Welcome

The following employees joined BIW during May, 2008. Please welcome them.

Name	Dept.	Name	Dept.	Name	Dept.	Name	Dept.
Bedford, Nathaniel Keith	40	Feeney, Daniel Edward	87	*Morse, David Warren	66	Warnke, Jacqueline Suzanne	05
Bennett, Brian Richard	87	*Fraser Sr, David John	66	Nygaard, Jonathan Michael	87	*Waters, Jeremy Robert	27
Bernard, Gregory Lawrence	87	Hollenbeck, Stephen Arthur	87	*Patrie, Tamra Lee	66	Zagorodney, Jonathan Andrew	86
Blackwood, Joshua William	87	Houle, Ricky George	87	*Pitcher, Shawn R	66		
Curran, Robert Jogues	40	*Lambert, Susan Kimbrough	24	Samuelson, Mark Emery	87		
*Desjardins, James Brian	15	Lockwood, Carolyn Regina	87	Scribellito, Joseph Angelo	87		
Dowds, Melinda Perry	87	*Medeiros, Benjamin Gere	27	*Tarr Jr, Gerald Richard	66		
Faulkner, Jonathan Edward	87	Meyer, Foy	51	*Ward, Adam James	07		

* Returning Employee

Good Work Well Done

On June 5, 2008, three BIW engineers were honored at the Tenth Annual GD Engineering Excellence and Innovation Awards Conference held at GD headquarters in Falls Church, Virginia followed by a banquet at a Washington hotel. The awards and conference are sponsored by the GD Engineering and Technology Council and highlight "truly important engineering project accomplishment and advancement of the company's expertise" through the work of award recipients across all GD companies.

Chris Fisher, Roger Foster and **Dan Tarpley (all D40)** were cited for their work with integrated electric propulsion for DDG 1000.

GD stated: 'The introduction of integrated electric propulsion by the Navy aboard the DDG 1000 destroyer significantly changed traditional propulsion system design and demanded innovative approaches to legacy components. One such component was the propulsion shaft turning gear, lock and brake, which is generally attached to a ship's main reduction gear. On an electric propulsion warship, however, the reduction gear was eliminated and proposals from existing marine machinery design firms failed to produce a design that met the Navy's requirements.

Mr. Fisher, Mr. Foster and Mr. Tarpley then devised a unique and innovative design that employed commercially-available, low-speed, high-torque hydraulic motors to satisfy the Navy's rigorous design requirements in a compact unit that fits in the extremely tight space constraints on both propulsion shafts. This design has matured into a contract award for the manufacture of complete electro-hydraulic turning gear, brake and lock assembly. This BIW design will likely be the forerunner of all future shaft turning gear, lock and brake mechanisms aboard Navy electric propulsion warships."

Speaking for the BIW group, Dan Tarpley said, "This was a good teamwork project. We developed the concept design for this item which is part of the DDG 1000 propulsion system and connects to the main propulsion shafting. **Mary Trujillo (D24)** was the buyer and a team mate as well as she dealt with a lot of out of the ordinary aspects before the vendor selection process concluded and an award was made to a manufacturer of specialty ship machinery. The Navy designated this as Class Common Equipment, so it will be controlled by that process and the same equipment will be provided to both BIW and Northrop Grumman." Speaking from years of experience on Navy surface ship programs, Dan said simply, "It was good work."

L to r: Chris Waaler; Mike Bolon, Sr. VP GD Land Systems and Chair of the GD Engineering and Technology Council; Roger Foster; Dan Tarpley; Charlie Hall (back), Executive VP of the Combat Systems Group and Executive Sponsor of the GD Engineering and Technology Council; Chris Fisher; and Jeff Geiger.