

GENERAL DYNAMICS
Bath Iron Works

BIW NEWS

Vol. 3
2023

*Kitting Terminal
Transforms Materials
Distribution*

INSIDE

Drydock Ideal for DDG 124 Paint Job / 2
Harvey C. Barnum Jr. Christened / 10

Hoop Training with H18s / 12

Carl M. Levin Joining the Fleet / 6

Earning Sponsor Challenge Coins on DDG 126 / 5

Necessity Is the Mother of Invention on H523

This summer, the ultra units of Hull 525, Louis H. Wilson Jr., were ready to move to Land Level for integration on Shipway 1. The only problem was Hull 523, Harvey C. Barnum Jr., was still there, waiting to get its underwater paint applied.

The decision was made to translate Harvey C. Barnum Jr. into the drydock and to apply underwater paint there so Integration crews could start assembling our first Flight III destroyer.

The Preservation Technicians and the other trades involved in the underwater paint process not only made it work – it worked better.

"There's a lot more room to maneuver our lifts around. You don't have to worry about banging into the OSTs," said Preservation Technician Travis Marcia. "Between the OSTs you only have like 10 feet on each side, just enough for a condo lift to go down. You have to squeeze in and out, in and out, every time."

"You also have the tent that comes down at a pretty good angle right on top of us cause there's only so much room between the OSTs for that tent,"



said Preservation Technician Peter Blais.

Moving out from the confines of the OSTs meant fewer obstructions. The protective tent that hangs off the side of the ship could be flared out to the drydock wingwalls. Fewer obstructions and more space meant moving

***"Usually it's six weeks.
We did it in three."***

- Travis Marcia, P10

condo lifts along the hull while masking an area or spraying paint was more efficient.

"There's usually a big TTS beam near the props that you have to work around. It was much easier to get in there without that being in the way," said Marcia.

The drydock dimensions helped. It is 144 feet wide, compared to about half that much space between the OSTs.

There was no need to work around other trades. Relocating support services like paint-issue stations to the drydock turned out to be easier than anticipated. There were some rainy days and days with high humidity, but those issues would have been present on the OSTs as well.

The group was under a tight time frame. The ship arrived in the drydock June 23 and the christening of DDG 124 was set for July 29. That left a month to blast the hull clean and paint – a job that often takes more than six weeks.

"We were getting as much done as we could each day, staying late multiple nights," said Blais. "I think we had more sprayers down here than normal. That made a difference in terms of how much we could get done in a single day."

"Usually it's six weeks. We did it in



Painting the Underwater Hull By the Numbers:

Sheets of screening material to make tent: **60**

Carabiners to secure sections of tent: **2,000+**

Condos and scissor lifts: **12**

Garnet blast material: **90 tons**

Coats of paint: **5**

Gallons of paint: **1,200**

Area receiving blast and paint: **32,000 sq feet.**

three, even with all the rain we had," Marcia said. "We had a good group down here."

"The crew makes a difference," Blais added. "When you have a crew that all gets along, works together, with good supervision, it goes smooth."

After checking out the job site, President **Chuck Krugh** said the schedule achievement and the process improvement are the kind of efforts that will make us successful going forward. "The team of Preservation Technicians working on DDG 124 has shown us a new way to claw back schedule. Learning is often achieved by responding and adapting to challenges and having the firm belief you can find a better way. Nice work!"

Looking Back with an Eye to the Future

With the first half of the year behind us, it's a good time to reflect on the progress we have made so far this year. You may recall that at the start of 2023, we reviewed the injury and incident data from 2022 and made a decision to focus on seven high incident areas from 2022: working at height; electric shocks; dropped material; hot work control; slips/trips; contact (example pinched finger, banged head, debris in eye); and hand injuries.

We have reduced these types of injuries and incidents by more than 30% so far in 2023. That is a significant improvement – one that all of us should be proud of.

High-quality design, optimized build plans and improved material availability help ensure safe job setup by mechanics on the shop floor. Build-plan reviews, enhancements to the tools used in purchasing and our daily mustering sequence have helped ensure that more work is being done in the proper – and safest – stage of construction. This reduces the risk of rework and lowers the potential for injuries and incidents.

As we enter the second half of the year, we have now completed the first full cycle of EHS Steering Committee meetings where each business area Vice President and their Safety Action Team leads meet together with Chuck, the Senior Leadership Team and union safety leaders to discuss what is being done to improve worker safety. This has shared best practices and has helped align the entire team on our One Safety program and common initiatives.

Improving the communication around safety has been a focal point of my team in EHS working together with the Communications team. We have made changes to the format of the Safety Snapshot, Safety Notices and Alerts as well as Safety Action Team boards on the shop floor.



Safety Rob discusses proper use of lockout/tagout on a May 19 social media post.

We have also enlisted the help of Safety Rob (Safety Engineer **Robert Johnson**) to help us deliver important messages on social media.

The respect we give each other when we raise safety concerns in the shipyard is an excellent indicator of our safety culture. This could be the response we have when someone reminds us to stay in marked walkways or to stop when text messaging. It could also be something more significant. In my first Safety Hub, I reminded the team that if during ANY job, ANY employee makes an observation that worker safety may be somehow compromised, EVERY employee has the authority to STOP the job from proceeding until the issue is addressed and the team can move safely ahead. There have been instances of employees making a decision to STOP work in recent months, and, in each case, we demonstrated actions could be taken to improve the safety of the job. Thank you for both raising the concerns and working together to resolve them.

I'm looking forward to working together with you to continue these positive trends in the second half of 2023 and to Safely Execute High-Quality Work.

More good news ... A July Pulse Survey question asked employees if they noticed an increased attention to safety in the shipyard or their facility/department. More than 70 percent – 315 votes of the 442 survey respondents – said that they have. That's great – but we can, and will, do better.

By **Jason Gasper**

Director of
Environmental,
Health and
Safety



Learning about safety is part of the job.

Please join me in welcoming the most recent additions to the EHS Management Team:

Matt Gilson joined BIW this past spring and is responsible for leading our Lab Technicians group. Matt has a bachelor's degree in Chemistry and over fifteen years of experience in product formulation, quality assurance and analytical testing in the lubricants and food products industries.



Emilee Saul started at BIW early in 2022 as a Lab Technician. With the retirement of BIW's long-time Industrial Hygienist Bob Knowles this spring, Emilee was made our new Industrial Hygienist. She has a bachelor's degree in Environmental Science and a master's degree in Oceanography. Before joining BIW, Emilee worked at Abbott Rapid Diagnostics.



Adrian Syphers began work at BIW in 2021 as a Safety Engineer. Adrian was made Safety Manager in the spring. He has a bachelor's degree in Marine Transportation Operations and has worked on drillships and chemical and natural gas tankers in operations and safety.



BIW NEWS

BIW News is published quarterly by the Communications Department (D94).

SUGGESTIONS WELCOME

Send to David Hench
at Mail Stop 1210 or by email at
david.hench@gdbiw.com

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INFORMATION CALL LINES

FACILITY/SHIFT

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

1-866-630-BATH (2284)

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(Non-Emergency, 24/7)

(207) 442-2266

AMBULANCE-FIRE-POLICE

Bath, Main Yard: **(207) 442-2222**

Structural and Outfit Fab, CW: **(207) 442-1222**

Bissons, CROF: **911**; then call **(207) 442-1222**

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RECEIVE TEXTS FROM CHUCK

Employees can scan this QR code to sign up for messages from President Chuck Krugh.

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EMPLOYEE SPOTLIGHT

C.J. ESTABROOK

Title: Material Handler

Worked at BIW: 2015

Location: Land Level
Transfer Facility



TELL US A LITTLE ABOUT YOURSELF.

I grew up in Poland and graduated from Poland Regional High School in 2005. I have two kids, a 4-year-old boy and a 12-year-old girl.

WHAT DID YOU DO BEFORE COMING TO BIW?

I was a dog groomer for about 10 years after I graduated. Another side job I did then was jeweler – I made, repaired, created jewelry.

WHAT BROUGHT YOU TO BIW?

My cousin worked here. He's retired now. He thought it was a good opportunity for me to come, open my horizons. I applied for the paint department, and I got hired as a P10.

HOW DID YOU BECOME AN H18?

I was put on a temporary loan to clean and organize a slump room and I actually enjoyed it. They had a few H18 openings out. I had forklift experience. My dad had a heavy hauling company. Ever since I was a little girl I was playing on the tractors, driving them, working around them.

DESCRIBE YOUR JOB.

I bring materials to the crane to be lifted. I get things set up for the riggers, where they can access it and lift it onto Hull 524. If someone needs a piece of material like a foundation brought to the machine shop to get worked on, I will take it there. I make sure there's dumpsters in place – metal, wood, trash, recycling.

WHAT'S THE BEST PART OF THE JOB?

I get to venture into the yard and interact with everybody, and I can take care of my craneway. I have craneway three (Patrick Gallagher). I can clean it, get it organized and make it look nice.

WHAT'S THE BIGGEST CHALLENGE?

The big challenge is the amount of people and traffic in the yard. We have to be constantly on the lookout. I'll have something on my fork I have to pay attention to, so I make sure it's getting to the location safely and on top of that, I'm watching to make sure no one is in my path and I'm not going to hit someone.

WHAT'S THE STORY BEHIND YOUR OFTEN-CHANGING HAIR COLOR?

I get bored very easily. Probably 2014 is when I started getting into the hair color. Every other month I've been switching colors. I started out with red and then went to blue. In July I added some red and some white so I had a little patriotic thing going on there. Fall is coming so candy corn was the inspiration for this hair color (orange, yellow and white). It's not hard. It probably takes a couple hours of my time. I love doing it.

WHAT'S SOMETHING MOST PEOPLE MIGHT NOT KNOW ABOUT YOU?

I like to draw. When I do get a chance, some free time, I'll draw, usually animals. And I'm drawing all the Disney characters.

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

DDG 126 Mechanics Honored with Recognition Coins from Ship's Sponsor

Former Assistant Secretary of the Navy Susan Rabern, a sponsor of Louis H. Wilson Jr. (DDG 126), has started a recognition program for the people working on that ship. Rabern has asked that once a month, her challenge coin be given to an employee doing exemplary work on DDG 126.

Pipefitter **Randy Demers** was selected to be the first recipient of a challenge coin. An expeditor who originally started at BIW in 1990, Randy was chosen because of his expertise and leadership in the specialized skill of installing resilient hangers. Those hangers are built and installed to withstand

shock and vibration like that from a nearby explosion during combat, so they can securely carry the vital services they support, for example, fuel lines and fire-suppression pipes.

"I do carry a sense of pride for sure," he said of his work with the hangers. "Each and every one, I want done right. These young sailors, their lives depend on it."

The August recognition went to Outside Machinist **Brent Harper**, a second-shift ordnance mechanic who has been instrumental in support of the sonar dome construction, the mast construction and its antenna installations. A Trainer and Expeditor, he mentors newer employees and has a work ethic that inspires those around him to excel.

"I encourage new people to do their best and learn everything they can," said Harper,



From left, Pipefitter **Randy Demers**, President **Chuck Krugh** and Chief Superintendent, Hull 525, **Bill Jackson**.



Outside Machinist **Brent Harper** gets congratulated by President **Chuck Krugh**.

who has been with BIW 35 years. "Good results come from a positive attitude, hard work and a willingness to learn and to do your best."

Rabern participated in the May 16 keel laying ceremony, along with the other sponsor, Janet Wilson Taylor, daughter of the ship's namesake. During her visit, Rabern was impressed by several shipbuilders involved with building DDG 126. This gave her the idea to recognize employees for their contribution to the ship's construction.

"The personal pride of workmanship was crystal clear in my interactions with each one, and I would be honored to stay connected with the Team in this way," she said in a letter to President **Chuck Krugh** suggesting the program. "Your workforce has

demonstrated unequivocally that every individual, regardless of trade, skill or seniority, is committed to extraordinary excellence in their role in bringing the ship to life. I am proud to be in partnership with BIW during the construction of this fine ship and look forward to her christening and commissioning."

The future USS Louis H. Wilson Jr. is Bath's first Flight III destroyer.

Firefighter Appreciation Breakfast



We're grateful for our Fire Department every day but it's nice to give them a special shoutout. On May 4, International Firefighter Day, **Jason Gasper**, EHS Director, and **Vince Dickinson**, Vice President, Facilities, Security & EHS stopped in first thing with breakfast sandwiches as a token of our company's appreciation.

Carl M. Levin (DDG 120): Bath-Built for Action!



Shipbuilders turned out in force on June 6 to watch as the USS Carl M. Levin (DDG 120) sailed away, its crew of sailors dressing the rails.

"We've been working on it, and now it's all done," said Maintenance Mechanic **Adam Nelson**. "When it goes, that's all our hard work. It's good to get to watch it embark."

Tinsmith **Matt Rice** has been with BIW for 33 years but this was only the second sail away he had witnessed. "Just to see all of the Navy people positioned on the boat, see the enthusiasm, it feels very good," said Rice, who worked on the ship's ventilation system. "They're

quite the deterrent, aren't they," he said as the destroyer headed down the Kennebec River.

"It's one of the better ones we built," said Outside Machinist **Coston Bennett**. "There were a lot of the older guys sharing with the newer folks."

Outside Machinist **Rich Haenel** worked on the ship's propulsion system. "It's one of the first DDG 51s I worked on. I came off the DDG 1000 program to work on it," he said. He was glad to see it sailing away under the control of the U.S. Navy. "It's important to see our finished product."

At the ship's commissioning in Baltimore on June 24, President **Chuck**

Krugh called attention to the BIW shipbuilders for their excellent work.

"To all the men and women who put their heart and soul into this incredible and complex ship, we salute you for your commitment to your craft. It is my privilege to represent you today as we present this Bath-built ship for its commissioning," he told the gathering. "This ship represents a tremendous investment in the safety and security of our future, and I have great confidence that this ship, in the hands of our U.S. Navy Sailors, will excel in its mission, protecting our country and our families."

The USS Carl M. Levin (DDG 120) is homeported in Pearl Harbor, Hawaii, where it will be a major addition to the nation's Pacific Fleet.

Tinsmith Joins United Way Board

Born and raised in Bath, Tinsmith **Tarra Sheerer** feels a close connection to her community. When there's a chance to pitch in to help, she's there.

Asked to serve on the BIW United Way Committee and as a representative on the United Way board of directors, she didn't hesitate.

"It seemed like a good way to get involved in the community and help the town I love," Sheerer said. "Through the grapevine, I hear about homeless teens, parents struggling to put diapers on their kids."

Sheerer works as a tinsmith at the Outfit Fabrication Facility, making the cabinets, lockers, dressers, access panels – "everything shiny" – for our Navy ships. Her brother is an Outside Machinist and her father was an Outside Machinist be-

fore moving over to the Supervisor of Shipbuilding – Bath. She's married and has two cats: Love and Endora.

Sheerer has served on the IAM Local S6 Community Service Committee and the Women's Committee. "I wanted to get more involved. I wanted to help my local union brothers and sisters as much as I could."

Sheerer started donating to United Way 10 years ago when she started at BIW. Last year, she won one of the United Way incentive gifts – a \$100 Amazon gift card.

"I've been donating monthly basically since their first campaign when I got hired," she said. "I just like the fact you can kind of choose which programs you want your money to go to. I didn't even realize how many programs they give



money to." She said she usually contributes specifically to Big Brothers, Big Sisters and the Y, but also is a fan of the 211 support line that can direct a person to helpful resources for almost any situation.

"I have heard stories from other yard workers who always gave and never thought they'd need those programs – and then life happens and all of a sudden, you need help," she said.

Fit for Life Success Stories from the Deckplates

Employees can work with Fit for Life health coaches setting and achieving health goals like quitting smoking, getting more sleep, eating healthier and managing stress. Fit for Life also is piloting an injury-prevention program where employees in several production areas work with certified athletic trainers (ATC). The ATCs assist employees with ergonomic job set-up and can help with any muscular discomfort.

BIW employees who partnered with Fit for Life and benefited from health coaching or the injury prevention program are sharing their stories. If you would like to meet with a health coach or learn more about our injury prevention program, call 442-3145.

Todd McLaughlin, Yard Rigger

Todd McLaughlin was motivated to quit using tobacco. "I came to coaching after several frustratingly unsuccessful attempts to quit tobacco after 18 years of smoking and dipping. My health coach was incredibly patient and encouraging throughout the whole process and helped me slowly cut back my usage until I felt confident that quitting was a possibility. Kellyann was amazing in the support she showed by turning what seemed like a monumental task into a reality. I've been totally tobacco free for going on 8 months thanks to her."



Lisa Manring, Technical Clerk

"Throughout my life, I have battled with weight loss," said **Lisa Manring**. "After being told last year that I was borderline diabetic, I decided to take action with the Fit for Life Health Coach. Not only did they help me with diet and exercise, they also have been providing emotional support throughout my journey. I am proud to report that within a year, my A1C went from 6.4 to 5.9 and my BMI dropped considerably. Thank you, Fit for Life!"



Dominique Belanger, Electrician

Dominique Belanger developed a pattern of back tightness/soreness after pulling heavy cable through cramped spaces on Hull 524. Unable to alleviate it on his own through daily warm-ups, he asked the athletic trainer for suggestions. The athletic trainer demonstrated several stretches and re-inforced proper pulling mechanics to minimize future occurrences. After working with the trainer for two sessions, Dominique experienced 100% improvement with no symptoms and has not reported any issues since. Dominique said he is grateful to have the athletic trainers working on the deck plates. "The athletic trainers are extremely useful with the warmups to prepare for such a physical work day. They provide lots of education and helpful tools and assistance throughout the day."



Richard Perry, Electrician

Richard Perry was working with heavy cable on Hull 524 and reported neck tightness and mild numbness in his hand after a strenuous morning of pulling. The athletic trainer used mobilization and stretching techniques, which resolved all symptoms right away. The athletic trainer educated Richard on the causes of muscular tightness, how to avoid improper pulling mechanics and recommended corrective stretches to minimize future occurrences. Richard was able to return to the crew with no symptoms and has not reported any issues since. "It is great to have access to someone who helps us manage the physical stresses and demands associated with pulling cable," he said.



Homeport Spotlight: Naval Station San Diego



Members of BIW's DDG 1000 Planning Yard are winning praise from the Navy customer as part of the team that completed a Post-Shakedown Availability for USS Michael Monsoor (DDG 1001) – an effort that was led predominantly by women.

"Over the past year, the team stationed at Naval Station San Diego, with assistance from a number of folks from the Washington Navy Yard, met, and in almost all cases, exceeded the highest expectations for excellence in managing the PSA and for delivering a complete ship on time and on budget in accordance with our goal of world-class shipbuilding in PEO Ships," Zumwalt Class Program Manager Capt. Matt Schroeder said in the Naval Sea Systems Command newsletter.

BIW personnel in the San Diego Homeport oversaw efforts to install alterations and modernization on the ship, providing the design packages – developed in Maine – to the vendors who execute specific changes. BIW committed to being responsive to questions and change requests as they arose to make sure the availability was completed on time and on budget, said Senior Homeport Rep. **Moriah Flood**.

"We committed to a 48-hour turnaround on CFRs (condition found reports)," she said. "That provides the Navy and BAE (which conducted the availability in its shipyard) the ability to review and get those answers to the deckplates quickly so it doesn't delay production." An example of a CFR might

include a contractor's request to use a different kind of steel than is called for in the design.

The achievement is even more notable given that the start date for the availability was pushed back two months. The San Diego team made use of the time to get work done that would normally have waited until the availability got underway. "We looked at what we can do that doesn't require being in the BAE shipyard," Flood said. "We were able to pull a lot of work to the left of the schedule, to optimize this window of time given to us."

"We also, as a team, were conscious of the deadline," she said. "The ship has

Homeport (continued on page 13)

Spirit Team Promotes Company Pride

The shipyard has launched a new activities program for employees and their families to engage in outside of work, including trips to ball games, hikes and holiday get-togethers as well as inside-the-yard employee Spirit Days.

The activities program is coordinated by the "BIW Employee Spirit Team" (BEST) with support from the Communications and Supply Chain Departments.

Team members partner with leadership to plan activities that support company goals, especially safety and employee retention, by encouraging an atmosphere of comradery, company pride and employee appreciation. As part of our company's mission and vision, BIW is committed to promoting inclusion, belonging and team spirit.

The new program builds on the work done by the BIW Recreation Association (BIWRA), for example, working to expand the discounts available to employees from area businesses. That organization is no longer actively planning large events, though a number of athletic clubs that were supported by BIWRA continue.

Part of the funding to support these events will be the negotiated rebate from the vending machine service contract, so that money spent by employees on vending machine food and beverages is used to support activities for employees. This is the same funding that was used to support the BIWRA. Keep watch in the near future for upcoming activities!



BIW employees at CROF dress up in tie-dye for August's Spirit Day.

Supervisor's Daughter Lands Spot on Survivor Spin-off

Shane Morrison, a Front Line Supervisor at Outfit Fabrication, can remember gathering as a family on Thursday nights to watch their favorite show, *Survivor*.

"It was a sit down with some popcorn kind of thing, and stay up late to watch it," he said.

So it was a treat for the family when his daughter Shaylie, now 21, was chosen as a contestant on a YouTube spinoff of the popular show called *Surviving Maine*.

The show is described as a fan-made *Survivor* competition in Maine, which takes place on a remote property in Fairfield. Contestants come from all across the country.

Shaylie has the skills for this type of thing. On her 18th birthday, she became the youngest, female, Maine whitewater-rafting guide, and she regularly leads rafting trips on the Upper Kennebec

River. She enjoys hunting, fishing and trapping. When she's not guiding on the river, she teaches children with autism.

The weekend-long competition involved physical tests, like racing down a field and back on large wooden spools – like the kind ships' cable comes on – or figuring out puzzles. These challenges were made more difficult by lack of food.

"All they are able to bring in is the clothes on their back and a sleeping bag. They build shelter and find or win food...They do each get a bag of rice," he said. After enjoying a cinnamon roll for breakfast the morning of the competition (and a big meal of pasta the night before), Shaylie had eaten just six bites of rice using a flat stone for a spoon before she was voted off three days into the contest, Morrison said.

Shaylie may have had home-field



Shaylie Morrison, second from right, was a member of the Flagstaff tribe in *Surviving Maine*, but was voted off once the tribes merged.

advantage, but her "Flagstaff" tribe lost several members as the weekend went on. When those who were left merged with the opposing tribe, each of the newcomers was voted off fairly quickly.

Morrison said he resisted the temptation to stop in and check out the filming.

"She knows how supportive we've been," Morrison said. "We would show up on the river's edge in Northern Maine sometimes when she had a rafting group coming down with her. We'd hoot and holler – maybe we were a little over-supportive at times."

The show will stream on YouTube next year.

ERT Gets On-Scene Fire Training

For five days in June, BIW's Emergency Response Team experienced realistic firefighting and rescue scenarios at the city of Bath's training facility as team members worked with On Scene Training Associates, one of the nation's premier fire training companies.

While members of the BIW Fire Department are the shipyard's primary firefighting force, they are based in the shipyard and need to remain on land when a ship goes to sea. The ERT is made up of members of the ship operating crew and would be called upon to respond to a fire or other emergency on board a ship at sea.

During this summer's training session, 19 ERT members practiced descending into a steel compartment with actual flames burning inside, contended with sudden and complete loss of visibility and had to be prepared for trip and entanglement hazards while extricating a rescue training manikin.

Aaron Heller, owner of On Scene and one of its trainers, said the BIW team's progress over four years of training together has been impressive, with improved skills and teamwork. "These guys are working together better than I've ever seen," he said as the 40-hour course neared completion.





BIW Christens Harvey C. Barnum Jr. (DDG 124)

BIW christened the newest Arleigh Burke-class destroyer on July 29, an event attended by close to 2,000 guests, employees and family members and presided over by the ship's namesake, Medal of Honor recipient Harvey C. Barnum Jr.

"Building quality ships for our Navy is serious, special work," BIW President **Chuck Krugh** told the crowd. "Over many, many hours, our shipbuilders become experts in their aspect of ship construction...They understand the significant responsibility we have in building Arleigh Burke-class destroyers. They are motivated by and take pride in our mission. They make Bath-built, best-built."

The event also featured remarks by Gov. Janet Mills, Sen. Susan Collins, Sen. Angus King and Secretary of the Navy Carlos Del Toro, who was the prin-

cipal speaker. Col. Barnum was introduced to a prolonged standing ovation and cheers. When it finally died down, Barnum said: "I hope the satellites of our enemies that are flying over heard and saw that, because they got to know, stand by, Barnum is about to come on point."

In his comments, Barnum asked all the shipbuilders in the audience to stand and be recognized for the great work they have put into building DDG 124.

"I salute you as a grateful American," he said. "Thank for what you've done. Thank you for what you're going to continue to do, not only for my ship but the ones that are backing up." He also asked for their family members to stand and be recognized for the support they give to their shipbuilder. "Without your support at home, they wouldn't come

to work with a bounce in their step, give it 100 percent, go home...rest up and come back to do it the next day."

The ship was christened by the sponsor, Martha E. Hill, wife of the namesake, when she broke a bottle of sparkling wine on the bow, assisted by Hull Manager **Matt Ames**. As she did, red, white and blue streamers erupted from around the drydock and the Navy band played Anchors Aweigh.

The christening took place in the drydock so the ship could be moved off Shipway 1 to make room for Louis H. Wilson Jr. (DDG 126) while still undergoing work that can be performed most efficiently out of the water. It is due to launch in the coming weeks.

A video of the christening can be found at: vimeo.com/event/3449197



Kitting Terminal Changing the Game

Activity at the new Kitting Terminal is ramping up, revolutionizing material distribution to make it more timely and accurate and less prone to loss or damage.

"Our team has been working hard over the last two months to get the warehouse organized in an efficient manner to support Operations," said **Zach Radcliffe**, Manager, Warehousing.

Material from Outfit and Structural Fabrication facilities and Consolidated and Read Street warehouses is delivered to the Kitting Terminal in advance of production's need for it, Radcliffe said. In the building's kitting area, material is collected into job packages that are ready for delivery as needed by production. Packages are identified in the Plan of the Week, letting Supply Chain know what is required in order to have it ready to deliver on the day production needs it.

"The physical warehouse coupled with our Supply Chain Execution System



software allows our team to receive, kit and deliver material quickly. The warehouse software also provides real-time material status to Operations via the Plan of the Week tool," Radcliffe said.

One of the benefits of the Kitting Terminal will be a reduction in the amount of material that is lost or damaged, said **Brent West**, Vice President Supply Chain and Quality. "This is going to be a real game changer," he said.

Getting the right material where it's

needed, when it's needed helps shipbuilders improve schedule and efficiency.

"No longer do I have to worry if material I located in a sea of pallets is still there the next day because we had to shuffle material around for a unit move overnight," said Front Line Supervisor **Jordan Dupuis** working on Hull 525. "I'm able to select the time and location of a delivery and let my mechanics know with great certainty that it will be there when I say it will."

Combilift Training Combines Fun and Competition



An H18 practices with a Combilift at the Leavitt Drive training facility.

A group of H18 Material Handlers recently were dropping basketballs through a hoop and negotiating an obstacle course with a Jenga-like stack of wood blocks perched on a pallet.

It wasn't all fun and games. The H18s were getting trained and certified with the new Combilifts they will be using to move material into and around the new Kitting Terminal.

Material Handler **Brendan Grady** said that day to day, the job doesn't involve carrying a basketball on forks that are tipped to drop it in a hoop, but there was "real world practicality" to the exercise.

"It definitely simulated a lot of the different applications you run into," he said, noting that placing something on a high shelf similarly requires changing position in the cab to improve sightlines.

John Fontaine, Senior Project Manager, Materials and Quality, said a Combilift is a multidirectional lift. Its uniqueness and biggest advan-

Combilift (continued on page 13)



Welcome Aboard New Hires!

Name	Dept	Name	Dept	Name	Dept	Name	Dept	Name	Dept
MARCH		Solorzano, Nathaniel	62	Greenway, Jeffrey	30	Waller, Roy	87	Longley, Jarryn	19
		Hughes, Gregory	26	Harwood Jr., Lawrence	19	Zak, Christopher	86	Lopes, Thomas	86
Moon, Tracy	84	Cassidy, Johnathan	62	Heuer, Robert	20			MacFarlane, Samuel	62
Plant, Aliza	19	Ferguson, John	62	Hogle, Jesse	62	MAY		Marcoux, Keenan	62
Chambers, James	19			Jenness, Tyler	50			Mather, Philip	86
Shewell Woodbury, Malachi	20	APRIL		Klingman, Cameron	86	Ater, Melissa	01	Matts, Joshua	19
Joyce, Matthew	26			Lake, Jeffrey	62	Barbour, Scott	10	Mayo, Mark	86
Shaw Murray, Nancy	20	Alston, Morris	86	Leighton, Theron	30	Bartlett, Rachel	45	McLean, Nathan	43
Hendryx, Paul	24	Baker, Tiffany	20	Logan, Noah	62	Couverette, Christopher	89	Murphy Jr., Ron	62
Osinski, Julie	24	Beckim, Jarrod	30	Masse, Sam	62	Crumrine, Michael	62	Pelkey, Justice	19
Arrington, Debra	57	Boisvert, Gary	99	Mcauliffe, Brandon	62	DeNardo, James	30	Rennicks, Tyler	62
Rines, Ray	62	Bordas, Glendon	26	McNamara, Michael	20	Densmore, Jacob	62	Ross, Shane	30
Pannone, Justin	30	Bouchard, Joshua	30	Merrill, Sierra	86	Dorgan, Robert	19	Saucier, Tyler	19
Ames, Jarred	62	Canning, Zachary	30	Ouellette, James	86	Gagnon, Jared	62	Stewart Jr, Garrett	30
Wyman, Aidan	62	Chertavian, Kevork	62	Patterson Jr., David	30	Getch, Garret	46	Therrien, Callan	19
Ciciotte Jr., Angelo	30	Coyer, Benjamin	20	Perlmutter, Samuel	86	Giggey, Jeramy	20	Trombley, David	62
Ramirez, Josemiguel	62	Cuppernell, Frank	30	Roux, Max	30	Gunther, Gabrielle	82	Truman, Tyler	30
Halsey, Kaleb	62	Densmore, Calob	62	Slazas, Lillian	20	Hathaway, Jack	99	Vachon, Ethan	62
Toner, David	19	Domingo, Angelo	19	Smith, Kyle	62	Hoffman, Thomas	62	Vale Cruz, Armando	86
Hollingsworth, Dante	62	Favreau, Meghan	49	Smith, Conor	62	Horne III, Robert	50	Welsh II, Timothy	62
Silva, Kaitlin	62	Focht, Sean	26	Staten, Chris	62	Jackson, Timothy	30	Whitaker, Miles	62
Heath, Owen	62	Fraser, Patrick	50	Tanguay, Shane	10	Ligotti, Margaret	86	Woodin, Thomas	24
Kirkpatrick, Sam	62	Fredericks, Kyle	62	Thibodeau, Sharon	45	Locke, Aryana	25	Young, Cheyenne	20
				Travis, Whitney	19				

Combilift (continued on page 12)

tage vs. a fork truck is that you can drive it sideways. "If you have a long piece of tubing you're trying to drive down a narrow aisle, you can't with a forklift."

But those extra capabilities require a healthy understanding of how the equipment behaves.

"I've operated a lot of equipment and trained people throughout the years, so I wanted to find obstacles that would improve the skills of the operators, specifically to the capabilities of the Combilift and making it fun at the same time," he said.

The Jenga challenge involved having a series of blocks that look like the game Jenga stacked on a pallet. In a timed competition, the material handlers had to transport them from one end of the course to the other, enter a garage and place them on the rack without losing the load as the Combilift traveled over uneven terrain.

The main lesson according to Fontaine? "Smooth is fast and fast is slow."

The basketball competition also simulates real-world challenges.

"When putting something on a shelf at a certain height, the operator loses visibility, which would require a spot-

ter or change of position in the seat – in this case, to see the ball go through the hoop," Fontaine said. "It really was 100 percent related to putting material on the shelf above their head, which is not easy."

The training benefitted from access to the Leavitt Drive training facility's high-tech classrooms, VR capabilities, knowledgeable staff and a mock warehouse all under one roof, as well as a large outdoor space.

"By taking this training and making it a competition as well as a learning experience, we're able to fine-tune their skills while making it a fun and active learning environment," said Training Director **Tom Stevens**. "We are so fortunate to have a place like Leavitt Drive that offers those opportunities and the freedom to explore different learning styles."

Brady took overall top honors in the skills and coursework competition. At BIW for a year a half, he said he had a bit of an edge because he had trained with similar equipment at a previous job. H18 Devon Nile took top honors for having the best time through the course and **Matt Turner** scored the best on the academic portion of the training.

Homeport (continued from page 8)

a lot of things going on the rest of the year. If we don't get out on time, then other contractors can't do what they need to do. It's like a snowball effect."

The Navy considered the availability a critical milestone, in part because the ship is preparing for its first fleet deployment.

One of the unusual qualities of this availability was that it was largely overseen by women, a group who have not historically had significant representation in the shipbuilding industry.

"When Cdr. (Rebecca) Adams took the reins as commander, Liz Sparks, who is the engineering lead for SupShip Bath, and I had a quick conversation that 'women rule this building,'" Flood said chuckling, adding: "There's just a lot of women kind of coming up in the program, which is very nice."

Pipe Shop Scramble

In this photo taken by Apprentice Deck Plate Planner **Garrett Brown**, participants in the Pipe Shop Scramble finish up the 18th hole at Bath Country Club on Aug. 5. Golfers from left are **Dave Bussiere**, **Jeff Jones**, **Paul Greenfield**, and **Mark Metcalf**. Tinshop Planner **Paul Greenfield**, who was taking his first turn at organizing the 24th annual event, said so many active employees, retirees and NAVSEA personnel participated that they fielded more than 33 teams and ran out of carts.



In Remembrance

Penney, Maurice B. March 18, 2020 20 Years Maintenance Custodian III	Roye, Weldon D. February 10, 2023 17 Years Planning Tech	McLaughlin, Donald E. March 19, 2023 15 Years Pipefitter, Single Craft	Charest, Fernand L. May 5, 2023 33 Years Leadman	Mott, Harold F. June 6, 2023 37 Years Pipefitter III
Mullen, Mary C. May 20, 2020 25 Years Paymaster	Ellis, John O. February 28, 2023 22 Years Outside Machinist III	Napolitano, Peter S. March 19, 2023 20 Years Preservation Tech III	Mathon, Roger A. May 7, 2023 16 Years Struct. Fitter, Double Craft	Bailey, Ronald W. June 10, 2023 11 Years Electrician III
Snowdon, Richard December 18, 2021 57 Years Designer, 1st Class	Rolerson Sr., Dana A. March 1, 2023 31 Years Sandblaster III	White, Dennis J. March 23, 2023 38 Years Shipfitter III	Mitchell Jr., Jon S. May 12, 2023 34 Years Tinsmith	Phillips, Natalie A. June 10, 2023 34 Years Admin. Asst.
Vye Jr., Albert H. March 2, 2022 19 Years Machinist, Double Craft	Hanson, James N. March 3, 2023 42 Years Preservation Tech Sing. Craft	Tardiff, Donald G. April 3, 2023 37 Years Welder III	Grondin, Roland C. May 14, 2023 36 Years Preservation Tech III	Savage, James E. June 14, 2023 23 Years Electrician III
Chase, Laurence E. June 11, 2022 36 Years Pipefitter III	Pushard, John S. March 4, 2023 32 Years Electrician III	Nichols, Leroy A. April 10, 2023 28 Years Pipefitter III	Marsh, Richard A. May 14, 2023 18 Years Sandblaster III	Marshall, David A. June 22, 2023 26 Years Shipfitter III
Ponziani, Raymond E. June 28, 2022 33 Years Supervisor	Parker, Orrin L. March 7, 2023 38 Years Maintenance Mechanic III	Bisson, Daniel L. April 16, 2023 44 Years Maintenance Mechanic	Daigle, Roland R. May 23, 2023 35 Years Welder III	Talbot, David C. June 23, 2023 15 Years Fire Guard, 2nd Class
Beaucage, Jean P. October 9, 2022 22 Years Leadman	Wilson, Steven S. March 10, 2023 21 Years Hvy. Equipment Operator III	Maclean, Charles A. "Charlie" April 18, 2023 34 Years Preservation Tech	Race Jr., George E. May 24, 2023 33 Years Foreman II	Driscoll, John W. June 24, 2023 43 Years Shipfitter III
Doubek, Joseph J. December 23, 2022 8 Years Sr. Plng. & Ctl. Coord.	Corrow, Gregory A. March 16, 2023 33 Years Maint. Electric & HVAC III	Wallace, David B. April 21, 2023 27 Years Tinsmith III	Watson, Peter D. May 25, 2023 37 Years Crane Operator III	Nielsen, Ronald B. July 1, 2023 36 Years Shift Sergeant
Potter, Robert R. December 27, 2022 14 Years Outside Mach., Single Craft	Hills Sr., William F. March 16, 2023 34 Years Designer, 1st Class	Wallace, William B. April 25, 2023 37 Years Maintenance Electrician III	Simmons, Gorden E. May 29, 2023 28 Years Carpenter III	Crocker, John July 7, 2023 41 Years Outside Machinist
Chartier, John E. January 28, 2023 10 Years Pipefitter III	Antil, Raymond L. March 17, 2023 20 Years Designer, 1st Class	Batchelder III, Paul S. April 26, 2023 34 Years Technician III, Engineering	Young, Steven E. May 31, 2023 34 Years Crane Operator III	Guimond, Richard July 30, 2023 46 Years Sandblaster
	Suiter, Paul D. March 17, 2023 31 Years Insulator III	Levine, Stephen L. April 26, 2023 15 Years Sr. Spec., Sys.	Billington, Robert G. June 2, 2023 41 Years Analyst II, Estimating	

Banquet Held to Celebrate Service Anniversaries

More than 200 honorees, family members and coworkers attended the May 16, 2023, Service Anniversary banquet for employees celebrating 30, 35, 40 and 45 years with the company.

Held at the Sheraton-Sable Oaks in South Portland, the upscale event kicked off with a cocktail reception and social hour. Attendees took advantage of a photo booth where they could have their picture taken with friends dressed in comical props as well as viewed a table of newsletters and photos from their early days with the shipyard.

As dinner started inside the banquet hall, President **Chuck Krugh** reminded everyone why the honorees and the milestones they were celebrating were so important for BIW.

"You are giving your time and your talents to something truly special: designing and building America's Navy," he said. "Moreover, you are training the next generation of BIW shipbuilders who will be safer and better able

to contribute as a result of all you have learned and shared."

"This is a vital contribution to our company and to our state," he said. "Your example serves to remind us that it is the people of this shipyard who make Bath Built Best Built."

Krugh then presented each honoree with a coin representing their years of service with the company including five of the eleven new Master Shipbuilders with 40 years of service to BIW.

David Furrow, a Machinist hired 45 years ago in 1978, was presented with a velvet-lined, wooden display case that housed the service anniversary coins for each five-year increment of his service from five to 45 years.

The number of honorees celebrating milestones of 30 years and beyond – there were 247 celebrating their 35-year anniversary – required the celebration be split into two events. The second banquet was held Sept. 16. Look for it in the next issue.





Service Anniversaries (Continued on page 19)

APRIL

45 Years

87 Furrow, David

35 Years

90 Levesque, Glenn
19 Crawford, Donnie
25 Berry, David
87 Blouin, Jeffrey
40 McLinnis, Patrick
25 Martin Jr., Richard
20 Gracie, Jeffrey
69 Maxwell, Marty
84 Janelle, John

25 Years

07 Skinner, Lawrence
84 Webber, Christopher
10 Small, Ronald
99 Kane, Joseph
01 Kofroth, Francia

Dept/Name

19 Seigars, Michael
10 Terrell, Michael
19 Deschaines, Scott
05 Wu, Wanda
19 Downer, Clint
43 Crowell, David
50 Goethe, Christopher
43 Brooks, Michael

20 Years

88 Simard, Roland
89 Young, Jeffrey
43 Wells, Shawn
19 Ruzyckij, Joseph
08 Cottle, Nathan
50 Buzzell, Sue
19 Giggey, Marc

15 Years

24 Lambert, Susan
10 Blackwood, Joshua

Dept/Name

40 Bedford, Nathaniel
86 Zagorodney, Jonathan
93 Scribellito, Joseph
87 Samuelson, Mark

10 Years

10 Haggett, Samuel
66 Garnett, Andrew
43 Skelton, Nathan
49 Lappin, Maureen
57 Shellenbarger, Daniel
86 Fitzpatrick, Connor
27 Lyons, Stephen
17 Sheerer, Tarra
10 Rainey, Brent
07 Pare, Christopher
43 Blake, Bryan
40 Pickering, Kelsey
19 Applegate, Paul
66 Bussiere, Chad
45 McKelvey, Jenny

Dept/Name

49 Lowery, Amy
19 Hodgdon, Cory
09 Garrett, Brian
81 Brown, Chance
20 Morey, Joseph
50 Storer, Granville
40 Williams, Deborah
20 Favreau, Kristopher
10 Nisbet, James
43 Lebrun, Ryan
10 Snowdale, Richard
80 Parsons, David
10 McLaughlin, Daniel
43 Brann Jr., Donald
45 Lemont, Kimberly
66 Stevens, Eric
50 Conners, Jonathan
66 Dempsey, Dennis
19 Lea, Richard

Dept/Name

5 Years

86 Stone, Douglas
26 Troxell, Dennis
43 Sirois, Steven
50 Jefferds, John
10 Perry, Nicholas
07 Evans, Brian
10 Labonte, Matthew
10 Hopkins, Joseph
50 Hinkley, Jack
20 Baumm, Hayden
50 Matthews, David
20 Groder, Joshua
20 Stinson, Arnold
50 Cable, David
43 Bowering, Adeline
10 Wirta, Abbie
86 Graviett, Katherine
87 Weston, Laci
19 Averell, Timothy
87 Lafferty, Shawn

MAY

40 Years

89 Foley, Martin
87 Hoffman, Kevin

35 Years

87 Intermont, Scott
89 Greenlee, Scott
90 Wasson, Wayne
90 Gary, Jennifer
27 Trott, Phillip
87 Lewis, Rian
17 Curtis, Timothy
81 McCulloch, Curtis
82 Young, Douglas
19 Byras II, George
87 Lowell, Craig
86 Castonguay, Mark
86 Michaud, James
81 Palmer III, Lawrence
86 Rhoten, Roger
25 Greenman, Timothy

43 Gilchrist, David
15 Boyker, Robert
86 Doyon, Peter
19 Parsons, Jr., Parker
27 Rodrigue, Marc
87 Millett, Timothy
10 Olson, Ricky
07 Ouellette, Claude
87 Flanagan, Sylvia
82 Langlois, Beth

25 Years

89 Parker, David
50 Morse, Kevin
62 Totman, Thomas
06 Charles, Eric
80 Beaulieu, James
43 Guarino, James
43 Curtis, Donald
43 Shaw, Bruce
10 Smith, Scott

15 Years

06 Ross, Dustin
40 Turner, Marc
40 Willertz, Daniel
10 Garcia, Jose
49 Lobikis, Cynthia

10 Years

87 Doherty, Jr., William
80 Plaisted, Nicolas
32 Burnham, Paul
32 Hannan, Sr., James
81 Cole, Lucas
30 Carver, Weston
10 Brown, Brandon
10 Kenney, David
27 Bedard, Christopher
27 Bellefleur, Jami
27 Landry, Steve
32 Mason, Daniel

19 Goodwin, Douglass
20 Engelbert, James
19 Carter, Troy
10 Porter, Christopher
43 Burgess, Michael
10 McIntyre, Derek
43 Clark, Shane
19 Veit, Michael
17 Leavitt, Shawn
17 Dennison, Ronald
17 Carpenter, Samuel
17 Laprise, Benji
19 Sevey, John
19 Aube, Michael
10 Whitelaw, David
19 Wight, Cameron
87 Bonn, Craig
17 Laplante, Kevin
07 Beale, Andrew
19 Burgess, Calvin
17 Handy, Terry
43 Robbins, Mitchell

10 White, Justin
30 Warner, Kevin
20 Lape, Alan
19 Stone, Kurt
19 Olivares, Jacob
10 Martz, Clint
19 McDevitt, Joshua
43 Shaw, Dustin
91 Tome, Michael
32 Prosser, Kory
50 Piper, Randy

5 Years

43 Fletcher, Richard
10 Erickson, Lucas
43 Keithly, Oliver
40 Des Rosiers, Grant
10 Robbins, Raymond
43 Elliott, James

JUNE

45 Years

88 Graziano, Frank

40 Years

01 West, Brent
86 Colucci, Angela

35 Years

88 Sharples, Kurt
40 Taylor, William
15 Poissant, Robert
27 Denonville, Gary
81 Goldmann, Edward
17 King, Jr., Robert
19 Poulin, Glenn
86 Umberhind, George
19 LaPointe, David

84 Stevens, Robert
05 Pelletier Jr., Donald
50 Hoskins, Bradley
86 Burkhardt, Gerald
50 Nolon, Jr., Richard
10 O'Neal, Michael
10 Halpin, Timothy
15 Chateauvert, Glenn
20 Labonte, Maurice
81 Chadbourne, Jr., Philip
17 Lynch, Kevin
17 Chapman, Scott
94 Parsons, Kimberly

30 Years

84 White, Steve

25 Years

43 Blair, Douglas
57 Toppan, Andrew

57 Weiblen, Shawn
99 Locke, Paul
43 Welsh, Timothy
10 Lozano, Luis
99 Andrew, Frederick
43 Havlicek, Gary
50 Lovell, Phillip
50 Chaney III, Merle

20 Years

89 Kenney, Mark
86 Reynolds, Stephen
86 Bragdon, Jamie
20 Riddle, Stephen
50 Roglitz, David
86 Gelineau, Seth
43 Wiers, Christopher
43 D'Amour, Charles
10 McKay III, Robert

15 Years

06 Simpson, Ian
46 Stevens, Thomas

10 Years

17 Pushard, Jr., Richard
27 Burpee, Michael
84 Cooper, Matthew
06 Milliken, Eric
91 Cressey, Lorraine
20 French, Gary
87 Hopper, Michael
06 Jordan, Gary
81 McFadden, Kevin
10 Duguay, David
52 Bull, Peter
19 Hodgdon, Heather
91 Chubbuck Goodwin, Jessica
91 Charest, Joshua

17 Willigar, Justin
80 Weatherbee, Jason
27 Franklin, Joseph
19 Clukey, David
19 Hall, Christopher
10 Costigan, Dylan
10 Nickless, Mathew
19 Cropley, Sonya
10 Duguay, Kurt
10 Ackley, Joshua
50 Dodge Jr., Carl
10 Chamberlain, Shawn
17 Therrien, Jacob
17 Hujara III, Thomas
20 Hertel, Richard
06 Fugere, Charles
17 Cunningham, David
86 Robert, Steven
17 Lundevall, Kevin
15 Tibbetts, Dylan
10 Pierce, Jeremy



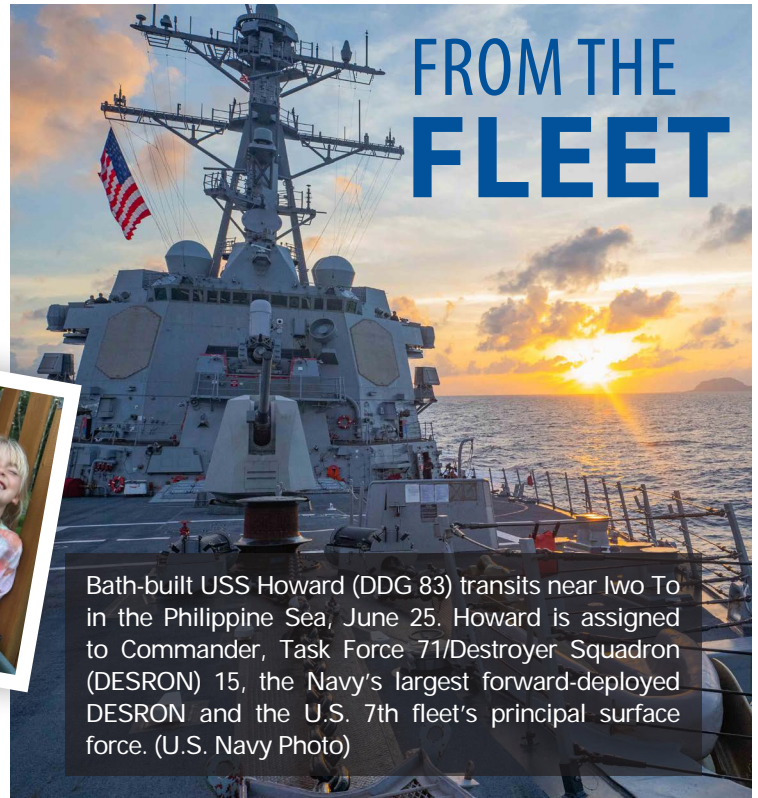
Future Shipbuilders!

Sawyer, son of Photographer **Jared Morneau**, wears the hat worn by volunteers for the Lyndon B. Johnson (DDG 1002) ship tour.

Hudson, Alana and Lorelai, children of Project Manager **Karianne Merry**, sport a BIW onesie as well as Live United tie-dye shirts to promote our United Way campaign.



Do you have a child, grandchild – or great-grandchild – you'd like to see featured in BIW News? Send their picture along with their connection to BIW by emailing Communications@gdbiw.com.



FROM THE FLEET

Bath-built USS Howard (DDG 83) transits near Iwo To in the Philippine Sea, June 25. Howard is assigned to Commander, Task Force 71/Destroyer Squadron (DESRON) 15, the Navy's largest forward-deployed DESRON and the U.S. 7th fleet's principal surface force. (U.S. Navy Photo)



Retirees

APRIL

Dept/Name	Dept/Name	Dept/Name	Dept/Name
86 Paul D. Deschaine 43 Years, 10 Months Designer, 1st Class	19 Jeffrey M. Malinky 35 Years, 2 Months Electrician	24 Elaine L. Plummer 42 Years, 10 Months Sr. Program Mgr. Supply Chain	86 John M. Quimby 40 Years, 8 Months Designer, 1st Class
87 Michael A. Marchesseault 40 Years, 7 Months Associate Engineer	50 Bruce M. Nadeau Jr. 41 Years, 7 Months Shipfitter	80 Arthur D. Mailloux 44 Years, 11 Months Crane Operator	24 Christopher S. Riley 32 Years, 1 Month Section Manager
87 Todd R. Underwood 43 Years, 10 Months Designer, 1st Class	43 Leo G. Tanger III 48 Years, 4 Months Welder		40 William P. Conners Jr. 17 Years, 3 Months Principal, Engineering

MAY

Dept/Name	Dept/Name	Dept/Name	Dept/Name
86 Edith E. Ballard 38 Years, 3 Months Designer, 1st Class	66 John R. Connor 41 Years Insulator	90 Sally A. Leblanc 43 Years, 10 Months Assistant, Administrative	10 Matthew T. Patterson 44 Years Manager
87 Claude J. Bolduc 36 Years Designer, 1st Class	20 Kevin P. Flanagan 36 Years, 9 Months Manager	43 Patrick D. Michaud 36 Years, 2 Months Welder	86 Paul M. Roy 32 Years, 10 Months Sr. Tech, Engineering
43 David A. Charest 13 Years, 2 Months Welder	10 Mark A. Haines 23 Years, 11 Months Chief Superintendent	43 Donald J. Murphy 24 Years, 10 Months Welder	87 Ronald P. Starbird 15 Years, 5 Months Designer, 1st Class
	13 Robert L. Knowles Jr. 35 Years, 1 Month Prin. Safety/Health Eng.		43 Michael E. Swift 22 Years, 1 Month Welder
			84 Philip A. Watkins Jr. 32 Years, 3 Months Sr. Planner
			50 Donald L. Wilson 34 Years, 2 Months Shipfitter

JUNE

Dept/Name	Dept/Name	Dept/Name	Dept/Name
01 Christopher A. Rose 41 Years, 7 Months Manager	06 Daniel G. Paradis 15 Years, 5 Months NDT Tech 1/C	10 Thomas P. Gerrish 40 Years, 9 Months Section Manager	27 Richard J. Lacroix 7 Years, 7 Months Preservation Tech
01 Timothy M. Sheldon 34 Years, 1 Month Business Manager, Engineering	06 Gregory L. Lozier 43 Years, 9 Months Engineer III, Q/A	15 Richard C. Harvey Jr. 34 Years, 3 Months Pipefitter	80 Robert A. Goodspeed Jr. 12 Years, 7 Months Crane Operator
			86 Robert J. Chenard 43 Years, 8 Months Sr. Tech, Engineering
			86 Thomas S. Webb 42 Years, 3 Months Principal Tech, Engr.

NEWS FROM OTHER GD BUSINESS UNITS

Gulfstream G700 and G800 Rolls-Royce Pearl 700 Engines Earn FAA Certification

Gulfstream Aerospace Corp. announced the Gulfstream G700 and Gulfstream G800 Rolls-Royce Pearl 700 engines earned Federal Aviation Administration (FAA) certification, bringing the aircraft program another step closer towards entry into service and customer deliveries.

"We are excited about this latest advancement towards G700 and G800 cer-

tification," said Mark Burns, president, Gulfstream. "The G700 and G800 are introducing new standards for efficiency and performance in the business aviation industry thanks to the combination of Gulfstream aerodynamics and the Pearl 700's efficiencies. We are seeing great demand for the technology, cabin comfort and ultralong-range capabilities the G700 and G800 will provide our customers."



The G700 and G800 feature high-speed, aerodynamic Gulfstream wing design as well as an all-new winglet designed for the two new aircraft. Along with the Rolls-Royce Pearl 700 engines, these innovations help reduce fuel consumption and emissions.

SECURITY SCENE

By **BIW Security**

Pixels Paint the Portrait

It is said many pebbles make a mountain. With economic espionage, many pixels paint the portrait.

Proprietary intelligence is rarely gained by accessing a trove of protected information, but rather from gathering many items over time and filling in the blanks. This can be done through human sources or sophisticated technological means, but mostly it is done by gathering open-source information.

Not all intelligence is classified or kept within protected company files. It can be found online through Google searches. Current satellite images rival the best spy satellites and are freely accessible by anyone with a computer. Countries, corporations and individuals can develop their own intelligence from what is available online.

According to U.S. authorities, China's government and government-sponsored industries collect publicly available data on an ongoing basis from the Pentagon, Western think tanks, private companies and individuals. When collected and put together, the resulting portrait of information could be used to harm the United

States in a conflict. China's espionage efforts align with their broader strategy of achieving technological dominance and becoming the leading global power. By acquiring bits and bytes of U.S. defense information from many sources, China's communist government can bridge its gap with U.S. military technology to gain a strategic advantage.

China employs various methods to carry out cyber espionage, including hacking and phishing, but much of its intelligence is gained through mining data in individual posts on social media and websites. Defense contractors, which create and use classified and sensitive information, are prime targets. Publicly gathered information could include details about manufacturing processes, supply, schedules, testing results, capabilities and deficiencies.

How is this possible? Western de-



mocracies, particularly the U.S., tend to be open and responsive to the public and publish information about our military capabilities, doctrine and planning; whereas, non-democratic, authoritarian countries tend to hide their information and severely restrict the free flow of ideas and information in their societies.

Ultimately, the data mining of defense-contractor information by China shows the importance of guarding one's online postings and the need for improved security practices. Once information is put into cyberspace, it is there forever. Over time, seemingly insignificant tidbits, comments and pictures can transform those individual pixels into an intelligence portrait that can be used by our adversaries.

BIW HISTORY SNAPSHOT

By Andy Toppan

BIW Destroyers of the Early 20th Century

After a mix of early contracts, BIW landed its first destroyer contract in 1907 – Hull 49, USS Flusser (DD 20) and her sister ship USS Reid (DD 21).

In this era, torpedo boat destroyers (later shortened to just “destroyers”) were built to protect larger ships from small, fast torpedo boats, like the ones BIW constructed a few years earlier around the turn of the century. At

keeping the ships on the cutting edge of technology: the first steam turbine engines, the first use of reduction gears, the first oil-fired boilers. This line of ships culminated in the “Flush Deck”-type destroyers, displacing around 1,200 tons, armed with four 4-inch guns and twelve 21-inch torpedo tubes, delivered at the conclusion of WWI.

These ships formed the bulk of the Navy’s destroyer force between the world wars and carried a heavy burden during the early years of WWII, until newer ships joined the fleet. USS Allen, BIW Hull 68, had a particularly noteworthy career – first escorting convoys to Europe during WWI, then patrolling European waters. Decades later, Allen was the oldest destroyer in the fleet at the outbreak of WWII and was present at Pearl Harbor during the Japanese attack before serving out the war on convoy escort and training duties.

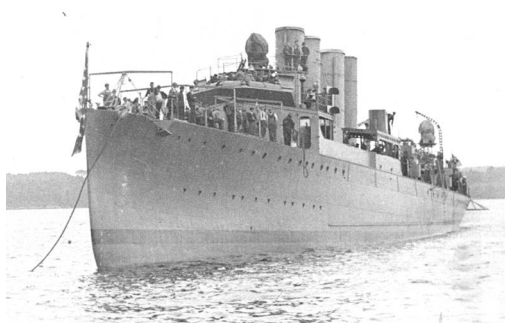
Not surprisingly, the second-oldest destroyer in the fleet during WWII was also Bath-built – USS Manley, Hull 70. Manley, delivered in 1917, was the first of the “Flush Deck” destroyers built at



USS Reid (DD 21) in 1917.

BIW. The destroyer saw service in Europe during WWI, where she was badly damaged by an accidental explosion. In the late 1930s, Manley became the first of many destroyers converted to high-speed transports with her torpedo tubes and half her boilers removed to provide space for troops and landing craft. The elderly destroyer served in this role in the Pacific throughout the war, carrying Marine Corps raiding parties and equipment on perilous missions to the front lines.

Seven of Manley’s BIW-built sister ships were among the 50 old destroyers transferred to the United Kingdom in 1940 as an emergency measure to shore up the Royal Navy prior to the United States officially joining the war. These old destroyers put in valiant service until newer vessels joined the fleet, and most were retired before the end of the war. One, the former USS Crowninshield, then HMS Chelsea, was transferred to the Soviet Union in 1944. Serving until 1949 as Derzky, it was the last BIW-built destroyer of this era in existence.



USS Manley (DD 74) on launch day in 1917.

around 700 tons displacement and 293 feet in length, armed with five 3-inch guns and three 18-inch torpedo tubes, the destroyers were formidable vessels for their era. The type soon evolved into a workhorse of the fleet.

Flusser was delivered to the Navy in 1909 as the first of 25 Bath-built destroyers over the next 11 years, running through the World War I era. Each group of destroyers brought new innovations,



Service Anniversaries (Continued from page 16)

JUNE

10 Years

15 Small, Dustin
09 Smith, Shane
19 Winn, John
15 Stickney, Ramsey

5 Years

86 Lapointe, Daniel

Dept/Name

86 Ackley, Benjamin
50 Schmidt, Caleb
20 Bailey, Tyler
07 Bergeron III, Ernest
20 Reed, Karter
50 Lakin, Zachary
50 Sarbanis II, Thomas
10 Starkey, Bezie
84 Levkoff, Steven

Dept/Name

15 Brewer Ross, Peyton
17 Wolfenden, Rebecca
87 Kilduff, Joseph
20 Brennick, Daniel
43 Remsen, Neil
10 Quirion, Brandon
06 Cook II, Michael
69 Kemp, Brandon
50 Aseltine, Samuel

Dept/Name

43 Montoya, Lucas
43 Galipeau, Neil
43 Tyler, Tony
10 Groat, Zackary
07 Grenier, Darold
07 Sullivan, Darryl
87 Jones, Benjamin
50 Korineck, Luke
43 Stephenson, Charles

Dept/Name

86 Stanton, Jeffrey
43 Dube, Dylan
15 Cyr, Tyler
49 Tondreau, Matthew
15 Small, Matthew
43 Hinman, Gregory
87 Talacko, Lynn

GENERAL DYNAMICS
Bath Iron Works

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