GENERAL DYNAMICS
Bath Iron Works

BIW NEWS

Vol. 2
2022

DDG 122 Underwater Paint Team Crushes It!

INSIDE

New President Chuck Krugh Commits to Being Out on the Deckplates

BIW President **Chuck Krugh** meets with shipbuilders during an all hands meeting at Pier 2.

Electrician **Adam Beaudreau** was just finishing up his morning muster, getting ready to pull cable on the deckhouse of Hull 524, when **Chuck Krugh**, BIW's new president, stopped in to say hi.

"He shook some hands, just trying to get to know us," said Beaudreau, adding that he's crossed paths with Krugh a couple of times since. "He's becoming familiar with the process and what we do day to day."

"He seems very interested in what we're doing," said Front Line Supervisor **Matthew Cote**. "I think it shows he cares."

In his first week on the job, Krugh addressed all employees at the main yard and offsite locations on all shifts and held Zoom calls with those in homeports. In those meetings, he told everyone he would be "out on the deckplates." He wasn't kidding. He makes it a point to get out there just about every day to talk to the workforce and learn about what they're working on.

"I like being on the deckplates because to me that's where the point of execution happens," he said at one of the recent engine sets.

But this is his first experience in shipbuilding. He said he plans to ask a lot of questions.

Krugh said he believes the decisions employees make every day, at the point of execution, most influence the company's long-term future. For all hands. "You're affecting the company in a much stronger way than I am. That's why it's important for me to be out here with you."

Krugh comes to BIW from Gulfstream, in General Dynamics's Aerospace division. There, he oversaw the business-jet manufacturer's takeover and resurrection of a vendor that made composite engine casings, called a nacelle, essential to jet production. His team restarted the line and cut in half the time it took to produce example, "When you decide to do that job right the first time – that's far more impactful than what happens on a day-to-day basis for me."

Krugh said he appreciates the value of a solid day's work. After serving in the Army, he became an aircraft mechanic. He enjoys welding as a hobby. "I consider myself a mechanic first – since I've been doing it all my life. My favorite thing to do is to work on stuff," he told one group of employees. "I'm not afraid to work and get my hands dirty."

Krugh said he is looking forward to talking – and joking around – with employees on the job site often.

After meeting him, **Noah Michaud**, one of the electricians working on the H524 deckhouse, said: "It's good that we have a president who knows what we're doing."

"He's down to earth, you can talk to him," Beaudreau added. "I called him 'Mr. Chuck,' and he said just 'Chuck' was OK."

"I like being on the deckplates because to me that's where the point of execution happens."

- Chuck Krugh, BIW President

By **Deb Nadeau**

Safety Focus: Hazard Recognition

You may have heard about the USS Bonhomme Richard, a Navy amphibious assault ship that was destroyed by fire in July 2020 while docked for maintenance at Naval Base San Diego.

Since then there has been increased attention to fire safety at shipyards across the country. BIW has responded with a ramped up focus on fire prevention, specifically hot work.

Employees training to serve as fire watch during certain situations when hotwork is being performed learn the proper technique for using a CO2 extinguisher to put out a small fire.

The shipyard published the Universal Housekeeping Standard last November, which sets clear expectations for cleaning up your work area when a job is complete and at the end of shift. Better housekeeping leads to fewer injuries and less fire potential by clearing work areas of trip hazards and combustible material that can catch fire.

More recently, BIW provided extra education about combustible materials, hot work and housekeeping.

A group of employees from production, safety, communications, quality and the Fire Department meet twice a week to discuss ways to decrease our fire risk.

One of those efforts streamlines hot work procedures and requirements into one procedure and makes sure there is no information that appears contradictory. Now, a comprehensive training is planned along with regular follow-up training that will reach all current employees and new hires.

All areas of the shipyard have sustainment plans in place to make sure housekeeping continues to meet the universal standard. The Safety Department continues to audit all areas for safety hazards. The scores from these audits are used to quickly correct issues or to shut down work in specific areas until conditions improve.

The Fire Department is working closely with production to train more employees to perform fire-watch duties. These employees stand ready during high-risk hot work to respond to any signs of a fire starting.

BIW is looking at the materials routinely brought on ships and exploring whether we could use substitutes that are not combustible. Recently, some areas banned plastic buckets and have started using metal buckets instead. This is a great step forward in reducing risk. BIW is also looking at reducing the wood and cardboard brought onto the ships and in some cases replacing it with fire-retardant treated wood.

Everyone must be vigilant about fire safety – for the health and safety of everyone who works at BIW and for our livelihoods. Together we will make a difference.

Deb Nadeau
Director of Environmental, Health and Safety

Learning about safety is part of the job.

ON THE COVER

The Preservation Technicians, Blasters, Welders and support trades of the DDG 122 Underwater Paint Team celebrate their success.

BIW NEWS

BIW News is published quarterly 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**

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EMPLOYEE **SPOTLIGHT**

ADAM WARD

Title: Machinist

Been with BIW since: 2010 (before that, 2002–2008)

Dept: Outfit Fabrication Facility

TELL US A LITTLE ABOUT YOURSELF

I grew up in Cundy's Harbor, Harpswell, and now I live in Topsham.

HOW DID YOU GET STARTED AT BIW?

In 2002, they were hiring family members of current employees as summer help and I came in as a cable puller. My grandfather retired from here. He was in the Paint Department for 27 years and my dad retired in October of this past year. He was an insulator and had 34 years. They always worked second shift. They lobstered and dug clams during the day and worked at night.

WHAT DO YOU DO AT BIW?

I am a pipebender. I bend inch-and-a-half to 8-inch pipe, up to 20 feet in length. The machine is all computerized. We scan a sketch and it populates all the data. I'm also a backup supervisor.

WHAT'S THE BEST PART OF YOUR JOB?

The best part is working as a team with people. We bend the pipe. There's the guy who cuts the pipe to length and the guy who lays out the pipe, so we all communicate. Also, I like it that I know just about everybody here in this facility. There's not a lot of people so you get to know people on a personal level. It's like a little family out here.

DESCRIBE YOUR HOBBIES?

I have three kids, 16, 12 and 10. I help coach unicycling during the week. I can't ride a unicycle but I have two kids who ride unicycles – my daughter 12, and my adopted son, 10.

HOW DID THEY GET STARTED?

They teach it at their school, Woodside Elementary School in Topsham. They're the Woodside One Wheelers. We do parades around here, go to the speedway, do halftime shows at the Maine Celtics. In November, we're going to Philadelphia for the Thanksgiving Day parade.

WHAT'S YOUR FAVORITE MOVIE?

Eye of the Tiger, a 1980s movie starring Gary Busey – probably one of the only movies where he plays a good guy. Lately, I've been watching Sons of Anarchy.

DO YOU RIDE?

I have a 2014 Yamaha Raider. My wife, Melissa, has her own bike and when we get away from the kids, we like to go to New Hampshire and ride the Kancamagus.

WHAT'S YOUR FAVORITE FOOD?

Barbecue chicken pizza.

NOMINATE our next employee for the Employee Spotlight today by emailing **rebecca.volent@gdbiw.com**

Outfit Fab Cuts Weeks from Cooling Assembly Job

For years, **Tom Durrell** built cooling systems within units being outfitted in PO2 or on Land Level. Working in the cramped conditions was challenging, and often assembly would be delayed while waiting for other trades to become available for their work on the equipment.

Now, a cooling system project that typically takes months was built in weeks at the Outfit Fabrication Facility.

"Once you get up on the Land Level, everything takes more time (compared to here) no matter what you're doing," Durrell said. "The part about doing it down there is you're always waiting – for paint removal, welding, riggers."

There's also working in the cramped quarters of a ship space versus the open environment of the Outfit Fabrication Facility.

"On the unit, I would have had to get up on top, lay down and weld with a mirror," **Scott Intermont** said. "This totally made the job easier for both of us."

By building the unit in an open work area at the Outfit Fabrication Facility, Durrell and Intermont found it easier to work in hard-to-reach locations. They were able to request assistance from the rigging crews at the Structural Fabrication Facility, who could pick up and then lay the 4,100-pound equipment on its side to make assembly easier.

Welder **Scott Intermont** (left) and Machinist **Tom Durrell** built a cooling assembly in record time.

If a part needed painting, they could call the nearby powder coat facility.

"When I was ready for welding, I mentioned it and he walked right over." Durrell said, gesturing to Intermont.

There's also the ability to keep a work area ready. Air lines and other support services are right there. On land level, Intermont would get pulled off the job for days, and when he returned, he would have to set up the work area again.

Uninterrupted, the project moves much faster. "I think we could build this in three to four weeks…and the quality is better," he said, though this project did experience some delays as a prototype unit being built for the first time.

Based on completed work versus budgeted hours for the project, the cooling unit has a Cost Performance Index (CPI) of about 200 percent, said **Avery Tavares**, Outfit Fabrication Manager, meaning it was completed in half the time originally estimated.

There are limits to what should be built outside of the ship space. The team opted not to have the skid shipped with piping attached because an impact on the piping could damage the sensitive coils inside. Repairs could use up all the time they'd saved building offsite.

Durrell and Intermont believe there are many opportunities for similar savings.

"I'm sure they could figure out ways to build a lot of these for load out rather than build it in place," Intermont said.

Former Maintenance Building Makes Way for Kitting Terminal

Capital improvements continue to be executed throughout the shipyard, including the overhaul of Pier 3, repaving and other improvements to Pier 2, the renovation of Main Stores, the replacement of North End utilities and the demolition of the former Maintenance Building to make way for the new Kitting Terminal.

Construction of the new Kitting Terminal, which will improve delivery of timely, accurate and complete work packages to mechanics in the main yard, is under way now that the former Maintenance Building has been demolished.

Our current Maintenance functions were relocated to the bottom two floors of North Stores. At the end of May, the old brick and sheet metal building was coming down after decades of housing different ship-construction functions.

The Maintenance Building was comprised of multiple smaller structures, most of which were built between 1911 and 1937 and were interconnected and roofed over prior to 1938.

The building included a former brass foundry built in 1911. The foundry work was transferred to the Hyde Windlass Company prior to the start of World War II. Most recently, that portion of the building was used for Facilities Engineering offices and maintenance materials storage.

The area where until recently insulating activities occurred also dates to 1911 when it housed a Copper Shop, Tin Shop and Pipe Shop. In 1936 – 37, that building was expanded to house the Pipe Shop assembly areas.

Razing the former Maintenance Building.

Upgrades were done in 1961, 1979 and 1983. The Pipe Shop moved to the Outfit Fabrication Facility once the Brunswick facility opened in 1989.

Now, site preparation is underway for construction of the new Kitting Terminal, which should be substantially complete next summer.

Warmups Win Converts, Reduce Injuries

Preservation Technician **Jacob Bernier** put his hands behind his head and swiveled from side to side. Around him, eight other mechanics mimicked his movements on the fantail of DDG 124, part of a warm-up routine being promoted by Fit for Life.

"I'm a big guy. If I don't stretch out during the day, I'm more likely to pull muscles and get hurt," Bernier said. Earlier in his career, he had a pulled muscle which snowballed into other health problems.

Competitive athletes wouldn't think about pushing their bodies to the limit without warming up for fear of injury. People who rely on their body to do a hard job like shipbuilding should take similar precautions.

"It helps people start their day with getting moving versus them starting off with grinding or manual labor," said Fit for Life Health Coach **Brandon Tardiff**. Tardiff leads warmup groups in the main yard for Temp Power and for Preservation Technicians and Maintenance personnel as well as first- and second-shift groups at the Structural Fabrication Facility in Brunswick.

Among other things, stretching and warmups help get the fluid that protects a person's joints flowing. It's also reducing muscle strain and muscle fatigue. "There's certain muscles that tend to tighten up depending on the person, depending on previous injuries," Tardiff said. "It helps wake up those muscles that tend to be under active."

Preservation Technician **Brie Schmidtz** said she feels better during the day having stretched. "I stopped coming to warmups for a while and I was really sore. I really noticed the difference," said Schmidtz, a Safety Action Team (SAT) member. "Stretching helps."

Keenan Sewell, a P10 who has been with the company since September, said

he started coming to warmups in March. "I never thought I needed that but I did it that first day and my day went better."

"If you want the best out of me, I need to be 100 percent," said Tinsmith **Edward Nappe**, a SAT member whose manager has been supportive of him taking a few minutes in the morning to do warmups. "It's only 15 minutes out of your morning and it gets you to wake up and be limber so you're not getting injured later."

"'Fifteen minutes could save you a bundle!'" Nappe said, paraphrasing a popular insurance commercial.

BIW Develops OSHA Training

The Training and Safety departments have collaborated to develop a new OSHA training program that will reach more than 500 supervisors and managers in Operations over the coming year. OSHA refers to the Occupational Safety and Health Administration – the federal agency charged with ensuring employees have a safe workplace.

The 30-hour OSHA safety course is now also a key component of BIW's Operations Supervisor Leadership Program.

OSHA 30 – the 30-hour course covering federal safety rules and workplace hazard recognition – was tailored specifically for BIW and the marine environment and was certified by OSHA.

"This is a huge accomplishment and shows the commitment to a safer, more educated workforce," said Tom Stevens, Training Superintendent.

Three BIW employees are becoming OSHA-qualified instructors and will be able to provide the training to fellow employees.

While the OSHA training will initially be provided to supervisors and managers, it will eventually be delivered to all levels of the company, Stevens said. In addition to covering rules and regulations, the training will make use of the Universal Ship Hazard Recognition mock, which allows instructors to show potential hazards in a simulated shipyard work environment.

Work Package Review – Meeting Mechanics' Needs

Pipefitter **Lori Francisco** works her way through a folder containing the dimensions and instructions for building and installing a section of piping into a unit. She makes sure the dimensions are all there, that it's clear and understandable and that it contains a picture of how the finished product should look.

"We try to put ourselves in the shoes of a mechanic who just came into the yard," said Francisco, who has 33 years' experience at BIW. "We have a lot of people fresh in the yard, including the people designing the ship."

Francisco is one of a group of mechanics, planners and designers working together at the Church Road Office Facility in Brunswick to make sure work packages are understandable for shipbuilders who might be new to their trade. Over five weeks, the team has reviewed 4,200 work packages.

"This was requested by Operations after they had a lot of feedback from installation trades that work order content was hard to read, missing information or there were misalignments between the work order material and the drawing content within the work order," said Sr. Principal Project Manager **Debbie Oliver,** who is coordinating the effort.

The current project, which includes the non-electrical installation work orders, has two goals. One is to ensure every work package – the instructions that accompany the materials for a specific job – that is sent to Bath meets the needs of the mechanic who depends on them. The other goal is to create work order content standards for the planning packages that have been approved by each trade.

The mechanics assigned to the work package review were selected by their trade superintendent. They include both seasoned and newer mechanics.

Tinsmith **Rebecca Wolfenden**, a graduate apprentice with four years in the shipyard, said the goal is for mechanics to be able to execute their work order without having to get multiple explanations from their liaison or deckplate planner. "There are always going to be some questions, but this reduces the need."

Working alongside Wolfenden is fellow Tinsmith **Jean Piche** with 28 years at BIW. He has to set aside what he knows from years of experience and imagine he is looking at a given work order for the first time. "I know what it's supposed to look like, but if I was a new employee, I might have no idea."

Above: **Lori Francisco** discusses elements of a work package with fellow Pipefitter **Robert Fairfield.** Right: Shipfitter **Tracey Veillieux** points out items in a work package for Planning Tech **Deb Sullivan**.

When the reviews identify packages that need more or different information, that feedback is routed through Sr. Planner **James Lagner** back to the Planning and Design groups. The work order is updated and sent to Operations.

"This is an opportunity to re-align what we're sending to the deckplates," said Planning Manager **Mike Hill**. "The information is the same but we're were changing how we present it so it supports the current needs of the workforce today." Hill says the presentation of information has changed from what was requested just a few years ago.

Shipfitters **Stephanie Rickards** and **Mike Egan** said the review is timely because many current mechanics are new to the shipyard and many of the mechanics with 30 years or more of experience have retired.

The reviewed work orders that include the needed revisions should start hitting the deckplates this month. Look for the blue sticker on your work order – "2022 Production Package Review."

Above: Many of the people working on the work package review at the project's home base at CROF. Not pictured: Mechanics **Tim Greenman, Alton Mank, Ray Caron, Braden Nering,** and **Kyle Gagnon** as well as numerous Planners, Designers, Engineers and Trade Leads who have participated in the project.

Siblings of Patrick Gallagher visited BIW from Ireland in March to authenticate the ship's keel aided by Sr. Welder **Edward Hayes**.

BIW Lays Keel of DDG 127

BIW hosted the family of Patrick Gallagher, namesake of DDG 127, at a keel laying ceremony in Ultra Hall on March 30.

Attending the event were Gallagher's three sisters, Teresa Keegan, Rosemarie Gallagher and Pauline Gallagher, who are the ship's sponsors, and his brother Peter Gallagher.

The ship is named for Marine Corps Cpl. Patrick Gallagher, who received the Navy Cross for heroism during the Vietnam War when he jumped on an enemy grenade. When it didn't explode, he threw it into a river. He was killed in action just before coming home.

Pauline Gallagher described how honored the family was that a ship had been named for her brother. "When we heard the contract was awarded to General Dynamics Bath Iron Works, we could not have been happier. For even 2,500 miles away, we know that Bath built is best built. To all the skilled workers whose craftsmanship and expertise will bring this ship to completion, we say a big thank you."

Capt. Seth Miller, DDG 51 class program manager, Program Executive Office (PEO) Ships, spoke to how important the ship is to the nation's fleet. "The future USS Patrick Gallagher will strengthen our maritime dominance and bring proven capability to the fleet," he said. "To the men and women of Bath Iron Works…the Navy and the nation are counting on you to build her well and build her quickly. Each of you should know what you do every day is vitally important to our country."

BIW Helps Eagle Scout Candidate Improve Respectful Flag Disposal

Jacob Burak, son of Front Line Supervisor **Jim Burak**, wanted to do an Eagle Scout project that would blend his fondness for working with his hands with his patriotic respect for the American flag.

On June 14, Flag Day, Jacob unveiled his project at American Legion Post 202 in Topsham. Using excess steel donated by BIW, Jacob oversaw creation of a flag-burning receptacle for the Legion to use when disposing of worn U.S. flags. An acceptable way to dispose of an American flag is at a ceremonial burning, a function that is often performed by local veterans groups.

"I have been involved in several flag retiring ceremonies at the American Legion Post 202, and we have used an old oil tank that is out behind the legion," Jacob said. "I feel a more appropriate vessel is needed to retire our flags. The symbol of our country deserves respect…My project will ensure that our national standard will receive the end to its existence that it deserves."

Eagle Scout is the highest rank in the Boy Scouts of America. To achieve it, a Life Scout must complete a public service project that demonstrates leadership and a commitment to duty. Jacob's receptacle is 42 inches high by 60 inches across at its widest. It was created in the shape of a hexagon and sits on a base that has the seal of each branch of the armed forces cut from a piece of metal.

Jim Burak, a troop leader, is the Legion's Americanism officer, charged with educating youth about patriotism and flag etiquette. "I'm honored that he chose this project," Burak said of his son. "It means a lot to me that steel from a destroyer was also used for this project."

Brannan Sarvinas, son of Designer **Allen Sarvinas**, helps Front Line Supervisor **Jim Burak** properly dispose of worn U.S. flags.

Barnum Says Ship, Shipbuilders are Key to Freedom

Col. Harvey C. Barnum Jr., Medal of Honor recipient and namesake of DDG 124, visited BIW May 25–26. He told mechanics building the ship that bears his name that it is a warfighter – that the ship must be ready to carry Sailors into harm's way to fight enemies who threaten freedom.

"Every one of you is essential to the security of our nation," Barnum told shipbuilders on Land Level. "God help us if we didn't have people like you."

Martha Hill, his wife and the sponsor of DDG 124, spoke emotionally about how proud she is to sponsor a Bath-built ship.

Barnum, a rare living namesake, wore the blue ribbon and gold star of his Medal of Honor. He told how he arrived in Vietnam as a young lieutenant and within five days was in his first firefight. His company commander was killed along with his radio man, and Marines were looking to him for leadership.

Barnum rallied his company to attack, and they destroyed the enemy. The key to success, he said, whether on a football field, on a battlefield or when building a Navy ship, is teamwork. "I could never have done that myself," he said.

Those building Barnum's ship were moved by his words and his energy. "It's pretty awesome to meet the guy who the ship is named for," said Outside Machinist **Kyle Burgess**. "It adds some realism to what you're doing."

"Your respect for what you're doing goes up," said fellow Machinist **Devin Gray**.

"Everybody is very proud today. You should be proud if you work here," said **Lisa Cook**, Front Line Supervisor in Intake/Uptake.

Barnum said all the people building DDG 124 are critical to the nation's defense. "You are the protectors of America... Take pride in what you do," he said. "Bath-built ships are the best built ships, right?"

BIW Christens John Basilone (DDG 122)

"If not me, then who?"

It was a credo 1st Lt. Travis Manion lived by, according to his sister, Ryan Manion, sponsor of DDG 122, speaking to a crowd of 2,000 shipbuilders, crewmen, family members and friends at the christening of the future USS John Basilone.

When asked why he signed up to return to serve a dangerous mission in Iraq, Travis Manion said: "If I don't go back, then somebody much less prepared for the job at hand will go in my place,'" his sister recalled. "Those five words – if not me then who – they are not only Travis' ethos but the ethos of all who wear the uniform of our great nation."

Manion is president of the Travis Manion Foundation. Her brother was killed in Al Anbar province in Iraq as he drew fire away from his wounded comrades. Her fellow sponsor, Amy Looney Heffernan, is the foundation's vice president. Her husband, Lt. Brendan Looney, was killed in combat in Afghanistan and is buried in Arlington National Cemetery alongside Manion, his best friend.

BIW celebrated the christening of the Navy's newest destroyer, the future USS John Basilone (DDG 122), at Pier 2 on Saturday, June 18. Those addressing the crowd included Gov. Janet Mills, Sen. Susan Collins and several high-ranking Navy officials as well as BIW President **Chuck Krugh**.

"Today at Bath Iron Works, we're not going into the front lines ourselves, but our work is," Krugh said. "And we will do everything we can to make sure that the ships that sail down the Kennebec will be the best built—to protect the men and women of our Armed Forces."

The ceremony was a celebration of a ship getting ready to join the U.S. Navy fleet – but it also was a recognition of sacrifice.

Like Manion and Looney, Marine Gunnery Sgt. John Basilone, the ship's namesake, gave his life fighting for his country in World War II. He received the Medal of Honor for heroism in the Battle of Guadalcanal and was posthumously awarded the Navy Cross for his courage in the Battle of Iwo Jima, where he was killed.

The principal speaker for the ceremony was Sergeant Major of the Marine Corps Troy E. Black, the highest ranking enlisted Marine.

"Gunnery Sgt. John Basilone is a powerful reminder of how the Marines in our Corps should have their names not just etched in stone or written in ink. The names of some of our Marines should stand for something larger – like the USS John Basilone, this guided missile destroyer that we christen today," Black said.

Just before breaking the bottle of sparkling wine over the bow and christening the ship, Ryan Manion said: "To all those who played a role in building (DDG 122) and those who will be sailing her, whenever you are in rough waters or faced with a difficult challenge, I hope you feel the legacy of John Basilone lifting you and putting you back on course."

Launching DDG 122

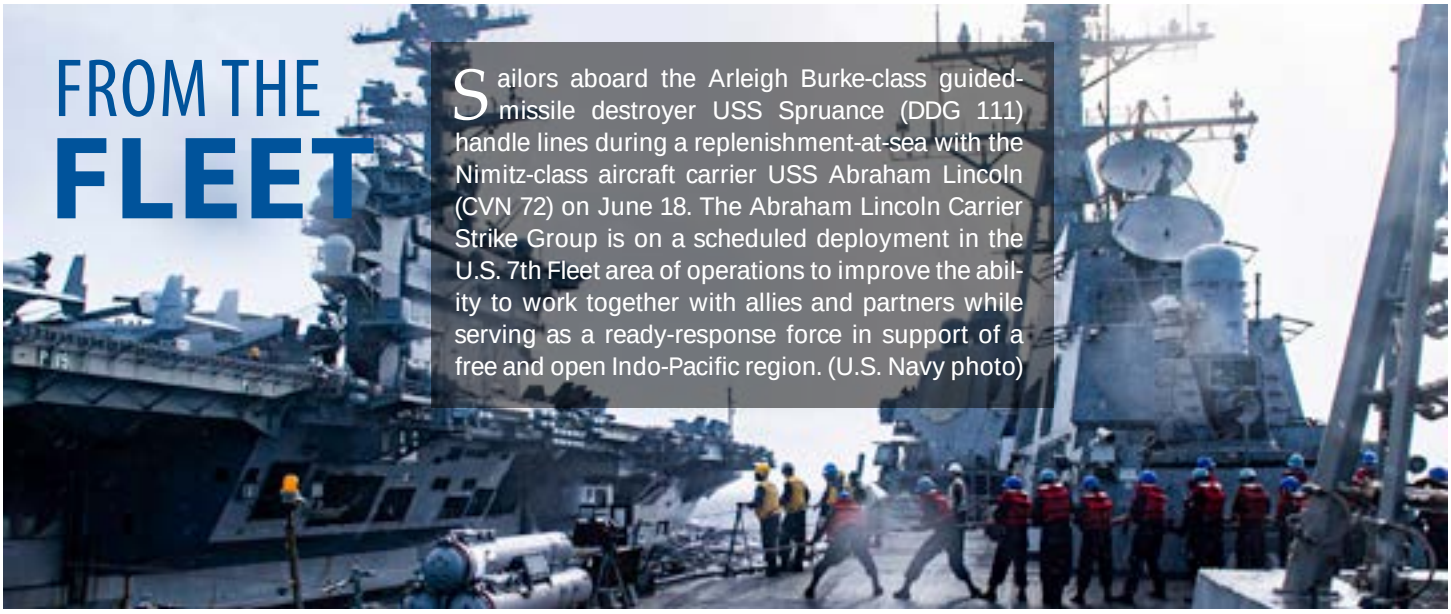
Carpenter **Joe Hodgkins** sat at the control console that runs the TTS system – a series of wheeled hydraulic jacks each capable of lifting 250 tons. He's been with the shipyard for nine years, but it was his first time driving the lifts that would move John Basilone (DDG 122) from the Land Level into the drydock.

"The Engineers give us all the numbers," he said, of the precise calculations used to raise a 9,000-ton ship off the ground and move it the length of two football fields. Flanked by Carpenters **Brian Mayers, Joe Mckinnon** and **Ian Doucette**, Hodgkins waited for the signal to go. "When they tell us to lift it, we lift it."

The afternoon of June 10, BIW Hull 522 was elevated, moved 6 feet per minute into the drydock and then secured in place.

John Palmer, a Carpenter working on his first translation after joining BIW a year and a half ago, said it was exciting to be involved. "The dockmaster said, 'We're doing something unnatural. We're lifting a ship in the air and moving it.'"

The following day, the team winched the drydock out into the river, filled its ballast tanks and submerged it. As the ship floated free, BIW personnel managed the heavy braided dock lines that held it in place. Tugs then moved her alongside Pier 2 where Ships Completion is now working to get it ready for Test and Trials.



FROM THE FLEET

Sailors aboard the Arleigh Burke-class guided-missile destroyer USS Spruance (DDG 111) handle lines during a replenishment-at-sea with the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72) on June 18. The Abraham Lincoln Carrier Strike Group is on a scheduled deployment in the U.S. 7th Fleet area of operations to improve the ability to work together with allies and partners while serving as a ready-response force in support of a free and open Indo-Pacific region. (U.S. Navy photo)

In Remembrance

Irish, Mark R.
December 7, 2021
13 years
Electrician III

Limpert, Charles W.
December 19, 2021
28 years
Trades Inspector

Howard, Jay C.
December 20, 2021
20 years
Pipefitter III

Alley, Richard M.
December 24, 2021
35 years
Material Handlers III

Potvin, Richard N.
January 8, 2022
23 years
Electrician III

Roberts Jr, Truman F.
January 12, 2022
41 years
Burner, 1st Class

Reid, Roger E.
January 22, 2022
21 years
Struct Fitter
Single Craft Sk

Ivens, William E.
January 29, 2022
37 years
Machinist III

Kelley, Cynthia L.
January 30, 2022
10 years
Designer, 1st Class

Williams, Ronald W.
February 5, 2022
10 years
Designer, 1st Class

Brink, Clifton M.
February 12, 2022
38 years
Maintenance Electric & HVACIII

Morin, Robert F.
February 14, 2022
9 years
Tinsmith, Double Craft

Sylvester, Margaret J.
February 14, 2022
10 years
Maintenance Custodian

White, Donald E.
February 20, 2022
39 years
Leadperson III

Abbott, Scott B.
February 23, 2022
43 years
Area Supervisor II

Pellegrini, Fernando M.
February 24, 2022
18 years
Material Clerk, Dbl. Craft

Cash, Clarence H.
March 1, 2022
17 years
Leadman

Pratt Jr, Bryan C.
March 4, 2022
36 years
Tinsmith III

Macphee, James B.
March 6, 2022
42 years
Machinist, Single Core Skill

Perron, Richard J.
March 8, 2022
41 years
Welder III

Greenwood, Avis L.
March 13, 2022
10 years
Administrative Tech

Lackie, Steven W.
March 13, 2022
27 years
Welder III

McDougall, Arthur E.
March 14, 2022
33 years
Pipecoverer III

Ashley, Vaughn P.
March 15, 2022
19 years
Electrician III

Macphee, Steven N.
March 18, 2022
41 years
Welder III

Capen, Leroy E.
March 28, 2022
25 years
Insulator III

Dearborn, Roland W.
April 1, 2022
21 years
Leadperson III

Gilbert, Leon R.
April 1, 2022
11 years
Tinsmith III

Bowden, Annie S.
April 3, 2022
21 years
Administrative Tech

Jenec, David G.
April 7, 2022
44 years
Welder III

Harrington, Edwin S.
April 8, 2022
39 years
Preservation Tech III

Reed, Francis E.
April 12, 2022
44 years
Crane Operator, Master Mech

Roy, Romeo J.
April 12, 2022
44 years
Preservation Tech III

Richard, Louis A.
April 14, 2022
32 years
Tinsmith III

Hutchins, David D.
April 19, 2022
27 years
Outside Machinist III

McAlister, Franklin R.
April 19, 2022
8 years
Designer, 2nd Class

Palmer Jr, Lawrence W.
April 19, 2022
31 years
Planning Tech

Cole, Rodney W.
April 23, 2022
12 years
Preservation Tech III

Watts, Robert B.
April 27, 2022
38 years
Machinist III

Lizotte, Albin J.
May 6, 2022
29 years
Leadperson II

OVER THE HORIZON

Eye in the Sky Measures Units

A camera held aloft by wheels rolling on wires in the AB captures millions of data points.

Imagine being able to fly through the Assembly Building and instantly measure all the units under construction to make sure they are built within acceptable tolerances.

That's the goal of our Accuracy Control (AC) and Advanced Concepts Engineering (ACE) teams, and that's why a group comprised of engineers and a number of trades gathered on a recent weekend to build a demonstration project. The group tested a system for remotely gathering thousands of images and millions of data points using an aerial camera.

Teams built the entire camera support system in less than a week, minimizing the impact on production.

Taking manual measurements can be time consuming and costly, and requires re-measurement when discrepancies are discovered. Automated Metrology, for Structural Assembly (AMSA) is a project sponsored by the Office of Naval Research; participants hope to use automation and digital data to increase accuracy and reduce rework—improving shipbuilding schedule and cost performance. The AMSA project is targeting units in the AB to evaluate and develop the technology, which could then be expanded to more areas of the shipyard as well as to potential Post Delivery applications.

If you've ever watched a football game on television, you may have noticed that the center-of-the-field views are often courtesy of a camera suspended on wires that can be raised, lowered and shifted from one end of the field to the other.

That's very similar to what the AMSA team developed for its demonstration, even though ultimately the data collection would be done by flying a drone through the building.

"BIW's ACE team received tremendous support from multiple organizations across BIW to design and engineer the camera system, order and install the material, prepare the units and complete all of the safety and security checks for conducting the test," Project Lead, **Susan Tardif** said. "Maintenance Mechanics, Stagebuilders and Crane Operators/Riggers were able to erect the entire support

AMSA Project (continued on page 14)

EXCELLENCE IN ACTION

The Excellence in Action award recognizes employees who have had creative new ideas, promoted exceptional teamwork, exceeded expectations or demonstrated outstanding leadership.

Recent Excellence in Action winners include:

In May: **Kaylee Davis, Melinda Grotton, Mark Therriault, Andrew Cogswell, David Lavasseur.** In April: **Daniel Rossignol, Jacob Swearingen, Nick Duffy.** In March: **Stacey Sands, Samuel McCray, Tyler Bailey, Thomas Waters, Greg Lozier, Paul Baines.** In February: **Chris Bouchard, David Colfer, Lisa Manring, Kevin Ridley.**

Left to right, the Advanced Concepts Team: **Carrie Callahan, Sarah Glazier, Gregg Buczkowski,** Excellence in Action awardee **Susan Tardif, Kyle Green** and **Scott Record**.

Welcome Aboard New Hires!

JANUARY

Alcock, Jennifer	01
Ambs, Jared	62
Anair, Jessica	84
Arroyo, Luis	19
Baillargeon, Jordan	50
Baker, Ashley	87
Beaudoin, Paul	27
Benda, Dale	50
Blaisdell, David	19
Bohr, Tyler	27
Borden, William	20
Bosquet, Dakota	27
Breza, Anika	40
Brown, Latasha	24
Brown, Adam	62
Burrell, Marquis	27
Butler, Jordon	19
Caligure, Rudolph	40
Candler, Maaike	45
Cannatella, Mark	09
Cleghorn, Gary	50
Cote, Alexander	20
Cummins, Logan	50
Dasilva, Ricardo	87
Davis, Willie	27
Davis, Michael	27
Dixon, Tyshawn	27
Dostie Gray, James	40
Duffy, Bridget	62
Dunning, Michael	62
Eddy, Joshua	26
Espeaignnette, Matthew	69
Fagan, Jordan	43
Fisher, Daniel	62
Fusco, Fred	27
Gendron, Zackery	62
Gerry, Skylar	27
Gilligan, James	43
Gossage, Toni Marie	84
Green, David	27
Griffin, Timothy	62
Halford, Hunter	20
Hall, Christopher	43
Hanko, Kellie	27
Hart, William	87
Hemann, Dianna	84
Houde, Ethan	50
Huber, Grant	27
Hunnewell, Alex	43
Huskey, Joshua	62
Isby, Nikolas	62
Kastelein, John	86
Kelley, John	20
Koehling, Jessica	24
Kwong, Teddy	19
Ladd, Isaac	50
Ladd, Derek	43
Lash, Jacie	49
Lavallee, Hugh	27
Leonard, Darian	86
Lewandowski, Alysa	40
Lewis, Jason	69
Libby, Justin	09
Macmaster, Paige	62
Madden, Garret	24
Major, Heather	27
McElroy, Nicholas	62
Meiggs, Nicholas	62
Melvin, Johnathan	62
Oliveira Sr, Joseph	81
Penton, Jarvis	27
Persson, Hunter	43
Porter, Brandon	43
Porter, Mathew	62
Rollins, David	91
Sahu, Rabindra	87
Santaella, Margarita	20
Sapiel, Joseph	62
Schuler, Ryan	80
Scott, Lisa	49
Sexton, Tiore	27
Snowden, James	50
St Pierre, Sarah	24
Sutter, Brian	58
Teele, Austin	62
Thibault Jr, George	20
Towers, Brandon	62
Tripp, Kimberly	45
Vining, Teresa	26
Walker, Rashad	27
Walker, Kanika	27
Walp, Liam	62
Wilson, Tyler	62
York, Derek	09
Zheng, Kadi	40

FEBRUARY

Averill, Dusty	32
Beckwith, Richard	20
Berry, Joseph	43
Betancourt, Michael	80
Boss, Xander	19
Bosse, Sara	27
Brawn, Jacob	81
Breen, Anthony	27
Brooks, Cole	62
Brusseau, Cheryl	10
Buzzell, Brandon	27
Campbell, Alishia	45
Cannell, Keegan	87
Carlisle, Timothy	87
Chabot, Allyx	62
Chaney, Austyn	27
Coffin, Sandra	20
Corliss, Christopher	27
Daigle, Jonah	62
Decker, Christopher	27
Dixon, Tyshawn	27
Doble, John	05
Edwards, Chelsea	27
Egan, Jack	05
Emery, Noah	27
Foster, Colin	62
Fournier, Sean	80
Fredette, Ryan	19
Gagnon, Galen	62
Gamache, Steven	20
Gear, Robert	86
Genthner Carpentier, Isaiah	62
Gilbert, Justin	32
Godbout, Jacob	27
Haile, Jack	27
Hanson, Margaret	27
Harriman, Jesse	62
Harris, Cynthia	87
Haymes, Ryan	62
Heald, Christopher	25
Hilts, Benjamin	27
Holland, Kyle	99
Holmes, Julian	43
Hoyt, Kenneth	26
James, Jason	62
Joyner, Joel	81
Kenney, Kyle	27
Kerr, Alexis	27
Knollenberg, Dwayne	27
Lamarre, Damen	62
Landry, Matthew	27
Lawrence, Micheal	62
Leblanc, Alexander	20
Letourneau, Lucas	87
MacLeod, Ian	84
Macone, Joseph	62
Malcolm, Ezekiel	62
Martin, Jayson	19
Matthews, Bode	43
McArthur, Kevin	62
McIntosh, Jason	06
Miller, Christian	86
Minor, Roderick	62
Mitchell, Gabriel	62
Morse, Ryan	62
Munsey, Madison	82
Owen, James	62
Perry, Brian	27
Pottle, Harmony	27
Price, Nathan	27
Reagan, Kyle	99
Reilly, Xavier	62
Respass, Stacey	43
Reyer, Ian	62
Rivard, Justin	62
Roberts, Howard	62
Roy, Eric	08
Roy, Kaitlyn	86
Sanford, Gregory	27
Saul, Emilee	13
Schaefer, Shelby	27
Simmons, Allen	62
Sparrow, Michael	25
St Hilaire, Taylor	62
Stingley, Brendan	62
Sullivan, Jacob	86
Svanda, Kim	24
Swenson, Andria	27
Thibeault, John	27
Tillson, Jacob	62
Timko, Brett	27
True, Franklin	86
Utsey, Peyton	27
Webber, Alexander	32
Welch, Benjamin	27
Wellman, Trevor	43
Willette, Dylan	62
Williams, Matthew	17
Wise, Jazlenndrucylla	27
Young, Peter	62

MARCH

Avila Perez, Danielle	27
Baldwin, Jason	27
Beaulieu, Connor	15
Beavers, Randy	86
Brochu, Julia	62
Brooks, Kaylee	27
Brown, Lucas	24
Burns, Saoirse	43
Camp, Christopher	27
Campbell, Seth	62
Caron, Danette	45
Coffin Jr, Aaron	19
Collins, Thomas	62
Conklin, Michael	32
Conlogue, David	27
Cote, Dolan	30
Cote, Scott	15
Counsel, Scott	19
Dever, Paul	19
Dunham Jr, Joshua	27
Edwards, Ryan	62
Ella, Miranda	62
Favreau, Thomas	87
Foster, Dustin	62
Gifford, Cason	43
Grady, Brendan	19
Grady, Jacob	62
Griffin, Cody	86
Harvey, Emily	17
Hersom, Gary	86
Hicks, Todd	20
Hill, Scott	26
Jasinskas, Joshua	66
Kelley, Andrea	45
Kempf, Elizabeth	27
Knight, William	20
Labarge, Michael	62
Lanigan, Brendan	43
Levasseur, Benjamin	62
Lien, Cassidy	86
Lothridge, Nathan	87
Luke, Wyatt	87
Macarthur, Mitchel	27
McComb, Adrian	30
Mccray, Jonathan	10
Mcintosh, Benjamin	87
Mesich, Mariah	17
Michaud, Ryan	26
Murray, Holly	20
Murray, Logan	62
Ranger, Elizabeth	27
Regis, Lucien	62
Rocque, Jon	26
Rollins, Christopher	27
Rollins, Wayne	30
Schmidt, Jesse	32
Sheffer, James	43
Shell, Jerry	86
Snowden, James	27
Snowman, Alexander	20
Stephenson, Zachary	87
Stickney, Eli	27
Stoner, Sean	86
Trask, Tyler	30
Utecht, Abigail	45
Valdez, Octavio	15
Vannah, Donald	27
Vigue, John	10
Whitman, Stuart	24
Wilson, Ashton	62
Wright, Marissa	27

AMSA Project (continued from page 13)

system in less than one week."

The system included 22 I-beams, each 20 feet tall, with 160 feet of steel channeling to support the cables holding the camera, with staging access to support the entire testing environment. AC, ACE, Survey crews and several mechanics also supported the weekend-long testing.

The camera took more than 2,600 pictures and, with the help of a powerful computer, measured the locations of 180 million points.

BIW is working on the project with the Electro-Optics Center of Penn State University's Applied Research Lab. The potential benefits of the technique are faster measurement turnaround time, which would have a positive impact on the production schedule. Also, if someone needs an accuracy check, one can be completed quickly and be available to whoever needs it.

Tardif said the project provides a big step towards providing automation to support production by providing timely measurement responses and opportunities to streamline the overall manufacturing process.

NEWS FROM OTHER
GD BUSINESSES

Gulfstream G800 Makes First Flight

SAVANNAH, Ga. – Gulfstream Aerospace Corp., a wholly owned subsidiary of General Dynamics, announced on June 28 that the Gulfstream G800 successfully completed its first flight, officially launching the flight-test program of the industry's longest-range aircraft.

The G800 left Savannah/Hilton Head International Airport at 9:00 a.m. and landed there two hours later. In keeping with Gulfstream's commitment to sustainability leadership in aviation, the flight used a blend of sustainable aviation fuel.

"At Gulfstream, working closely with our customers allows us to continuously build on our successes and develop aircraft that exceed their expectations," said Mark Burns, President, Gulfstream. "The G800 pushes the boundaries of performance even further with Gulfstream-designed aerodynamics and cabin technology, and we look forward to our customers benefiting from the longer range at higher speeds in our exceptional cabin environment."

The G800 can fly 8,000 nautical miles at Mach 0.85 with class-leading fuel efficiency, thanks to the combination of the Gulfstream-designed, advanced high-speed wing and all-new, high-thrust Rolls-Royce Pearl 700 engines.

GDIT Supercomputers to Forecast Weather, Climate for U.S. Government

The National Weather Service will begin running its operational weather, water, climate and space weather forecast models on twin supercomputers provided by General Dynamics Information Technology (GDIT), a business unit of General Dynamics.

Meteorologists will produce weather-forecast products using output from these model runs. These forecasts are critical for public safety and every economic sector in the U.S., including agriculture, transportation, urban planning, air-quality monitoring and the management of emergency response, energy and natural resources. They also inform space weather impacts on communications, electrical power grids and satellite operations.

The identical GDIT supercomputers, named Dogwood and Cactus, significantly upgrade the computing capacity, storage and interconnect speed of the National Oceanic and Atmospheric Administration's (NOAA) Weather and Climate Operational Supercomputing System (WCOSS) program. They ingest billions of observations per day provided by sensors on the ground, ocean buoys, weather balloons and weather satellites. NOAA's environmental data serves as the basis of all weather forecasts in the United States.

"Timely and accurate weather forecasts protect every American citizen, every segment of the economy and play an increasingly important role in emergency preparedness and response to severe weather events," said Kevin Connell, GDIT Vice President and General Manager for Science and Engineering.

Retirees

JANUARY

Dept/Name

01 **Nannette S. Reed**
19 Years
Principal Process Control Engr. Lean

07 **Giles N. Leblanc**
44 Years, 6 Months
Machinist III

09 **Ernest E. Forrest**
6 Years, 6 Months
Outside Machinist III

10 **Kevin S. Taylor**
43 Years, 2 Months
Assistant Foreman II

10 **Dale M. Carlton**
41 Years, 9 Months
Front Line Supervisor

10 **Robert P. Fitzgerald**
41 Years, 3 Months
Front Line Supervisor

Dept/Name

10 **Robert E. Hamm**
35 Years, 3 Months
Level III VT Examiner

10 **Mark P. Harrigan**
6 Years, 10 Months
Front Line Supervisor

15 **David F. Wing**
6 Years, 6 Months
Pipefitter III

15 **Paul C. Bozeman**
43 Years
Pipefitter III

19 **Kenneth J. Betts**
32 Years, 7 Months
Electrician III

20 **Danny M. Theriault**
40 Years, 7 Months
Maint. Mechanic III

Dept/Name

26 **Jeffrey J. Massey**
13 Years, 5 Months
Corporal

26 **Richard A. Myers**
40 Years, 10 Months
1st Sergeant

27 **Normand P. Garant**
42 Years, 4 Months
Preservation Tech III

40 **David E. Heath**
35 Years, 3 Months
Principal Tech, Engr.

43 **Marc A. Bilodeau**
34 Years, 4 Months
Welder III

43 **Brian P. Fraser**
27 Years, 6 Months
Welder III

Dept/Name

50 **Mark A. Lancaster**
35 Years, 5 Months
Shipfitter III

54 **Robin P. Liller**
42 Years
Sr. Manager, Contracts

66 **Glenn L. Douglass**
42 Years
Insulator III

84 **Given J. Cassella**
35 Years, 6 Months
Principal Planner

86 **Shawn P. Schussler**
35 Years, 4 Months
Designer, 1st Class

86 **Chris H. Herreid**
12 Years
Designer, 1st Class

Dept/Name

86 **Ronald F. Moore**
37 Years, 8 Months
Manager

87 **Guli A. Knight**
42 Years, 5 Months
Designer, 1st Class

90 **Douglas E. Drummond**
6 Years, 5 Months
Director Post Delivery & SSS

FEBRUARY

10 **Thomas S. Bell Jr.**
33 Years, 6 Months
Superintendent

15 **Shawn E. Walsh**
7 Years, 11 Months
Pipefitter III

20 **Kevin J. James**
34 Years, 4 Months
Maint. Mechanic III

50 **John W. Driscoll**
43 Years, 9 Months
Shipfitter III

81 **Enoil J. Boutot Jr.**
40 Years, 11 Months
Material Handlers III

81 **Michael J. Ryan**
43 Years, 9 Months
Material Handlers III

84 **Charles A. Leavitt**
10 Years, 1 Month
Senior Planner

87 **Robert J. St Pierre II**
45 Years, 5 Months
Designer, 1st Class

Run Supports Travis Mills Foundation

Military Program Manager **Patrick Sence**, left, with some of the BIW participants from left: Electrician **Tysen Wyman**, Welder **David Schilling**, Manager **Avery Tavares**, Dockmaster **Nathan Power**, Senior Planner **Nathanael Kutz** and Front Line Supervisor **David Hamel**.

A group of BIW employees joined some 1,500 others in the Miles for Mills 5K at Brunswick Landing on Memorial Day weekend. The race raised money for the Travis Mills Foundation, which supports veterans who have been injured in active duty or as a result of their service to our nation along with their families through various programs to overcome physical and emotional obstacles, strengthen their families and provide well-deserved rest and relaxation.

"It was truly an honor to meet Travis and run with so many Veterans and community members on Memorial Day," said Designer **Amanda Hunter**. "There were some emotional moments of course, but the weather and camaraderie could not have been better."

"I ran out of gratefulness for our military heroes," she said. "I wanted to support the Travis Mills Foundation because I have loved ones who have served post 9/11 and understand the need for these warriors and their families to be able to recalibrate after deployment. They deserve the retreat they can get through Travis's foundation, and I was happy that with the help of friends, family and coworkers I was able to participate and donate some money, so thank you to those that contributed and came out to support the event!"

Retirees (Continued)

MARCH

01 **Paul T. Farrin Jr.**
19 Years
Sr. Principal Industry Engr. CPI

01 **Mark E. Lasher**
35 Years, 11 Months
Principl Project Manager

10 **Michael P. Brown**
9 Years
Front Line Supervisor

15 **Gregory M. Feeney**
34 Years, 2 Months
Pipefitter III

15 **Michael F. Racine**
40 Years, 9 Months
Pipefitter III

20 **Reginald T. Fecteau**
42 Years, 3 Months
Maint. Electric & HVACIII

24 **Denise F. Lasher**
22 Years, 9 Months
Program Manager, Supply Chain

32 **Thomas L. Vigue**
47 Years, 3 Months
Yard Rigger III

66 **Earle F. Gallagher**
42 Years, 11 Months
Insulator III

82 **Caroline G. Dorr**
35 Years, 7 Months
Technical Clerk, 1st Class

86 **Peter A. Thuotte**
42 Years, 7 Months
Designer, 1st Class

90 **Bruce H. Kaake**
41 Years
Sr. Project Manager, Program

Service Anniversaries

JANUARY

Dept	Name
35 Years	
43	Langer, Howard
84	Colby Jr., Donald
15 Years	
86	Akhmedov, Gassan
07	Do, Hung
86	Lewis, Michael
86	Wayashe, Joseph
86	Callahan, Matthew
87	Mazurkewiz, Brandon
40	Lindley, Max
87	Flannery, Dennis
10 Years	
10	Masse, Joshua
20	Nelson, Adam
32	Jones, Victoria
15	Byers, Richard
15	Baltazar, Rusty Agustin
15	McMullen, Michael
15	Dulac, Paul
32	Cyr, Nathan
43	Dall, Cody
28	Theriault, Mary
10	Nicolino, Leroy
5 Years	
10	Beyea, Joshua
91	Post, Tammy
87	McLeod, Nicholas
80	Miller, Walter
43	Burgess, Torrey
81	Adam, Robert
43	Rines, Heath
43	Gagnon, Brent
19	McCarren, Angela
91	Leeman, Anthony
01	Durrell, Thomas
43	McCandless, Megan
10	Nichols, Anthony
43	Rushlau, Joseph
08	Rancourt, Peter
10	Jursa, Jeremy
15	Reno, Allisa
24	Sherburne, Lisa

FEBRUARY

Dept	Name
40 Years	
32	Merrill, Michael
35 Years	
43	Rhodes, Mark
32	Beaulieu, Patrick
43	Howe, James
10	Trask, Timothy
81	Langevin, Mark
50	Davis, Richard, Jr.
15 Years	
86	Thibeault, Vincent
05	Sawyer, James
40	Stephenson, Christine
86	Jorgenson, Roger
13	Wood, Glenn
10 Years	
20	Sutton, Jack
5 Years	
43	Cloutier, Jeffrey
43	Fournier, Austin
43	Gammon, Devyn
40	Teixeira, Sean
43	Webber, Drew
10	Nelson, Scott
50	Carleton, Daniel
43	Kinney, Brandan
50	Cicia, Francis
15	Dupont, Dylan
20	Maloy, Shawn
17	Sargent, Anthony
66	Pelkey, Travis
91	Gravel, Brett
17	Bard, Thomas

MARCH

Dept	Name
40 Years	
86	Gagne, Randall
09	Skelton Jr., Floyd
86	Dube Jr., Kenneth
09	Smith, Glenn
86	Provencher, Daniel
40	Totten, Brad
10	Jalbert, Edward
08	Cummings, Pamela
38	Moriarty, Bruce
20	Sorenson, Scott
45	Moore, Gregory
19	Carter, Lee
35 Years	
09	Lamontagne, Roland
50	Daley, Patrick
45	Baker, Tammy
32	Libby, Craig
50	Salazar, Steven
43	Michaud, Patrick
40	Perry, David
05	Chamberland, Michael
43	Wallace, Jeffrey
43	Dow, David
40	Molboski, Darlene
20 Years	
26	Rodrigue, David
87	Lothridge, Nathan
15 Years	
87	Bailey, Margaret
86	Spring, Nathaniel
86	Cormier, Jonathan
86	Marquis, Steve
10	Goulette, Benjamin
86	Collins, Adam
86	Norris, Casey
87	Gladue, Matthew
86	Juliani Jr., Anthony
86	Theriault, Danuta
87	Benson, Andrew
86	Delano, Andrea
86	Weymouth, Ian
86	Bechard, Deborah
82	Alexander, Elizabeth
10 Years	
50	Washburn, Zachary
50	Cook, Jason
5 Years	
10	Bussiere, John
81	LaMontagne, Kristian
10	Allen, Jacob
50	Pooler, Mark
50	Smith Blake, Jonathan
91	Fortin, Prezleigh
17	Gurney, Dan
69	Maxwell, Joseph
87	Cadima Camara, Ronald
20	Lavoie, Dylan
87	Trafton, Timothy
40	Wilson, Garrick
43	Sproul, Devon
86	Damon, Andrew
10	Abdelrihim, Sharif
43	Brewer, Michael
86	Tibbetts, Rendall
50	Bishop, Clarence
50	Richards, Scott
84	Carter, Ryan
20	Zipperer, Joshua
28	Staggs, Erica

From left, Sr. Principal Planner **Jim Harper**, Area Manager **Steve Harper**, Preservation Technician **Christopher Johnson** and Paint Shop Supervisor **Abby Leavitt**.

Harper Clan Spans Six BIW Generations

When the BIW hiring jingle comes on the radio calling on people to "Join the Legacy," it could well be referring to the Harper family. Six generations of the Harper clan have worked in the shipyard. "Currently my brother Jim, daughter Abby and my grandson Chris are working here at the main yard," said **Steve Harper**, who was chosen to help escort the sponsor of John Basilone (DDG 122) to the bottle break for the recent christening. In addition, his father was a shiptfitter and loftsman, his grandfather was a machinist and his great grandfather – Walter Steven White – was a machinist in the 1930s. Other extended family have worked here also. "BIW has treated us well," **Steve Harper** said.

SAVE THE DATE!

BATH BUILT IS BEST BUILT 40 YEARS BIW 2022 MASTER SHIPBUILDERS

The 2022 Master Shipbuilder Open House is set for Saturday, Oct. 1.

With a cookout, trade demonstrations, a ship tour, model ship races and more, this year's Open House promises to be fun for the whole family.

After being postponed two years because of COVID-19, this year we will be honoring Master Shipbuilders – those marking 40 years with the shipyard – from 2022, 2021 and 2020.

See you there!

SECURITY SCENE

By BIW Security

CUI: What Is It?

Do you say Que-wee, Coo-wee, or Soo-wee? Actually, it is pronounced C-U-I. It stands for Controlled Unclassified Information and it's coming to a work station near you.

Employees with security clearances were briefed on the program during annual training refreshers. However, the CUI program will affect every BIW employee and contractor who handles any type of data, instructions or work products, whether you have a clearance or not. Unclassified work on defense contracts can be just as important as the classified work we do. The CUI program aims to strengthen control of defense information to prevent its release to foreign adversaries.

What is CUI information?

CUI will replace "FOUO" which stands for "For Official Use Only," a type of unclassified information. CUI involves new handling rules to protect unclassified information. While not considered "U.S. Government Classified," it is still sensitive, important and valuable, which means it requires safeguarding.

The Department of Defense (DoD) is requiring its agencies and defense contractors implement their CUI program by some time in 2023. BIW has been working on our program, and there will be trainings and educational briefs to make sure employees abide by the DoD rules.

How does CUI affect me?

An estimated 90% of BIW employees handle data or data-derived information, such as schematics and work instructions, which will be designated CUI. Every person who comes in contact with CUI must be trained annually. Each person needs to know how to handle, mark, disseminate, safeguard and destroy CUI materials. Some BIW handling practices will stay the same, but new controls will be adopted, including:

1. CUI must be protected with cover sheets and other means.
2. CUI must be marked with banners and markings similar to classified information.
3. CUI has to be stored in containers when not in use.
4. CUI must be disposed of in Iron Mountain bins.

What can I expect?

Throughout the remainder of this year and into next there will be meetings, trainings and guidance. Industrial Security will be assisting and inspecting work centers for CUI compliance and for education. This will be a big undertaking, and each of our employees must understand his or her role in protecting and handling CUI. Together we can accomplish this mission and make BIW and the U.S. stronger by protecting our nation's sensitive information.

Stay vigilant!

Bowl For Kids' Sake Puts the 'Fun' in Fundraiser

Big Brothers Big Sisters of Bath/Brunswick celebrated the return of the Bowl For Kids' Sake fundraiser following a two-year break due to COVID-19, and BIW employees fielded 18 teams for the event at Yankee Lanes.

Bath Iron Works employees have long been supportive of the fundraiser, and this year was no exception with teams cumulatively raising more than $9,000 in donations from family, friends and coworkers.

"Tin Shop Mafia," the BIW team led by Production Associate **Alec Coleman**, raised the highest donation amount among BIW teams with $1,245, while Director of Outfitting Trades **Jason Gasper's** group, the "Trades Team," came in second raising $1,150.

A sponsorship contribution was also made by Bath Iron Works Recreation Association.

BIW teams were once again championed by Training Superintendent **Tom Stevens,** a member of the Big Brothers Big Sisters Advisory Board and a Bowl For Kids' Sake Committee volunteer.

The Big Brothers Big Sisters of Bath/Brunswick organization set a goal to raise $50,000 and through the incredible, generous community support of 71 teams – including BIW employees – raised more than $61,000 total.

All Bowl For Kids' Sake donations support volunteer recruitment, vetting, training and the careful one-to-one matching process employed by BBBS to connect each Little with a Big Brother or Sister.

HEALTH IMPROVEMENTS

By BIW Benefits & Cigna

If you are in need of a Primary Care Provider (PCP), visit MyCigna.com to search for providers or call Cigna at 1-888-551-4072.

The Importance of Regular Colon Cancer Screenings

A screening test is used to look for a disease when a person doesn't have symptoms. With colorectal cancer, symptoms often don't show up in earlier stages. So regular screening makes it more likely that medical concerns can be found sooner, when treatments will likely be more effective. Colorectal cancer can be prevented if your doctor finds and removes polyps during a colonoscopy.

A colonoscopy may be done to check for: polyps, as a screening test for colorectal cancer, the cause of blood in the stool or rectal bleeding, chronic diarrhea, iron deficiency, anemia and to check the colon after abnormal results from a test, such as a stool test or a CT scan, watch or treat colon problems like inflammatory bowel disease (IBD) and check for the cause of long-term, unexplained belly or rectal pain.

Colorectal screening options you should discuss with your doctor: a stool test that you can do at home or a colonoscopy, sigmoidoscopy, or CT colonography, all which would be performed at a doctor's office, clinic or hospital. All of these screening tests work well to lower your risks associated with getting colorectal cancer. No matter what test you choose, regular testing can find signs of cancer early, when the cancer may be easier to treat. The tests differ in how they are done, how often they are done, and how you prepare for them. Your preferences are important, along with your doctor's recommendation, in choosing what test to have. No matter which test you and your doctor choose, it's important that you have the test on the recommended schedule and have any follow-up visits or tests as needed. That gives you the best chance of reducing concerns associated with colorectal cancer.

GENERAL DYNAMICS
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Do you have a new child or grandchild in the family?
Share the good news! Email the details to **Communications@gdbiw.com** to be announced in future issues of BIW News.

Faces of BIW