

GENERAL DYNAMICS

Bath Iron Works

BIW NEWS

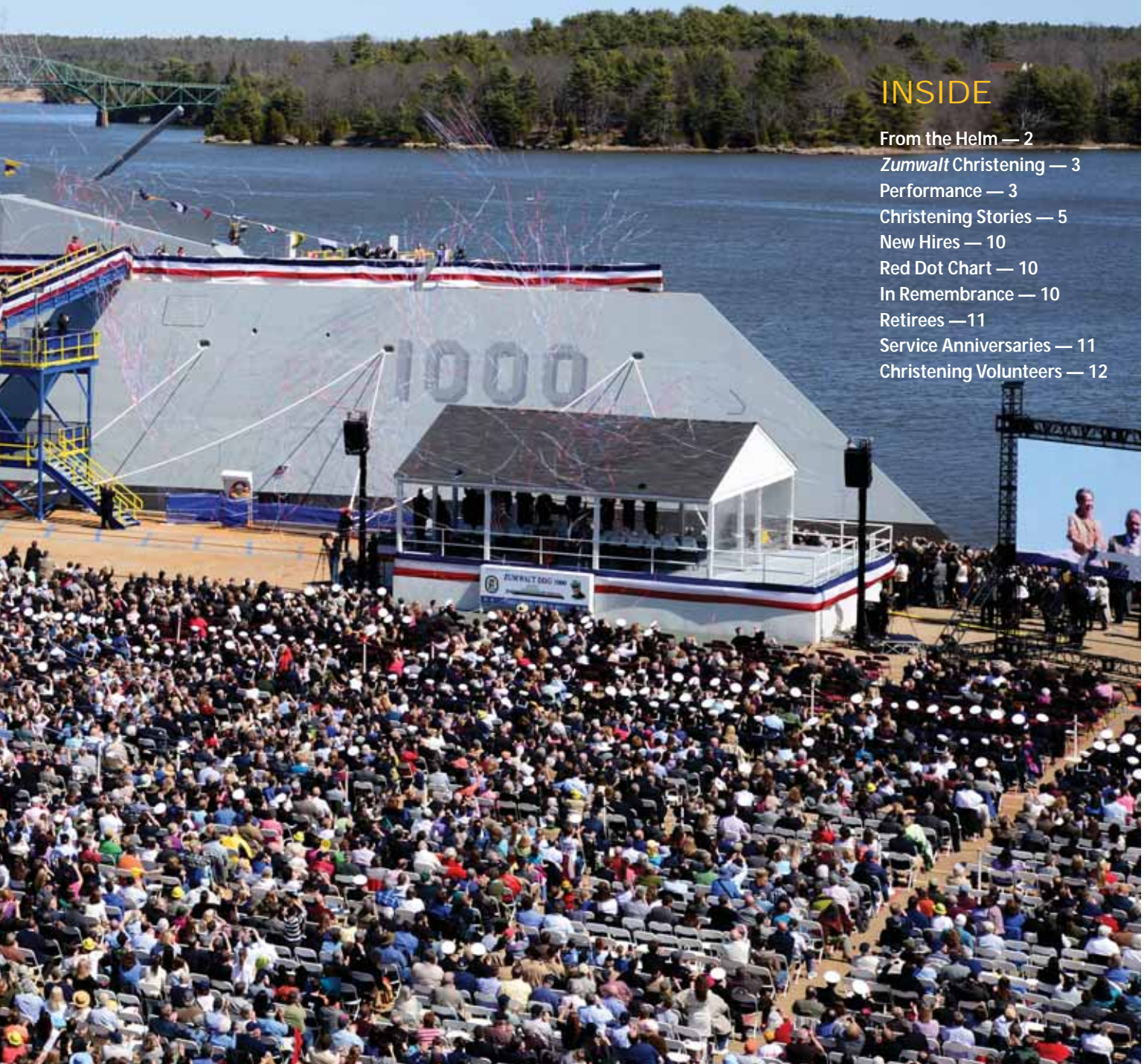
April
2014

DDG 1000 Christening

Stories starting on pg. 3

INSIDE

- From the Helm — 2
- Zumwalt Christening — 3
- Performance — 3
- Christening Stories — 5
- New Hires — 10
- Red Dot Chart — 10
- In Remembrance — 10
- Retirees — 11
- Service Anniversaries — 11
- Christening Volunteers — 12



From the Helm

Fred Harris, President, Bath Iron Works

Christening *Zumwalt* (DDG 1000) on April 12 was the highlight of this month. In addition to celebrating the legacy of the ship's namesake and honoring the ship sponsors, these events enabled our families, friends, and other guests to see what we do inside the gates. It was a proud day for all of us at BIW and a great day for the Zumwalt family and our Navy customer. Thanks to all who made it come together—you'll read about some of them in the following pages.

Until **Ann Zumwalt** and **Mouzetta Zumwalt-Weathers** broke the christening bottles, it had been three years since we last christened a ship at BIW—*Michael Murphy* (DDG 112) in May 2011. With the launch of *Arleigh Burke* (DDG 51) in September 1989, christenings at BIW became a regular event, with at least one each year for 22 consecutive years—three DDG 51 class ships were christened in 1996. The three-year gap is a sign of the times and demonstrates that fewer ships are being ordered. It is also a strong signal that only high performing shipyards will win new work in this tough, competitive environment.

Four characteristics of a world-class shipyard are:

- A safe work environment
- Affordability and first-time quality
- Cost and schedule commitments met
- Superior flexibility in a changing environment

BIW is a good shipyard equipped with modern facilities and a talented, experienced workforce. But if we objectively apply these criteria to BIW, we reach the inescapable conclusion that we have much to do before we can call ourselves "world class."

Look at the Recordable and Lost Time Injury chart on page 10. Of the 110 calendar days shown through April 20, only 12 show a green dot—only 12 days with no injuries. We must aggressively pursue safety every day. Each of us is personally responsible for our own safety and for those around us. Only when the green dots significantly outnumber the red dots can we call ourselves a safe shipyard.

Less than a year ago, we received a wake-up call with the results of the DDG 51 class Multi-Ship Procurement. Since then, we have taken steps to get us on the path to affordability. We have implemented organization changes that will return us to a trade / area balanced structure in manufacturing. We are starting to make significant changes in our physical plant to eliminate bottlenecks and bring more work inside to a safer and more conducive environment. We are taking steps to enhance the design and we have increased focus on our planning and work order processes so our experienced mechanics can do their jobs



DDG 1000 sponsors Ann Zumwalt, left, and Mouzetta Zumwalt-Weathers.

more efficiently. But much remains to be done. Productivity in all areas of the shipyard is not where it needs to be. Rework levels must be dramatically curtailed, first time quality achieved, and costs reduced across the board for us to once again be identified as a high performance shipyard.

We continue to experience challenges with our cost and schedule commitments. When we make a commitment, we take on a personal responsibility to follow through. When we don't meet our commitments, everyone's job becomes more difficult.

Our business environment has changed significantly over the last two decades, but our mission remains the same: to continue building high quality, affordable ships for our customers. To win ship construction contracts in the future, we must become more affordable and more flexible in response to the changing environment, and provide a high quality product to our customers.

The good news is that the necessary changes are entirely within our control. We have all that it takes to get us to be world class. But unless we act now with a sense of urgency, we will not be in a position to win the next round of competition for either U.S. Coast Guard or U. S. Navy ships. I don't believe anyone who works here is comfortable with BIW being termed only a "good" shipyard. It's time for each of us to make a personal choice to work smarter, work safer, and to be more productive. We will do this, and we'll do it together.

TOGETHER WE CAN MAKE A DIFFERENCE.

On the cover: DDG 1000 was christened on April 12, 2014 in front of a large crowd of Zumwalt family members and friends, Captain James Kirk and his DDG 1000 crew, BIW employees and families and other guests. *Photo by G. Hill.*

Zumwalt Christening

The sky was a vibrant blue and the ship was majestically decked out before an enthusiastic crowd approaching 6,000 people for the christening of *Zumwalt*, DDG 1000.

The two sponsors—sisters **Ann Zumwalt** and **Mouzetta Zumwalt-Weathers**—walked across the gangplank to the foredeck as the Navy Band Northeast filled the Land Level Transfer Facility with music. Together, they brought their bottles down, stopping at the last second, faking out the audience and giving the crowd a glimpse of the mischievous humor attributed to their father and ship's namesake, **ADM Elmo R. Zumwalt Jr.**, former Chief of Naval Operations.



Sponsors Ann Zumwalt left, and Mouzetta Zumwalt-Weathers.

Then, together, they swung again—smashing the bottles and showering the hull with champagne. For most, the breaking of the bottles was the culmination of an appropriately long morning. The christening of a lead ship is a big deal, one not often experienced. Many people wanted to be part of the day, including Secretary of the Navy **Ray Mabus**, our principal speaker; **Gov. Paul LePage**; Maine's entire congressional delegation and more.

But for some, the sight of those bottles smashed on a large metal "Z" was the final step in a months-long planning and logistics effort. An amazing team of people at BIW came together to pull off a truly monumental effort—all while continuing their normal course of work.

Much of the work starts when the Navy and BIW settle on a christening date, allowing activity to begin across a vast project timeline. A core group of folks from Communications, Facilities, Safety, and Security began meeting on a regular basis, updating each other on how plans had progressed, what needed to be done and what changes had emerged.

A number of items must be designed

and procured early—including invitations, coins and brochures. Invitation lists are collected from groups including the sponsor family, the Navy and BIW, and invitations are issued and tracked. As the event nears, everything from port-a-potties to tents, food to bunting must be obtained.

Closer to the event, the christening team reached out for volunteers to help handle the expected crowd on the day of the christening, resulting in a robust team of experienced hands and new blood. With 4,500 guests expected, the Facilities team developed a plan for chairs, services and more while the core team worked on access plans and routes. Key people in the yard made sure that certain areas were cleared, with minimal impact to production.

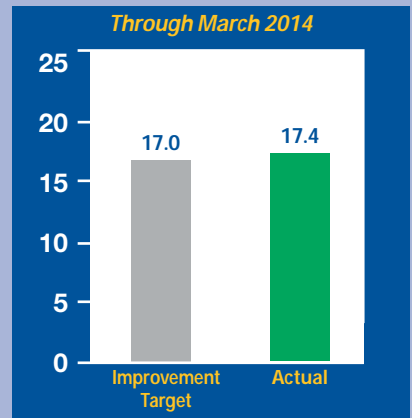
On April 12, the day of the Christening, the weather cooperated, the teams went to work and our sponsors broke bottles on the ship. As is always the case, the best thing about this entire process was BIW's people. Each and every person went above and beyond, their pride in BIW and in their work evident. Their willingness to work—and work hard and smart—made this event a success.

Thanks to EVERYONE who helped. You'll find a few of their stories in the pages of this newsletter. 

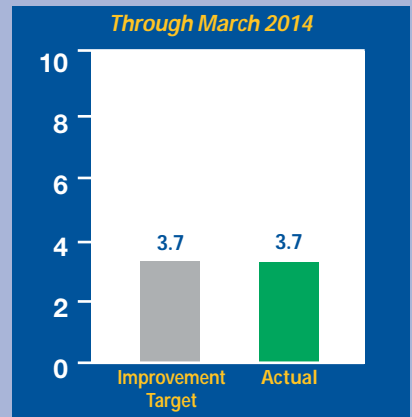
Performance Safety

March 2014

RECORDABLE INJURY RATE

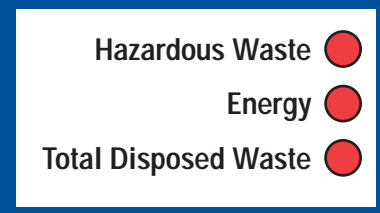


LOST-TIME INJURY RATE



Environmental

Cumulative Through March 2014



Year to date (YTD) progress toward achieving our environmental performance goals under the **Maine DEP STEP UP** and other environmental programs is displayed as follows:

- Equal to or better than YTD goal
- Above YTD goal; improved from prior year
- Above YTD goal; not improved from prior year

BIW NEWS

BIW NEWS is published monthly by the Communications Department (D94) of Bath Iron Works and is produced internally in the BIW Print Shop.

The primary objectives of BIW NEWS are to recognize the service, accomplishments, innovation and contributions of our employees and to provide information on matters that are of interest to our workforce.

Comments and suggestions are welcome and should be forwarded to Dixie Stedman at Mail Stop 1210 or by e-mail at dixie.stedman@biw.com.

Information Call Lines

Facility/Shift

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

1-866-630-BATH
(1-866-630-2284)

Auto Messenger

Sign up at the address below to receive automatic messages regarding emergent information, including facility closures

<https://asp.schoolmessenger.com/biworks/subscriber>

Main Gate Security (24/7)
207-442-2266

Ambulance-Fire-Police

Bath, Main Yard: **ext. 2222**
Hardings, CW, EBMF: **ext. 1222**
Bissons, CROF, James: **911**; then call **ext. 1222**

Medical

207-442-2231

BIW Recreation Association

For questions or suggestions regarding BIWRA programs
207-442-1310



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General Dynamics Bath Iron Works


Wellness and Benefits

Get Screened AND Get Rewarded

BIW is once again offering ALL employees the opportunity to have a personal, confidential health screening at your worksite. The health screenings give you the information you need to better understand your health status and health risks. Mid Coast Hospital will be onsite at BIW to perform the screenings throughout 2014.

This is a chance to learn what your cholesterol, blood glucose, blood pressure and body fat percentage are, as well as other important data related to your health. Review your results immediately with our trained health coaches and make a plan that's tailored to you.

NEW this year is a FREE GIFT to all employees who get screened. Come get your health screening and walk away with your choice of:

- \$25 LL Bean gift card
- \$20 gas card
- 3 Movie tickets
- Mini Leatherman from LL Bean 



YOUR SCREENINGS	
For times visit: www.biwfitforlife.com	
Screening Dates	Area
Mar 25, 26, 27	Facilities
Apr 1, 2, 8, 9	CROF
Apr 15, 16, 22, 23	Main Engineering
May 21, 22, 27, 28,	James
Jun 10, 11, 17, 18, 24, 25	PO1
Jul 23, 24	EBMF
Aug 5, 6, 12, 13, 26, 27	Land Level
Sep 16, 17, 18	Planning, IT
Sep 23, 24, 30	PO2, Ultra
Oct 1	
Oct 14, 15, 16	Hardings
Nov 5, 6, 12, (18 CW)	Materials
Dec 9, 10, 11	Finance, HR, Legal, Programs

Free Health Screenings are planned throughout BIW during 2014. See the above schedule for your department screening date.




Far left: All employees who participate in a health screening during 2014 have their choice of one of the gifts shown here. Far right: Larry Tondreau (D84) chose the \$25 LL Bean Card.

DDG 1000 Christening

The christening of DDG 1000 on April 12, 2014 was a success of home run proportions, celebrating the legacy of the ship's namesake, **ADM Elmo Zumwalt**; honoring the ship sponsors, **Ann Zumwalt** and **Mouzetta Zumwalt-Weathers**; and highlighting the work being done by the men and women of BIW for the US Navy.

Guests, as many as 6,000, the largest in recent history welcomed to a BIW ship event, were treated to a great day. Behind the scenes, this event was carefully orchestrated by a large number of people, seen and unseen, who pulled together as one.

A few of the hundreds of people responsible for a christening event are highlighted in these next several pages to remind us who performs some of the behind the scenes magic. It was a rare chance to help show BIW to the public. 

There from the start

There are many beginnings to a christening event, but once the christening date is agreed to, there is the matter of invitations. BIW christenings are open to the public, but invitations to dignitaries, Navy officials, elected representatives, and most importantly, the family and friends of the sponsor and descendants of the namesake are a substantial part of the preparation.

Kim Parsons (D97), part time to Communications from the DDG 1000 Program Office, came onboard full time to manage this process from the start. Activity typically begins six months in advance; this event had only a four-month window but benefitted from work accomplished when the *Zumwalt* christening, originally scheduled in October, was postponed by the government shutdown.



Kim Parsons

BIW shifted from hard copy, mailed invitations to nearly all electronic invitations in 2011 with DDG 112. Due to the size of the DDG 1000 event and the shorter time frame, it was decided to continue using electronic processing and a web-based software package for transmittal of emailed invitations, receipt of RSVPs and recordkeeping.


Kim said, "We issued about 3,600 invitations and confirmed 2,700 guests. Emails, phone calls and changes were constant. The various lists of attendees only became firm on Friday afternoon before the christening when we cut it off to finalize the various seating lists, charts and tickets required for the Friday night sponsors' dinner and Saturday event."

The Zumwalt family, sponsors Ann and Mouzetta and their brother Jim, greatly appreciated BIW's efforts, but they were

especially glad for Kim's availability by phone and her efforts on behalf of their personal guests.

Kim said, "The Zumwalts were under stress as we all were, but always gracious in their requests and they understood the enormity of our task. I felt part of something important and enjoyed it. If you can help accomplish something like this, it's a great thing to be part of."

Kim said that the two most frequently asked questions were: "What's the weather going to be?" and "What should I wear?" From February through early April, her advice was to count on it being cold.

Happily, it wasn't as chilly as expected, and she had other fun surprises. Kim was stationed in the Main Parking Lot on Saturday morning as ticketed guests arrived. From across the lot, a woman rolled down her car window and called out, "Is that Kim Parsons? I'm that woman from Topeka, Kansas that kept calling you. Thank you so much." 



Members of the DDG 1000 precommissioning unit at the christening of their ship.

DDG 1000 Christening

Orders Everything


Pam Everett (D24), Procurement, orders and rents everything required for a christening from commemorative coins to lumber, wheelchairs to tents, and interpreters to caterers. She has a



Pam Everett

reputation for getting a good price, or as she says, "pushing for the best price possible." Her work also begins months in advance once the date is firm. She is a 20-year veteran of Procurement but has spent the last six years collocated with Facilities, focused on their large, diverse procurement requirements.

Pam said, "I am proud to support these events. There's great attention to detail by everyone involved and I enjoy working on a cohesive team whose members pull together right to the end. There's a good plan to execute, it's fast-paced and we work hard to get it done effectively and efficiently. Even though I have to catch up with the rest of my responsibilities after the event, it's worth it to be part of the team."

One of the more visible aspects of her work is the sponsor's dinner and the post-ceremony reception where the vendors responsible for food and drink move to a script while remaining attentive to guests. Pam felt that the open-to-everyone post-reception with clam chowder was well received and a long-standing arrangement for any appropriate leftover food to be immediately donated to local charities ensures that nothing is wasted. 


Security First

BIW Security, led by **Don Marsh** (D2601) and comprised of 35 uniformed officers working for **Chief Dave Libby**, developed a security plan for the event and coordinated in advance with local and state law enforcement. On the weekend of the christening, Security played a primary role.

On Saturday, every available member of the force was at work early and many stayed late, including those who worked the second or third shift on Friday. Supplemented by additional resources as defined by the security plan, they fanned out, many doing several jobs such as starting at a security gate and then moving on to the ceremony on the land level. At the end, they made a final sweep of the shipyard area to ensure that all guests were gone or acknowledged, and their decision officially ended the event at the shipyard.

Don also assisted with bus requirements, including buses from the Maine Maritime Museum where the pre-reception was held to the shipyard, buses from the Main Gate to the event area, and Park and Ride buses from two off-site locations. Bo-Mar had a total of 25 buses on the road and their efficiency was key to handling the number of people in the shipyard.

While others primarily develop the plans which funnel people into and away from the shipyard, it falls to Security to oversee and control access and manage any issues on Saturday morning. They ushered 6,000 people into the shipyard and through security in a two-hour period, and some were in the shipyard even earlier to take advantage of employee and family tours of the Ultra Hall.

Members of the Security team have years of experience and have supported many similar events. Their presence and coordination with various law enforcement and security agencies ensures the safety of all guests and employees. 

Lost and found ...and still lost


Members of the Maine press and several organizations outside the state covered the christening ceremony on Saturday and watched the event from a platform created on a low bed trailer. The following Monday, **Linda Perry**, a reporter from *The Cryer*, a weekly Brunswick/Topsham paper, inquired as to whether a single earring was found in the area of the media platform.



Cal Johnson and Linda Perry

It didn't seem likely that this version of a needle in a haystack would be noticed, but a short time later, **Cal**

Johnson (D20) Maintenance Carpenter, called Security and spoke with **SGT Ray Doughty** to say that he found an earring on the ground when dismantling the media platform on Sunday. He wasn't sure of the value but thought the owner might like to have it back.

Linda was both surprised and grateful that such a tiny object was noticed and retrieved. She came by for the lost earring and to thank Cal for his kindness, and also to say that she thought the christening was a wonderful tribute to ADM Zumwalt. 

One other item remains missing.

Mouzetta Zumwalt-Weathers, one of the ship sponsors, lost a pair of sunglasses at the christening, possibly left in a golf cart being used for transportation after the bottle break or on a table in the post-reception area. If anyone has any information, please contact BIW Security, ext. 2266.

Description of missing sunglasses: Large black square frames with curlicue bows.

DDG 1000 Christening

Setting them up and taking them down

Dick Walker (D20) and his team of about 20 people began setting 4,000 chairs on Friday night, following a diagram of eight sections wide by 52 rows deep. The grid, laid out by Designer **Max Lindley (D20)**, was comprised of six sections, partially color-coordinated with



Dick Walker

chairs and tickets. Dick arranged pre-painted lines to guide their efforts and **Jimmy Doyle (D20)** was on hand to help.

The Friday night work was insurance against the next day due to the size of the task, but all were back early Saturday to finish in advance of Mark Brassard's team which came in to tag the front seating section.


Other members of Dick's team were responsible for cleaning the shipyard before focusing on the area of the event, sweeping, as well as vacuuming the rails to prepare them to be filled with wood for safety purposes.

Afterward, **Terry Freeman (D20)** took over to supervise chair removal and clean-up activities. A crew also came in on Sunday to clean and prepare for production Monday morning. Dick said "We conduct a lost and found activity. It's informal, but anything that's left will likely be found if it's large enough." **Bob McNally (D20)** came across merchandise from the ship's Crew Sales hidden in broken down cardboard and the DDG 1000 crew was very happy for its return.

In the category of fun facts, Dick's team also set off the confetti cannons at the moment of the bottle break. In sync, 60 rounds were released from various spots on the land level and the OSTs, creating a colorful, traditional display. The visual quality of the confetti varies



Early morning preparations

as a function of the wind, humidity, and the location of the ship. Mindful of the wind's direction, Dick hung out on the southeast corner of the land level and noticed the change of direction just ahead of the cannons releasing their charges and in time to add some extra oomph from his location. Carried northward, the confetti rose above the crowd and over the sponsors onboard the bow of DDG 1000. 

The front of the house

Mark Brassard (D86) and his 11-member team of volunteers were responsible for tagging the front section of seats with the names of invited VIPs. This group included the extended Zumwalt family and close friends as well as others, about 550 in all.

Mark convened his team on the Land Level about 5 a.m. on Saturday. Working through a few inevitable issues, they completed their task by 7 a.m. and turned the area over to **Phil Laperriere's (D40)** group who would match people with their seats in another few hours. Mark's team then moved on to their second job of distributing brochures and coins to guests entering the shipyard.


Mark is our longest serving christening volunteer. Since joining BIW in 1982, by

his own count, he has worked 68 major ship events. His experience puts him in a position to answer a few questions.

Q: Was Zumwalt the largest christening or launch ever held at BIW?

A: Likely it was. The lead ship *Arleigh Burke* (DDG 51) launched in 1989 drew about 5,000 people, but it took place in front of C Ways of the old launchways and the area available for guests was quite constrained. ADM Burke himself was present, which was exciting as he commanded tremendous respect, and he and his wife were driven to the platform in an old Packard. Everywhere you looked there were people sitting, standing or hanging off units or equipment, not something you'd see happen today.

Q: Was a ship launch ever in jeopardy?

A: There were several events with 40+ mph wind gusts which played havoc with seating. I recall one FFG launch that seemed to hang in the balance for a while. There was a blinding snowstorm underway and the seating was in place but conditions were terrible. We were waiting outside President **Bill Haggett's** office for his decision as to what was to happen. Suddenly, his secretary came out and said, "Move everything into the Assembly Building" and we raced off to do it—500 chairs, podium and all, in the storm. People arrived and the ceremony started on time. 

DDG 1000 Christening

We make sure it gets done

Don Thibeault (D20) plans work and orders material for the nine-person Maintenance Carpenter crew, supervised by **Garron Heath (D20)** which began working christening activities early the week of the event, including placing wood in the rails on the land level and assembling the media and launch platforms.

The team also assisted in creating a signage plan for the event. On Thursday and Friday they erected two large welcome banners created by **Angie Flint (D27)** in the Sign Shop, one across the roadway to be seen by guests parking in the main lot and taking buses south to the event area, and one on the southwest corner of Ultra Hall, facing those arriving by foot through the Construction Gate. Both read, "The men and women of General Dynamics, Bath Iron Works, Welcome the Zumwalt family and all our guests to the christening of *Zumwalt (DDG 1000)*."


In addition, another group of directional signs were affixed to plastic sandwich boards, the same type used in the parking lots during the winter and throughout the shipyard year round to identify hazards. **Greg Kaluga (D20)** and Don placed signs outside the shipyard and **Elijah Wallace (D20)** distributed them inside to help control bus and pedestrian traffic and direct guests to the event on the east side of the land level.

Don said, "Basically, we clear our plate that week and anticipate that we will be working a variety of requirements, in addition to the things that are standard for every christening. If something needs to be built, moved, placed, or modified, we make sure it gets done."

Concurrently, **Carl Ferris (D20)**, assisted by **Dan Boucher** and **Joe Shaw (both D81)**, **Darryl Ricker** and **Robert Spicer (both D4505)** and **Ron Orr (D11)** were keeping pace with multiple requests to

determine if we have various material items in the shipyard or need to acquire them in a hurry. They pick up things from local vendors, arrange furniture moves and PPE requirements, and are prepared for a host of last minute requests.

The morning of the christening, Joe delivered everything headed south to the area of the podium or the post-christening reception, including boxes of brochures and coins to the tables where they were distributed by volunteers.

Carl said, "Every christening is different, but weather is always a factor, hot, cold or raining. There's always something that you have to address on the spot and this time it was water. We had 5,000 bottles of water ready but it was hot on the land level and we needed more in a hurry. You just have to be prepared to react." 

Everything red, white and blue


Tom Niles (D10) supervises the Rigging Loft and the group reports up to **Wayne Benn (D10)**. In previous times, these folks would have been making sails, but in today's shipyard, they still use their legacy skills for sewing a wide variety of canvas articles, including protective coverings and for the christening, the seat back covers for the chairs on the christening platform. They also install the lines and rigging on the ship as well as the anchor handling equipment, and test all deck equipment, such as the capstan and replenishment at sea installations.

They do this with just a few people who pack decades of experience. **Donald Blake**, **Dave Bourget** and **Karl Blood (all D68)** and **James Cox (D25)** bring an average of 35 years of experience to their tasks. In addition, **Scott Thomas (D81)**, Material Handler, works alongside them and in Tom's words, "we couldn't do anything without his support."

Everything red, white and blue was installed by this group, including the bunting around the ship, platforms, and podium, flags on the podium and on the Ultra Hall, and one huge flag on the side of the ship, taking advantage of the hull form. They also erect the dressing line, the flags which run from the bow to the stern of the ship, from a picture box lifted by one of the large cranes. One end of the flag line is rigged tight and they hook a come along to it and tighten the line, a "quick and easy" procedure. The line was originally installed on Thursday but the crew was in early Saturday morning for one last crane lift to straighten any twisted flags for a picture perfect look.



The flag on the starboard side of the ship was hung by the Rigging Loft.

Like other crews, Tom's group plans on long days leading up to the Saturday event, but they have the benefit of years of working together. Tom said, "Our guys add some of the sparkle to a christening event, and we are proud to make a contribution." 

DDG 1000 Christening


It's the team

Paul Chase and Kevin Flanagan (both D10) are responsible for almost everything except the speeches during the weeks leading to a christening. Paul starts by referring to his list, two single-spaced pages of tasks from the previous christening with his notes. He begins following the list, activating many of the same people and getting the Facilities staff "on it like hohn-ets."

Nailing the event's footprint in the shipyard is critical, and while changes are expected, many functions are dependent on the facility layout. Pedestrian and bus traffic routes have to be laid out, the platform and seating identified, the post-reception area outlined, employee tour routes taken into consideration and of great importance, the bottle break procedure must be finalized. **Max Lindley (D20)** created eight or so CAD iterations of the shipyard layout in support of the overall process.

Paul said, "I like to get things started early because I know how hectic it gets, and I get anxious about two weeks out. At that point there's a new twist every day and the weather and its impact is on everyone's mind." Paul and Kevin work as a team to keep everything moving, backing each other up as necessary and ensuring that the process moves forward.

Paul said, "What we in Facilities do is helpful, but it's the christening team as a whole that makes this event. Everyone brings something and we feed off that energy. We want to present the ship as best we can. There's a lot of pride."

A Rumford native who grew up surrounded by paper mills and whose father worked in the mill along with practically everyone in town, Paul likes to say, "I'm not saying paper isn't important, but shipbuilding is different. We build ships and people are proud of it." 



The Facilities team includes, l to r: Dan Nadeau, Dick Walker, Carl Ferris, Terry Jackson, Paul Chase, Jeff Veilleux, Greg Bridgman, Nate Levesque, Garron Heath, Kevin Flanagan, Fred Bragdon and Jim Doyle.


The "Z"

Christening the ship in the water presented some interesting challenges regarding the bottle break. Some of the early ideas involving a barge had to be discarded for safety reasons. Facilities iterated three solutions, and the latest was being reviewed about 5:00 pm on Thursday, a day away from the sponsor's dry run where the sponsors would get up close to their target and practice their swings with a wooden bottle.

Dan Nadeau (D10), Paul Chase and others were taking one last look at the arrangement on top of the ship and **Matt Wickenheiser (D94)** christening emcee, said, in jest, "Wouldn't it be great if we had a big "Z" for the sponsors to strike?"

With help from **Jerry Steiner (D53)** Strategic Planning, twelve hours later, they had a big steel Z, thanks to **Bob Dundas** and **Doug Murphy (both D10)** at EBMF, and **Mike Yanok (D9105)**, planner, **Aaron Pooley (D43)** waterjet operator, and **Bill Cressey (D10)**, second shift supervisor. Some have wondered about the stylized shape of the Z—Doug confirmed that it was simply a font selected from the waterjet program.

The Z was delivered to Bath early the next morning and Paul Chase told ship supervision to "get your best jury-riggers on it." **Tim Sullivan (D25)** installed the Z and it was ready for the sponsors' dry run that afternoon.

It was later agreed that the Z was a great solution and one that delighted the Zumwalt family, albeit arriving hair-raisingly late in the process. Hats off to those who made it happen. 



Phil Kinney, DDG 1000 Chief Superintendent, prior to installation of the Z for the bottle break.



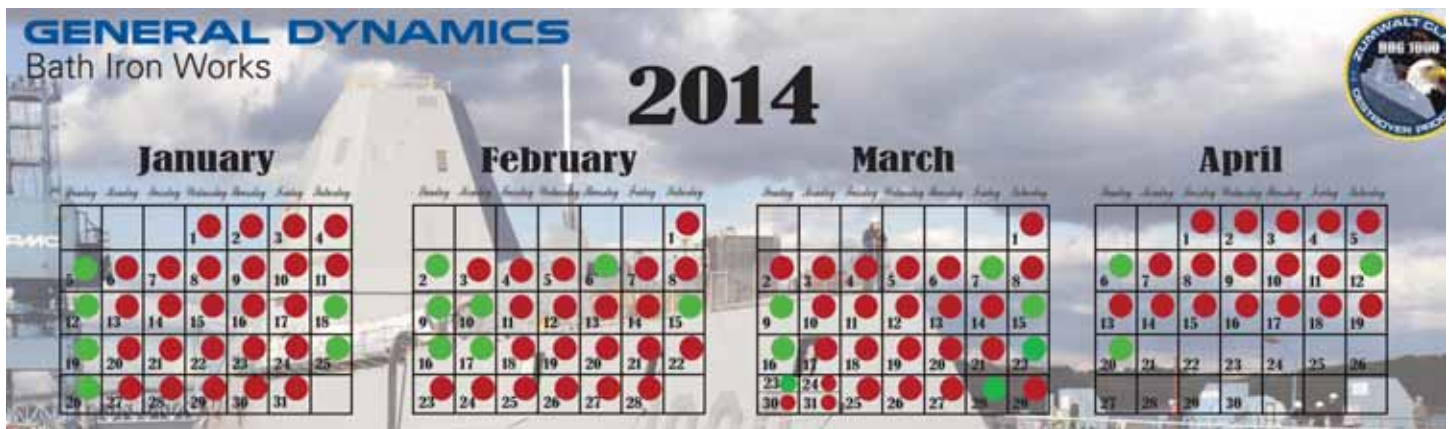
Welcome

The following employees recently joined BIW. Please welcome them.

Name	Dept.	Name	Dept.	Name	Dept.
Anderson, Matthew Frederick	1900	Frank, Robin Elaine	4505	Olehowski, Nate Scott *	8700
Andresen, Douglas Walter *	1900	Frechette Jr, Aldee Julian *	1500	Perkins, Danette Lois *	1100
Arsenault, Eric Wayne *	4300	Gowen, Benjamin James Taylor	1900	Phenes, Earl James *	1500
Bailey, Ryan Lloyd *	6200	Graham, Tyler Mark *	1100	Pierce, Jeremy Percy *	1500
Beaulieu, Michael Eugene	1900	Hiles, Brenda Lucille *	1100	Respress, Michael Andrew *	1900
Beaulieu, Patrick Pau *	3200	Hooper, Travis James *	1500	Seigars, Gerald William *	1500
Bechard, Jericho James *	6600	Jarvi, Jesse James *	1500	Sinclair, Todd Michael	1900
Bindbeutel, Henry Frederick *	1900	Jipson, Timothy Allen	1900	Small, Dustin Lee *	1500
Bissonnette, Nicholas Christopher *	6600	Krook, Ryan George *	1500	Stickney, Ramsey Cote *	1500
Brown, Heidi Jo *	1100	Lawrence, Kimberly Anitagrace *	1100	Suffin, Douglas Fay *	1500
Brusseau, Cheryl Lynn	8200	Leavitt, Charles Audrey *	1500	Sylvester, Jason Michael *	4300
Byers, Richard Ellis *	1500	Lessard, Michael Anthony	1900	Tenney, Nickolas Allen *	1100
Camp, Jesse Lee *	4300	Libby, Scott Richard	1900	Thompson, David Caswell *	1100
Case, Ryan Paul *	1500	Lincoln, Mark Aaron	1900	Tibbetts, Dylan Christopher *	1500
Charest, Joshua Ryan *	1500	Locke, Wayne David *	1500	Turcotte, Joshua David	1900
Colucci, Christopher Anthony *	1500	Martin, Darrin Edward	1900	Veniot, Kenneth Llewellyn *	6200
Constanty, Thomas Alexander *	1500	Matheson, Marie Odile	4900	Walker, Robert John	1900
Cooper, Matthew Ryan *	1500	Matthews, Knowell Alan *	1500	Walsh, Shawn Edward *	1500
Desrochers, Joseph Lee	1900	Maxcy, Matthew Allen *	1500	Warner, Aaron Curtis	2602
Dostie, Tanner Gabriel *	1500	Meagher, Gordon Bilbo *	1900	Weatherbee, Jason Lee *	1500
Eastman, Christopher Lee *	1900	Melanson, Jesse James *	1500	Williams, Jennie Alice *	4505
Fonseca, Michael Dale	1900	Monsen, Arthur Maurice *	3200	Wing, Roy Thomas *	1900
Fortin, Ryan Joseph *	4300	Nurnberger, Joaquin Raymond	8400		

* Returning employees

Recordable and Lost Time Injuries



In Remembrance

March 2014

Irving C. Campbell (R)
 March 7, 2014
 17 years
 Craneman-Bridge

Clayton H. Heald (R)
 March 16, 2014
 39 Years
 Leadperson

Michael R. Handlen (A)
 March 30, 2014
 27 Years
 Welder

Louis R. Lebel (R)
 February 26, 2014
 36 Years
 Assistant Foreman

Safety Reminders



Christening guests with yellow hats distributed by the Union Safety Committee working with the Safety Vision Team.

Retirees March 2014



Dept.	Name	Dept.	Name	Dept.	Name
09-00	John E. Hurd II 32 Years <i>Outside Machinist III</i>	27-00	John R. Thibault 31 Years, 5 Months <i>Preservation Tech III</i>		
10-00	James C. Main 40 Years, 1 Month <i>Assistant Foreman II</i>	40-00	Svend L. Jorgensen 27 Years, 7 Months <i>Principal, Engineering</i>	84-00	Ralph M. Caraway 27 Years, 7 Months <i>Planner III</i>
13-10	Donald L. Strout 32 Years, 6 Months <i>Sr. Engineer, Environmental</i>	43-00	Larry H. Conklin 18 Years, 5 Months <i>Welder III</i>	84-00	Edward J. Soucie 41 Years, 8 Months <i>Sr. Planner</i>
15-00	Ronald A. Mitchell 35 Years, 8 Months <i>Pipefitter III</i>	43-00	David R. Letarte 36 Years, 8 Months <i>Welder III</i>	87-00	Neal E. Amirault 20 Years <i>Designer, 1st Class</i>
17-00	Steven M. LaCroix 26 Years <i>Tinsmith III</i>	50-00	Reginald R. Desmarais 35 Years, 11 Months <i>Shipfitter III</i>	91-05	Arthur J. Gould, Jr. 40 Years, 4 Months <i>Planning Tech</i>
19-00	Peter A. Kuvaja 38 Years, 2 Months <i>Electrician III</i>	62-00	Barbara A. Bishop 24 Years, 6 Months <i>Metal Preparation Tech III</i>	91-05	Anthony E. Morgan 39 Years <i>Planning Tech</i>
20-00	Michael A. Temple 35 Years, 1 Month <i>Maintenance Pipefitter III</i>	66-00	Timothy W. Evans 24 Years, 10 Months <i>Insulator III</i>		
27-00	Margaret R. Korhonen 27 Years, 5 Months <i>Preservation Tech III</i>	82-00	James L. Singleton 25 Years, 6 Months <i>Technician II, Engineering</i>		

March 2014 Service Anniversaries



Dept.	Name	Dept.	Name	Dept.	Name	Dept.	Name
	45 Years	10	Darling, Danny John	25 Years		86	Moore, Ronald Forrest
27	Skelton, Leonard Oscar	17	Doak, Warren Frederick	09	Demers, Ronald Joseph	87	Hawkes, Marjorie Christina
	40 Years	17	Raymond, Dean John	10	Barton, James Brian	87	Johnston, Sharon Elaine
05	Gross, Stephen Edward	19	Coro, Darrell Richard	10	Buckowsky, Larry Dennis	97	Taylor, George Austin
06	Allen, Mark Andre	19	Knight, James Bell	10	Grant, Stephen Scott		20 Years
06	St Hilaire, Ronald Lucien	19	Newbert, Cecil Dwight	15	Bujold, Donald Leo	43	Faucher, David Michael
08	Duquette, Michael Raymond	20	Hall, Dana Roy	15	Cooper III, Fred George	87	Johnson, William Russell
10	Smith, Torrie Gene	20	Sirois, Richard Dennis	15	Crosman, Jeffrey Alan		15 Years
19	Fernald, Carroll Lee	25	Landry, Guy Raymond	15	Darling, David Charles	10	Saxby, Chris David
24	Lemont Jr, Paul McLellan	27	Black, Keith Allen	15	Harvey Jr, Richard Charles	26	Panek, John Anthony
27	Cray, Raymond Paul	27	Brannigan, Craig Thomas	15	Malesiewski, Daniel Francis	26	Talbot, David Charles
27	Jalbert, Normand Lionel	40	Eaton, Glen Timothy	15	Mullen, Bruce Robert	28	Shafer, David Adair
43	Lamarre, Maurice Norman	52	Vaillancourt, Bert Michael	19	Belanger, Denis Roger	40	Selian, Peter John
46	Rau, Daniel Patrick	80	Otis, Randy Roy	19	Brady, David Lee	49	Barron, Lee Ann S.
81	Cobb Jr, James Maurice	80	Zubiate, Michael Joseph	19	Jordan, Mark Todd	50	Ayub, Rashid Tiya
81	Fairfield, Eugene David	81	Boily, Rene Michel	19	Rogers Jr, Robert Henry		10 Years
81	Lamontagne, Joseph Paul	81	Coolong Jr, William George	20	Martel, Jean Claude	87	Whittemore, Frank Allen
81	Pinkham, Gary Harlan	81	Gilmour, Kerry Eldon	27	Demers, Marc Andrew		5 Years
	35 Years	81	Leeman, Mark Wayne	45	Lamontagne, Sarah Bourget	01	Skelton, Amy Lynn
07	Fairhurst, Thomas Roy	86	Campbell, Michael Harry	50	Wilson, Donald Lee		
08	Marco, Christopher Michael	86	Crosby, Stephen John	52	Nadeau, Kathleen Grace		
		94	Stedman, Dixie Anne	86	Ceklarz, Franck Bernard		



Christening Team

John Acker
 Ben Ackley
 Joe Alexander
 Albert Allen
 Frederick Andrew
 Amanda Bailey
 Edie Bailey
 Jeff Banger
 Ronald Berry
 Andrew Blackman
 Andrew Bond
 Jack Bourque
 Eric Bowman
 Hans Brandes
 Mark Brassard
 Tony Brown
 Elizabeth Bryant
 Arleigh Buzzell
 Jordan Buzzell
 George Camp
 Michael Campbell
 Andrew Chapman

Paul Chase
 Kenneth Chubbuck
 Stan Cielinski
 Robert Clark
 Theresa Clark
 Dale Clay
 Drew Colby
 Jane Colby
 Kym Cournoyer
 Elizabeth Cray
 Edward Davis, Jr.
 Robert DeLong
 Jim DeMartini
 Dave Demers
 Paul Deschaine
 Louise Dickinson
 Sharon Dohner
 Ashley Douglass
 Pete Doyon
 Stephen Dudley
 Pam Everett
 David Flanagan
 Kevin Flanagan

Sylvia Flanagan
 Saphira Flemming
 Rachel Frazier
 Terry Frost
 Steven Gagne
 Michael Gamage
 Madison Gardner
 Suzanne Garneau
 Steven Garrett
 Chris Gauvin
 Peter Gross
 Melissa Hagggett
 Sam Hagggett
 Carrie Harris
 Keith Harris
 Kiva Hermansen
 Glen Hilt
 Heather Hobson
 Russ Hoffman
 Robert Hood
 Pam Hull
 Kathy Ingerson
 Marcus Jawdat

Joseph Kendzia
 Laura Kendzia
 Kari Kennedy
 Dru Khaira
 Jay Kim
 Richard Kivela
 Donald Klein
 Francia Kofroth
 Philip Laperriere
 Tony LeClair
 Barbara Leeman
 MJ Lemont
 Joshua LePage
 Dave Libby
 Marc Lindvall
 Georges Maalouf
 Don Marsh
 Shon Martin
 Angela Mason
 Todd McPhee
 Timothy Mercier
 Darren Meserve
 Hazel Meserve

Richard Meserve
 Joshua Miller
 Mary Molello
 Daniel Monk
 William Morse
 Andrew Moskevitz
 Anthony Nappi
 Kerry Nelson
 Daniel Nicholson
 Mark Norton
 John Nowinski
 Mike Nutter
 Daniel Obie
 Danielle Olson
 Kim Parsons
 Clarence Pelletier
 Karen Race
 Robert Rapacki
 Andy W. Rice
 Paul Roy
 Mark Salafia
 Matthew Seaman
 Gary Seaver

Ben Skinner
 Karen Smith
 Dixie Stedman
 Jerry Steiner
 Gary Stevens
 Matthew Stewart
 Merlin Suggs
 Susan Tardif
 Austin Taylor
 Walter Trott
 Sharon Utecht
 Timothy Vear
 Savanna Veilleux
 Beth Vigue
 Richard Walker III
 Stacey Wells
 Roseann Wenzler
 Matt Wickenheiser
 Wanda Wu
 Michelle Wyman
 Jon Zagorodney