Matthew	62	Leffridge, Juwan	43	Turkett, Elissa	87	Hunter, Chad	27	Davis, Dakota	17
Anderson Knoll, Dylan	66	Lemly, Zachary	43	Vazquez, Isaiah	62	Jones Homemik, Donovan	19	Diamond, Jacob	43
Ball, Michael	15	Letourneau, Nathaniel	81	Vidmar, Alexander	50	Kaufman, Theodore	09	Dyer, Corey	62
Baumann, Brandon	50	Little, Dontrell	50	Vintinner, Nathaniel	20	Kent, Stephen	40	Dziezyk, Philip	09
Beecher, Matthew	15	Loyola, Cedrick	62	Walseman, Matthew	50	Lake, Mark	20	Egan, Davin	84
Begert, Eli	19	Lucas Jr, Anthony	62	Wells, Ashton	50	Laviolette, William	50	Elmore, William	62
Bernier, Jacob	27	Lucero, Emmanuel	43	Wendland, Jake	45	Lavoie Jr, Alan	50	Fecteau, John Paul	15
Bernier, Elijah	17	Macarthur, Mitchel	19	Winchell, Jason	15	Lee, Logan	43	Fournier, Sean	43
Blauboer, James	43	Madore, Norman	81	Witko, Jonathan	66	Leighton, Colin	66	Gaidola, Ethan	17
Blake, Marcus	87	Mask, Matthew	15	Yarosh, Alan	21	Leppelmeier, Michael	17	Gephart, Allison	66
Bolduc, Michael	10	Masselli, Brian	62	<b>NOVEMBER</b>				Greene, Zachary	43
Boucher, Ryan	17	May, James	19	Adams, Ellie	26	Levesque, Kevin	15	Grenier, Jeff	43
Bowen, Meghan	45	Mccann, Michael	87	Albert, Chad	27	Liberty, Brooke	19	Hagler, Timothy	09
Braley, Timothy	09	Mckenzie, Christopher	17	Ames, Nikolas	27	Lilly, Darren	81	Hamlin, Tateum	62
Brassard, Parker	52	McPherson, Scott	86	Babbins, Jason	62	McCann, Michael	86	Hammond, Jakob	62
Brown, Bryon	69	Medina, Sherenah	81	Bailey, Kobe	50	McCranie, Sarah	45	Hanley, Jonah	50
Burk, Peter	66	Meiggs, Nicholas	62	Bailey, Kenneth	17	McGovern, Patrick	07	Hayden, Aislynn	15
Buzby, Winter	43	Meyer, Cameron	62	Bailis, Dimitrios	50	Mitchell, Brennan	50	Hilt, Isabel	17
Byrnes, Nicholas	19	Million, Eugene	30	Barry, Cian	62	Morris, James	62	Jellison, Cheryl	66
Camara, Aliou	19	Million, Nathan	30	Bartlett, Gerald	62	Murphy, George	50	Kuhn, Donald	40
Chamberlain, Ethan	50	Moore, William	19	Bassford, Eric	62	Murray, Andrew	17	Lachance, Ethan	62
Cloutier, Leo	91	Moriarty, Matthew	43	Beene, Deseddrick	50	Odonoghue, Patrick	86	Lampron, Marcel	84
Coffin, Katie	50	Morin, Timothy	43	Benda, Logan	50	Oliveras, Abraham	15	Lessard, Joseph	09
Conti, Joseph	86	Munoz, Alberto	43	Billowitz, John	66	Parmenter, Jason	62	Lizotte, Leif	20
Darling, Patrick	69	Murphy, Jessica	66	Bishop, Paul	86	Peabody, Alexander	15	Longwell, Joseph	66
Davis, Fanny	24	Nadeau, Chantel	84	Bortoli, Peter	09	Peluso, Devlin	43	Maguire, Daniel	26
Delong, Herbert	62	Nadeau, Gregory	07	Brayall, Bruce	50	Perry, Casey	62	Marston, Nathan	50
Demers, David	15	Nazaroff Jr, Keith	08	Carter, Daniel	43	Pinard, Kwmane	62	Mcafee, David	27
Diekmann, Nicole	99	Nealley, Erick	62	Cavero Huapaya, Rosalia	24	Pommells, Tristan	86	Mcphee, Stephanie	66
Dumont, Rylee	62	Nittinger, Crystal	45	Chadwick, Channing	26	Reynolds, David	09	Morin, Dominique	50
Edwards, Mark	43	O'Keefe, Liam	43	Chapman, Izak	62	Ridley, Justin	27	Mulholland, Jennifer	86
Ellison, Jake	27	Openshaw, Chance	07	Christie, Ashley	66	Robichaud, Joseph	81	Naeve, Alexander	43
Evertsen, Alex	50	Osmond, Brett	09	Cielinski, Michael	86	Royster, Tanya	15	Newbury, Katelyn	86
Fagan, Ross	15	Paliotta, Alexander	19	Cliff, Richard	19	Royster, Stacey	50	Overlock, Craig	19
Fickett, Scott	25	Partington, Tucker	19	Coderre, Brody	50	Ruffin, Brenton	50	Owen, Megan	50
Friga, Nicholas	62	Patterson, Tammy	27	Colby, Bowen	86	Rusk, Jonathon	87	Pelletier, Christopher	19
Gabriel, Gregory	19	Perkins, Michael	50	Cook, Benjamin	87	Santos, Angel	24	Platt, Tyler	15
Gagnon, Parker	69	Perkins, Izaiah	69	Cooke, Michael	62	Sanzon, Joshua	50	Plyman, Roger	19
Garant, Kyle	81	Peters, Alexander	86	Corbin, Travis	43	Saunders, Wesley	50	Randall, Isaac	13
Gerardi, Eli	24	Phillips, Robert	19	Cornish, Joshua	43	Schnee, Nathan	50	Risley, Matthew	15
Givens, Rodney	17	Pierpont, Bobbie	46	Couturier, Mitchell	69	Scott, Andrew	30	Roberts, Howard	50
Gomes, Joseph	50	Prescott, Dale	66	Craig Jr, Robert	43	Seigars, Shawn	86	Robinson, Rico	27
Goodwin, Michael	50	Ratliff, James	43	Dahlem, Alexander	87	Smiley, Jeffrey	62	Sibley, Robert	43
Gosselin, Tyler	19	Reynolds, Evan	50	Dennis, Cory	19	Smith, Teague	86	Slocum, Travis	87
Grate, Darrus	50	Rice, James	17	Dowdy, Dustin	43	St Jarre, Andrew	01	Smart, Aaron	43
Hall, Jason	09	Richmond, Elizabeth	43	Duvall, Anthony	81	Stevens, Katie	62	Stevens, Jerome	84
Ham, Geoffrey	19	Rolfe, April	27	Duvall, Christopher	81	Swinson, Justin	62	Stoddard, Kyle	90
Hamel, Dorothea	91	Rousseau, Craig	19	Emerson, David	62	Taylor, Keyland	50	Tompkins, Jason	50
Hanna, Clinton	43	Roybal, Arianna	86	Farris, Alan	50	Taylor, Scott	62	Trott, Andrew	17
Harko, Patrick	19	Ryan, Bradley	10	Feola, Justin	19	Thomas, Orlando	62	Tupper, Mickeal	06
Harriman, Jonathan	62	Ryerson, Jonas	69	Ferguson, Lucas	62	Thornton, William	62	Turner, Arthur	05
Harrington, Jason	50	Safford, Conner	86	Fisher, Cameron	25	Tozier, Gerard	81	Tyson, David	26
Hatch, Kody	09	Sanborn, Jodi	87	Gates, Laizren	43	Truppner, Ethan	62	Urquhart, Kaden	62
Heald, Priscilla	20	Saxton, Norbert	17	Gervelis, Chris	20	Weese, April	27	Ury, Issac	20
Hedges, Gary	81	Simard, Cameron	43	Gould, Ryan	19	Westleigh, Melisa	20	Varian, Rosalee	01
Hedges, Molly	81	Skidgel, Cody	50	Gove, Logan	43	White, Kevan	19	Vigna, Paul	62
Hildebrandt, Jasmyn	43	Smith, Joshua	62	Graham, Patrick	45	Whitton, Brandon	62	Villalona, Jose	43
Himes, Lorenzo	09	Smith, Trevor	43	Hansen, Travis	15	Wilson, Davonte	27	Vincent, Jacob	50
Hockman, Joshua	66	Smith, Zachary	43	Harmon, Gwen	43	Wunder, Cray	87	Waterman, Scott	50
Holbrook, Timothy	81	Sommers, Kyler	06	Hawkes, Rose	62	<b>DECEMBER</b>			
Holt, Melissa	24	Spear, Ethan	62	Hayden, Casey	45	Bacon, Blaine	26	Watkins, Breanna	01
Hopkins Jr, Johnnie	27	Spencer, Christopher	40	Heenie, Joshua	62	Barney, Alex	19	Wheeler, Jonah	27
Huntley, Alexander	19	Splude, Kristy	62	Heflin, Addie	66	Beauregard, Steven	27	Williams, Richard	15
Hurwitz, Conner	43	Stejskal, John	07	Hillier, Jonathan	62	Blake, Colin	86	Wray, Logan	52
Izumi, Hokuto	30	Stuart, Stefani	62	Hinkley, Ryan	62	Bonville, Gabriel	50	Wright, Jamie	27
Jackson, Joseph	81	Sullivan, Andrew	15			Chabot, Jennifer	62		
Jewett, Lee	50	Taylor, Eleanor	30			Childress, Emil	19		
Joslyn, Jeffrey	30	Thibreau, Nathaniel	50						

# OVER THE HORIZON

## New Viewer Helps Mechanics Get a Visual

Pipefitter **Kevin Greenhalgh** holds up a diagram showing a three-dimensional representation of a section of piping. The image allowed him to gauge how far a T-section of pipe needed to be from some of the ship's structure.

"I'm a visual person. These pictures help me get a clearer picture of what things are supposed to look like," said Greenhalgh, a BIW pipefitter for the past year and a half who works in Pre-Outfit 2.

MacPac Viewer, a computer program that can show a three-dimensional view of any section of vent, pipe, electrical or structure on one of our ships, is proving to be a helpful tool for construction, especially for newer mechanics.

The MacPac 3D viewer was developed in-house by a team led by **Tim Hunt**, an Engineer in System Development and Controls. The software draws on the data – part numbers and design – in Catia, which contains the ship's detail design, and MacPac, which is used to generate work packages.

Part of the system's strength is that it can show not just the parts being built but also other systems and structure in

the same area. "The mechanics can see how the job fits into everything else," said Hunt, who worked for 10 years in Planning where he linked production parts to design scope to identify needed changes.

The 3D MacPac Viewer enables a 360-degree view of each system segment as well as how it fits around the other systems in the same space. For someone new to shipbuilding, being able to get a visual of the finished system can be a big help.

"Out on the deckplates we have some inexperienced workers...They love these pictures," said **Kevin Wadleigh**, a Planner who started as a Pipefitter 34 years ago. "When you show them that they say, 'Oh yeah, now I got it.' It's like a lightbulb goes off." Wadleigh now attaches 3D views to individual work packages, with a focus on Flight III ships that will soon be in ground assembly.

The 3D images do not include the complex measurements and instructions that the blueprints have and are not replacing them. But they can help show what the finished product should look like, and with the same orientation as it's being built. The 2D blueprint drawings show the pieces and the unit right side up, even though the units are inverted in ground assembly areas so mechanics can more easily and safely work in the overhead.



**Kevin Greenhalgh** reviews a color-coded 3D image showing a pipe assembly he's working on in relation to other nearby ship systems as **Josh Baril** looks on.

Wadleigh remembers holding his drawing upside down above his head as a young mechanic to see how the parts would look once complete.

"The 3D views can be moved around so that new mechanics can visualize how to build inverted products better," said Hunt. "It also helps Planning validate job sequencing before sending final plans to manufacturing."

The MacPac Viewer can also serve as a good tool for supervisors and managers in Operations.

The images can be pulled up on any computer with access to the network. The drawings can show when different parts are scheduled to be built into a unit, which can be extremely helpful in sequencing work, said Hunt.

The tool can also be directed to show each job that will be added in the coming weeks, which can benefit Plan of the Week development and look aheads, Hunt said.

"In the AB and RSU, you build a block at a time," said Front Line Supervisor **Jordan Dupuis**. MacPac would provide "a comprehensive overview of the entire build for the unit, show you all the piping or anything being installed." Further downstream, it can be used to make sure system segments are complete before testing.

"It's been such a huge help," said **Josh Baril**, Pipefitter and backup Supervisor who has been at BIW for three years. "It helps you understand the blueprints. It allows you to fill in the gaps. 'If I run it here, is it going to hit anything?'"

Greenhalgh says the viewer has great potential. Achieving it will require mechanics to know what's available and what images and information to request.



The team that developed the MacPac 3D Viewer, from left, **Mark Lierow**, **Pete Glueck**, **Mike Marchesseault**, **Tim Hunt** and **Dennis Russell**.





## Service Anniversaries

### OCTOBER

Dept Name

#### 35 Years

10 Galipeau, Jeffrey  
10 Murphy, Dana  
10 Cook, Lisa  
15 Linehan, David  
17 Roy, Robert  
20 Dearborn, Thomas  
20 Yergin, Fred  
20 Erickson, Robert  
24 Soreide, Jimmy  
32 McGloin, Patrick  
43 Purington, Jeffrey  
50 Manson, Clifton  
50 Christiansen, Eric

Dept Name

50 Hill, David  
81 Menard, Robert  
86 Sprague, Dean  
86 Schenberger, Robert  
87 Ximiness, Chad  
87 Crocker, Neal

#### 30 Years

86 Oakes III, Fulton

#### 15 Years

13 Desjardins, Mark  
20 Demers, Brian  
86 Seamans, Justin

Dept Name

86 Lahey, Irene  
86 Gagne, Steven  
86 Frost, David  
86 Fellows, Paul  
86 Foster, Benjamin  
87 Jordan, Patrick  
87 Sandmaier, Nickolas  
90 Grotton, Essence

#### 10 Years

09 Hood, Randy  
10 Lewis, Brandon  
10 Martin, Shon  
10 Barbeau, Penni

Dept Name

15 Rowe, Casey  
17 Farrell, Bryan  
17 Boucher, Ronald  
20 Ouellette, Travis  
20 Bizier, Jeremiah  
20 Stewart, Stephen  
20 Day, Joseph  
20 Milligan, Daniel  
27 Sewell Jr., Michael  
50 Kellett, Michael  
50 Hartwell, Brandon  
69 Harris, Brandon  
87 Romano, Joseph

Dept Name

#### 5 Years

10 Emery, Shane  
10 Thorne, Troy  
10 Stewart, Andrew  
26 Tingley, Alicia  
40 Gawle, Cody  
43 Bamford, Brady  
43 Harris, Ronald  
86 Hester, Andrew  
86 Warren III, John  
86 Leaf, Cody  
87 Waters, Thomas

### NOVEMBER

Dept Name

#### 45 Years

19 Messier, Thomas

#### 40 Years

01 Rose, Christopher

Dept Name

#### 35 Years

40 Foster, Roger  
50 Dehahn, Michael  
81 Dubuc, Gary  
86 Paquet, Daniel  
93 Collins, Stephen

Dept Name

#### 25 Years

86 Valley, Thomas

#### 15 Years

40 Morris, Matthew  
84 Cotreau, Jeremiah  
86 Dufour, George

Dept Name

86 Costa, Lisa  
87 Borucki, Kenneth

#### 10 Years

10 Underwood, Jay  
15 Tooher III, William  
15 Easter, Christopher

Dept Name

15 Deblois, Colby  
20 Safford, Gerald  
20 Wilson, William

#### 5 Years

10 Midgley, Stephen

### DECEMBER

Dept Name

#### 40 Years

84 Guliani, Lance

#### 35 Years

17 Cullivan Jr., William  
27 Pare, Mark

Dept Name

43 Keene, Donald  
43 Peaslee, Patrick  
81 Labbe, Laurie

#### 15 Years

24 Skinner, Benjamin

Dept Name

49 Rethi, Patricia  
82 Snow, Jennifer  
84 Hutchison, Stacey  
86 Krehel, Bradley  
86 Svenson, Erik  
99 Gleason, Mary

Dept Name

#### 10 Years

06 Garland II, Kenneth  
20 Main, Christopher

#### 5 Years

01 Hanson, Gregory

Dept Name

13 Obrin, Jennifer  
20 Katende, David  
50 Wimbish, Roy  
86 Melick, Joseph  
86 Sanborn, Loren  
87 Ventry Charette, Justine



## Retirees

Dept/Name

### October

07 **Thomas A. McCormick**  
32 Years, 11 Months  
Machinist III  
08 **Carl Hein-Hansen**  
34 Years, 7 Months  
Prin. Project Manager  
09 **Donald H. Blasingame**  
23 Years, 3 Months  
Outside Machinist III  
09 **Christopher Brandt**  
33 Years, 2 Months  
Outside Machinist III  
09 **Paul C. Crow**  
33 Years, 10 Months  
Outside Machinist III

Dept/Name

09 **Ronald J. Demers**  
32 Years, 7 Months  
Outside Machinist III  
09 **Gerald R. McPhee**  
41 Years, 3 Months  
Outside Machinist III  
09 **Colin A. Hall Jr.**  
33 Years, 9 Months  
Outside Machinist III  
10 **Fred J. Brouillet Jr.**  
34 Years  
Front Line Supervisor  
10 **Mark S. Colby**  
42 Years, 3 Months  
Director, Fabrication

Dept/Name

10 **Roland R. Dagneau**  
39 Years, 6 Months  
Front Line Supervisor  
10 **Michael C. Wheeler**  
42 Years, 5 Months  
Front Line Supervisor  
10 **Michael Snyder**  
33 Years, 8 Months  
Area Supervisor II  
15 **Michael S. Fitzpatrick**  
43 Years, 3 Months  
Pipefitter III  
15 **Randy J. Henry**  
32 Years, 1 Month  
Pipefitter III

Dept/Name

15 **Steven C. Kingsbury**  
40 Years, 5 Months  
Pipefitter III  
15 **Bruce R. Mullen**  
32 Years, 7 Months  
Pipefitter III  
15 **Peter K. O'Leary**  
43 Years  
Pipefitter III  
15 **Ricky A. Richards**  
32 Years, 3 Months  
Pipefitter III  
15 **Stephen E. Wright**  
32 Years, 11 Months  
Pipefitter III

Dept/Name

15 **Jay A. Sanborn**  
33 Years, 8 Months  
Pipefitter III  
15 **Carl J. Wilkins**  
32 Years, 2 Months  
Pipefitter III  
17 **Richard D. Brown**  
33 Years, 2 Months  
Tinsmith III  
17 **Joseph L. Darling**  
40 Years, 9 Months  
Tinsmith III  
17 **Dennis R. Hitchcock**  
32 Years, 7 Months  
Tinsmith III



## Retirees (Continued)

Dept/Name

### October (cont.)

19 **Christopher S. Brewer**  
37 Years, 2 Months  
Electrician III

19 **James R. Daigle**  
33 Years, 5 Months  
Electrician III

19 **Ronald D. Doughty**  
33 Years  
Electrician III

19 **Edward A. Eldredge**  
35 Years  
Electrician III

19 **Michael R. Elwell**  
39 Years, 8 Months  
Electrician III

19 **James P. Fales**  
14 Years, 1 Month  
Electrician III

19 **Richard D. Gagne**  
33 Years, 4 Months  
Electrician III

19 **Ronald M. Grant**  
42 Years, 9 Months  
Electrician III

19 **Reney L. Henry**  
40 Years, 3 Months  
Electrician III

19 **Peter S. Keniston**  
32 Years, 1 Month  
Electrician III

19 **David Martin**  
33 Years, 9 Months  
Electrician III

19 **Darin G. Maxim**  
35 Years, 1 Month  
Electrician III

19 **Christopher M. Shelley**  
35 Years, 3 Months  
Electrician III

19 **Penny D. Sampson**  
26 Years, 3 Months  
Electrician III

19 **Arthur E. Utech**  
32 Years, 3 Months  
Electrician III

20 **Kevin R. Welch**  
42 Years, 5 Months  
Maint. Mechanic III

20 **Christopher P. Frank**  
42 Years, 2 Months  
Maint. Mechanic III

Dept/Name

20 **Robert J. Godbout III**  
39 Years, 6 Months  
Maint. Mechanic III

20 **John H. Mott**  
43 Years, 8 Months  
Maint. Mechanic III

20 **Scott A. Paradis**  
33 Years, 10 Months  
Maint. Electric & HVAC III

20 **John D. Payne**  
33 Years  
Maint. Mechanic III

20 **Wayne M. Rice**  
40 Years, 4 Months  
Maint. Mechanic III

20 **Richard A. Harris**  
43 Years, 2 Months  
Sr. Project Manager,  
Facilities

25 **Guy R. Landry**  
42 Years, 7 Months  
Carpenter III

25 **Lionel J. Thompson**  
34 Years  
Carpenter III

25 **Ronald A. Theriault**  
34 Years, 6 Months  
Carpenter III

26 **Donald A. Hill**  
40 Years, 7 Months  
Lieutenant

27 **Walter L. Ames Jr.**  
33 Years, 8 Months  
Preservation Tech III

27 **Wendall R. Bubar**  
40 Years, 7 Months  
Preservation Tech III

27 **Thomas A. Darling**  
32 Years  
Preservation Tech III

27 **Raymond E. Hilts**  
42 Years  
Preservation Tech III

27 **Eugene Joseph**  
33 Years, 3 Months  
Preservation Tech III

27 **Rob E. Marcia**  
33 Years, 2 Months  
Preservation Tech III

27 **Mark A. Marcia**  
33 Years, 2 Months  
Preservation Tech III

Dept/Name

27 **Mark S. McBride**  
32 Years, 5 Months  
Preservation Tech III

30 **Michael W. Croteau**  
35 Years, 1 Month  
Sandblaster III

32 **Russell E. Estes II**  
40 Years, 4 Months  
Yard Rigger III

43 **David J. Brown**  
43 Years, 7 Months  
Welder III

43 **Frederick L. Cooper**  
46 Years, 10 Months  
Welder III

43 **Timothy J. Holt**  
35 Years  
Welder III

43 **Francis J. Malone**  
31 Years  
Welder III

43 **Bernard B. Maybury**  
35 Years, 1 Month  
Welder III

43 **Randale R. Russell**  
33 Years, 2 Months  
Welder III

43 **Charles A. Stubbs**  
33 Years, 1 Month  
Welder III

43 **Dean J. Brown**  
43 Years, 7 Months  
Welding Lab

50 **Eric K. Frost**  
35 Years, 3 Months  
Shipfitter III

50 **Michael A. Hlister**  
33 Years, 11 Months  
Shipfitter III

50 **Clinton D. Kaler**  
32 Years, 5 Months  
Shipfitter III

50 **Michael C. Mitchell**  
35 Years, 1 Month  
Shipfitter III

50 **Bruce C. Wing**  
47 Years, 11 Months  
Shipfitter III

66 **Douglas M. Chattley**  
33 Years  
Insulator III

66 **Rodney V. Ward**  
34 Years, 2 Months  
Insulator III

Dept/Name

69 **Kevin C. Degroot**  
33 Years, 9 Months  
Stagebuilder III

80 **Richard B. Reed**  
44 Years, 1 Month  
Crane Operator III

80 **Frank O. Reed**  
43 Years, 10 Months  
Crane Operator III

81 **John J. Harper**  
41 Years, 7 Months  
Material Handlers III

81 **Robert B. Jones**  
35 Years, 3 Months  
Material Handlers III

81 **Nicholas S. Kakos Jr.**  
34 Years, 2 Months  
Material Handlers III

81 **Daniel R. Tremblay**  
33 Years, 9 Months  
Material Handlers III

86 **David M. Collier**  
41 Years, 5 Months  
Designer, 1st Class

86 **Benjamin Davenport Jr.**  
33 Years, 8 Months  
Associate Engineer

86 **Jana R. Morehouse**  
40 Years, 5 Months  
Designer, 1st Class

86 **James P. Murray**  
15 Years, 1 Month  
Designer, 1st Class

86 **John H. Fitzherbert**  
23 Years, 1 Month  
Sr. Tech, Engineering

91 **Kathy A. Letourneau**  
43 Years, 8 Months  
Planning Tech

### November

07 **Thomas B. Colton Jr.**  
37 Years, 6 Months  
Machinist III

07 **Allen L. Thibodeau**  
39 Years, 3 Months  
Machinist III

07 **William R. Fenn**  
43 Years  
Machinist III

Dept/Name

10 **Roger D. Suckow**  
39 Years, 9 Months  
Assistant Foreman II

10 **Jude A. Binette**  
23 Years  
Front Line Supervisor

10 **Andrew L. Benedict**  
33 Years, 6 Months  
Front Line Supervisor

15 **George W. Bowden Jr.**  
33 Years, 1 Month  
Pipefitter III

15 **Daniel M. Dechene**  
33 Years, 9 Months  
Pipefitter III

15 **Carroll L. Lincoln**  
32 Years, 10 Months  
Pipefitter III

15 **Gary S. MacWhinnie**  
32 Years, 10 Months  
Pipefitter III

15 **Jeffrey A. Riva**  
35 Years, 2 Months  
Pipefitter III

15 **Craig N. Stimpson**  
33 Years, 7 Months  
Pipefitter III

15 **Donald E. Hutchins II**  
33 Years, 8 Months  
Pipefitter III

17 **Todd L. MacMahan**  
35 Years, 5 Months  
Tinsmith III

17 **Steven W. Shaw**  
33 Years, 7 Months  
Tinsmith III

17 **Stephen M. Stewart**  
34 Years, 2 Months  
Tinsmith III

19 **Glen E. Bailey**  
42 Years, 9 Months  
Electrician III

19 **Robert H. Call**  
33 Years, 3 Months  
Electrician III

19 **Rodney R. Cote**  
32 Years, 6 Months  
Electrician III

19 **Daryl E. Massey**  
33 Years, 8 Months  
Electrician III

19 **Frank A. Salo Jr.**  
33 Years, 2 Months  
Electrician III





## Retirees (Continued)

Dept/Name

### November (cont.)

19 **Shawn C. Tardif**  
33 Years, 1 Month  
Electrician III

19 **David L. Towle**  
14 Years, 4 Months  
Electrician III

19 **Mark J. Dumas**  
26 Years, 1 Month  
Electrician III

19 **Clifton H. Given II**  
22 Years, 7 Months  
Electrician III

20 **Michael A. Norton**  
42 Years, 6 Months  
Maint. Mechanic III

20 **Dana L. Carlson**  
34 Years, 3 Months  
Project Manager,  
Facilities

24 **David M. Toothaker**  
32 Years, 2 Months  
Buyer II

25 **Glen A. Capen**  
40 Years, 6 Months  
Carpenter III

25 **Ricky C. Pease**  
33 Years, 9 Months  
Carpenter III

27 **Andy C. Bradeen**  
34 Years, 2 Months  
Preservation Tech III

27 **Marc P. Bubar**  
35 Years, 2 Months  
Preservation Tech III

27 **Joel J. MacNeil**  
39 Years, 7 Months  
Preservation Tech III

27 **Peter W. Moskus**  
33 Years, 2 Months  
Preservation Tech III

27 **John M. Gray**  
33 Years, 1 Month  
Preservation Tech III

32 **Samuel L. Bartlett**  
35 Years, 2 Month  
Yard Rigger III

32 **Timothy J. Malia**  
43 Years, 7 Months  
Yard Rigger III

Dept/Name

32 **Tracy J. Ripley**  
43 Years  
Yard Rigger III

32 **Cory L. Young**  
33 Years, 4 Months  
Yard Rigger III

43 **Gary J. Norton**  
33 Years, 3 Months  
Welder III

43 **James R. Rancourt**  
33 Years, 4 Months  
Welder III

43 **Brigham J. Robinson III**  
31 Years, 9 Months  
Welder III

43 **Peter F. Thornton Sr.**  
33 Years, 3 Months  
Welder III

43 **Rex E. Eaton**  
40 Years, 3 Months  
Welder III

50 **David L. Caron**  
35 Years, 2 Months  
Shipfitter III

50 **Scott K. Chubbuck**  
35 Years, 3 Months  
Shipfitter III

50 **Michael D. Cyr**  
31 Years, 8 Months  
Shipfitter III

50 **Francois A. Marquis**  
35 Years, 1 Month  
Shipfitter III

50 **Michael J. Plourde**  
43 Years, 1 Month  
Shipfitter III

50 **Michael K. Douglas**  
31 Years, 8 Months  
Shipfitter III

52 **David M. Rogers**  
39 Years, 5 Months  
Sr. Engineer,  
Safety/Health

66 **William R. Cunningham**  
33 Years, 3 Months  
Insulator III

66 **Algernon F. Miner**  
6 Years, 11 Months  
Insulator III

66 **Robert J. Nolon**  
39 Years, 3 Months  
Insulator III

Dept/Name

81 **Andrew P. Bernier**  
43 Years, 10 Months  
Material Handlers III

81 **Steven L. Cornish**  
33 Years, 1 Month  
Material Handlers III

81 **Mark A. McCollett**  
32 Years, 5 Months  
Material Handlers III

81 **Dexter S. Russell**  
33 Years  
Material Handlers III

81 **Jeffrey A. Freeman**  
43 Years, 8 Months  
Material Handlers III

81 **Paul A. Lancaster**  
39 Years, 3 Months  
Material Handlers III

82 **Terrence L. Lewis**  
48 Years, 2 Months  
Technical Clerk,  
1st Class

86 **Paul E. Thomas Jr.**  
35 Years, 2 Month  
Designer, 1st Class

86 **Walter H. Beagle**  
33 Years, 3 Months  
Tech. III, Engineering

91 **Marcel E. Beaulieu**  
42 Years, 3 Months  
Planning Tech

91 **Chester W. Coonradt**  
43 Years, 1 Month  
Planning Tech

**December**

09 **Robert E. Gordon**  
41 Years, 10 Months  
Outside Machinist III

10 **Alfred R. Boucher**  
31 Years, 10 Months  
Assistant Foreman II

10 **Randolph W. Johnson**  
39 Years, 5 Months  
Superintendent

10 **Kenneth W. True**  
30 Years, 5 Months  
Assistant Foreman II

15 **Christopher Ferrante**  
32 Years, 10 Months  
Pipefitter III

Dept/Name

15 **James N. Hunter**  
10 Years, 1 Month  
Pipefitter III

15 **Todd W. McPhee**  
40 Years, 7 Months  
Pipefitter III

15 **Ross A. Norton**  
34 Years, 1 Month  
Pipefitter III

17 **Scott A. Michaud**  
34 Years, 3 Months  
Tinsmith III

19 **Kelley P. Ammons**  
30 Years, 6 Months  
Electrician III

19 **John D. Cole III**  
18 Years, 9 Months  
Electrician III

19 **Mark T. Jordan**  
32 Years, 9 Months  
Electrician III

19 **Frank Petrulli**  
33 Years, 9 Months  
Electrician III

19 **Jeremy J. Washburn**  
33 Years, 2 Months  
Electrician III

19 **Daniel P. Whittier**  
33 Years, 6 Months  
Electrician III

20 **Kenneth F. Morse Jr.**  
41 Years, 8 Months  
Maint. Mechanic III

20 **Terry L. Wells**  
39 Years, 7 Months  
Maint. Mechanic III

27 **Edward Torrey Jr.**  
39 Years, 7 Months  
Preservation Tech III

27 **Runette R. Waterman**  
34 Years, 1 Month  
Preservation Tech III

27 **Jody C. West**  
33 Years, 4 Months  
Preservation Tech III

50 **William L. Cushman Jr.**  
33 Years, 6 Months  
Shipfitter III

50 **Brian G. Dilley**  
33 Years, 2 Months  
Shipfitter III

Dept/Name

50 **Gary D. Totman**  
31 Years, 7 Months  
Shipfitter III

62 **David A. Marino**  
32 Years, 2 Months  
General Laborer III

66 **David L. Folger**  
14 Years  
Insulator III

66 **Daniel L. Jewett**  
42 Years, 3 Months  
Insulator III

77 **Deborah A. Hinds**  
5 Years, 4 Months  
Principal Proj. Mgr,  
Program

81 **Gregory A. Gowell**  
53 Years, 11 Months  
Material Handlers III

84 **Thomas J. McMahon**  
12 Years, 4 Months  
Sr. Planner

91 **Jeffrey C. Davis**  
33 Years, 3 Months  
Planning Tech

91 **Charles F. Durand**  
40 Years, 2 Months  
Planning Tech

91 **Palmira Mercado**  
12 Years  
Planning Tech

91 **Steven R. Sherburne**  
39 Years, 6 Months  
Planning Tech

91 **Elaine G. Small**  
32 Years, 7 Months  
Planning Tech

# New Employees Play to Learn

New employees gather around a table at the Trades Learning Center, rolling dice and moving plastic tokens around a board. **Trevor Wellman**, a Welder from Mt. Vernon, lands on a Life Cycle Services scenario square and draws a card. "You complete upgrades on the ship's antenna systems, radar array and combat weapons system ahead of schedule and under budget. Collect \$10,000."

Trevor and other new hires are getting an overview of shipbuilding by playing The Bath Iron Works Game.

"This is designed to give you a view from 100,000 feet of what goes into running a shipyard," said Instructor **Murlyn Greenleaf** on a recent day at the Trades Learning Center on Leavitt Drive in Brunswick. "It gives employees an idea of what responsibility each area of the shipyard has in the shipbuilding process."

A team comprised of Greenleaf, **Mike Ross**, **Ashley Douglass**, **Toby Bell** and **Dave Heath** worked with a vendor who specializes in making games that reflect a company's processes. The BIW game is similar to one developed at Electric Boat.

"The idea is that they play the game and hear about the different areas, then they get to the yard and they see it," said Ross, Manager of Talent Acquisition.

The players' path passes through Contracts, Design and Engineering, Supply Chain, Ship's Assembly, Ship's Completion and Life Cycle Services. As players make their way around the board, they accomplish milestones and achievements:

Negotiate a contract to build an Arleigh Burke – roll a dice to collect between \$150,000 and \$160,000 in game money.

A Continuous Improvement Initiative delivers critical parts to Ship's Completion just as they need them: move ahead three spaces and Ship's Completion collects \$5,000.

There's also BIW trivia that can affect your progress, such as multiple choice questions about which year General Dynamics bought BIW (1995), or how rapidly BIW delivered destroyers in World War II (one every 17 days).



As players approach the finish, they roll dice to see whether their ship is accepted by our Navy customer, or whether they go back five spaces and pay \$20,000 – implying more work is needed to pass inspection.

The hour-long game is also an opportunity for employees hired into different departments to make connections outside their trade or specialty. It's also a chance for some fun during the rigors of new employee training.

"It was pretty cool, like BIW monopoly," said **Joseph Berry**, Welder. "It's a different way of learning."



He gestures at the first lines of colored spaces winding through the Contracts area. "Some people who have been here 20 or 30 years have no idea what Contracts does."





# BIW HISTORY SNAPSHOT

By **Andy Toppan**

## Isabel

The yacht was among BIW's earliest and largest yachts and served in both World Wars.

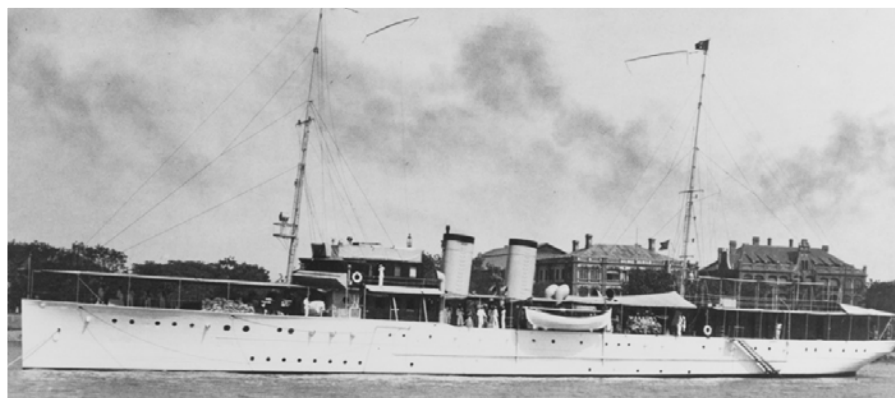
**T**he yacht Isabel, BIW Hull 73, was among the yard's earliest and largest yachts and served in several Navy roles through both World Wars.

Isabel was ordered in 1916 for John Willys, a diplomat and entrepreneur in the growing automobile industry. Willys had recently founded Willys-Overland Motors, the company that later built the famed WWII-era Willys Jeep and whose legacy survives today as the Jeep brand. Isabel was a large yacht for her era: 230 feet in length, 530 tons displacement, powered by steam turbines and capable of 28 knots.

Willys offered the yacht for sale to the Navy even before she was launched. With the U.S. entry into WWI in 1917, the Navy negotiated a deal, and Isabel was transferred to the Navy soon after sea trials. The yacht was nearly the same size as modern destroyers, and the Navy outfitted her as a destroyer and commissioned her as one on December 28, 1917, although she carried a patrol vessel designation of SP-521.

Armed with four 3-inch guns, torpedo tubes, and depth charges, USS Isabel (SP-521) sailed for Europe in early 1918, where she took up convoy escort duties throughout the year. At the conclusion of the war, she returned to the states and was employed in auxiliary roles, including a recruiting tour along the Mississippi River and duty as a tender to the Navy's early flying boat aircraft.

Formally re-designated as a patrol yacht 1920, Isabel (PY-10) was outfitted to serve as the flagship of the Yangtze Patrol, arriving in Hong Kong in November 1921. For the next seven years she patrolled



Isabel in China, 1927.

the Yangtze River, protecting U.S. interests during a period of unrest and conflict in China, frequently coming under fire from opposing Chinese forces.

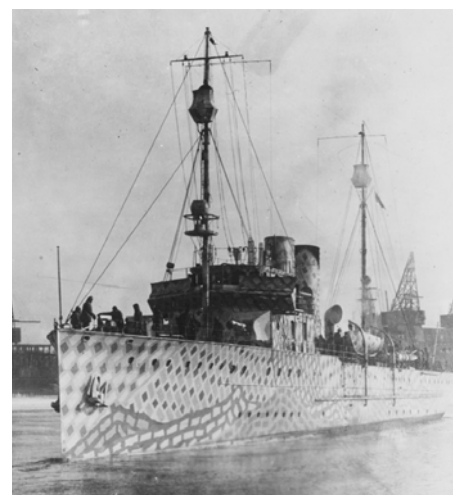
In 1929, Isabel left the Yangtze Patrol and joined the U.S. Asiatic Fleet, based in the Philippines. She spent the following decade representing U.S. interests cruising throughout the Southeast Asia region. The yacht frequently returned to the Yangtze and called on other Chinese ports and made occasional visits to Hong Kong, Macau and other cities.

Just days before the attack on Pearl Harbor, Isabel made a secret reconnaissance trip along what is now the Vietnamese coast and was recalled to the Philippines just before the islands came under attack by the Japanese. Isabel was unscathed during the attacks and soon joined U.S. and Allied ships retreating to the south into the islands of present-day Indonesia. There she participated in the desperate, and ultimately doomed, defense of the islands through the first months of 1942, staying just ahead of advancing Japanese forces.

As the last of the islands fell, Isabel

sailed for Australia under constant threat by both severe weather and Japanese forces. The yacht was lucky and managed to avoid attack, even as nearby ships were sunk. She finally reached safe harbor in Fremantle, Australia, on March 7, 1942, nearly out of fuel and damaged by heavy seas.

In Fremantle, Isabel assumed her final role, escorting and training Allied submarines throughout the war. Finally, on August 27, 1945, the old yacht set a course for the U.S. mainland, arriving at San Francisco in late October. She had been deployed overseas for nearly 24 years, almost her entire career, which may be a record among U.S. Navy ships. She was thoroughly worn out after this long service and was promptly decommissioned and scrapped in the spring of 1946.



Left: Isabel in the Pacific, 1942; Right: Isabel in Boston, 1917.

# GENERAL DYNAMICS

Bath Iron Works

700 Washington Street  
Bath, ME 04530



# Faces of BIW

