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Submarine Hawaii Prepares For June 17 Christening

The Navy's newest and most advanced nuclear attack submarine, Hawaii (SSN-776), moved outdoors for the first time April 21-22 at Electric Boat's Groton shipyard. With a length of 377 feet, a beam of 34 feet and a displacement of 7,800 tons, Hawaii is the third ship of the Virginia Class – the first Navy combatants designed after the Cold War, specifically to satisfy the requirements of regional and near-land missions. Hawaii Gov. Linda Lingle will christen the submarine in a shipyard ceremony June 17.

EB Reorganizes Washington Operations

Electric Boat has recently reorganized its Washington, D.C., office in Maritime Plaza I.

Formerly known as the Washington Engineering Office (401), the new organization is now called Washington Operations (628) to reflect the broader array of functions it will perform.

Karl Hasslinger is director of Washington Operations and is responsible for strategic analysis and other Washington-based activities.

Paul Normand is director of Government Relations. He replaces Ed Conant, who recently retired.

Tom Berry is manager of the Missile Defense Program (687), which has been organized under Washington Operations.

Melanie Coats is the office manager and facility security officer. She can respond to questions regarding support for visiting Groton employees.

Barbara Boston and Kevin Jackson can reserve function rooms, and provide catering and other meeting-support requirements.

Additionally, a group of engineers and logistics specialists provide life-cycle and other support for NAVSEA under the supervision of Rob Roser. This group is part of Dept. 495.

The office space is shared with Bath Iron Works, which operates the General Dynamics Littoral Combat Ship from that location and provides life-cycle support for other NAVSEA programs. 



EARNED HOURS: WHERE WE STAND

Training Management Gets Schooling In New Principles

The leadership of Electric Boat's training organization recently completed a five-day Training Director's Workshop administered by the Center for Effective Performance (CEP). The workshop focused on how to use instructional technologies to improve workforce performance and business results.

Participating in the course at the Col. Ledyard Education Center were Steve Labrecque, director of safety, industrial hygiene and training; Mike Cherry, manager of operations training; Pat Bullard, chief of non-nuclear trade training; Doug Campbell, chief of nuclear trade training; Mike Parks, manager of organizational management and development; Cathy White, manager of design and engineering training; Dave Lefebvre, chief of nuclear propulsion training; and Allan Cote, supervisor of design and engineering Training.

CEP uses a Criterion-Referenced Instruction (CRI) approach that ensures educational experiences are designed to allow students to practice the desired skill under realistic conditions to achieve performance results.

Other members of the Training and Process Engineering organizations are participating in a series of CRI courses that will run through May. 

From left to right: Steve Labrecque, Mike Cherry, Mike Parks, Pat Bullard, Doug Campbell, Cathy White, Dave Lefebvre and Allan Cote.





Palace Guard

Romina Fusaro, a Groton security officer now on active military duty in Iraq, tries out a chair in Alfaw Palace, formerly owned by Saddam Hussein. Located near Bagdad Airport, the palace has 60 rooms, 29 bathrooms and is surrounded by man-made lakes and palm trees. Dozens of chandeliers adorned with crystal-size plastic ornaments on gold-plated chains hang from the palace's high ceilings. Fusaro is a sergeant assigned to the 43rd Military Police Brigade based in Warwick, R.I.

General Dynamics Reports Strong Earnings, Cash And Sales Growth For First Quarter 2006

Double-digit revenue and earnings growth

FALLS CHURCH, Va.

General Dynamics has reported 2006 first-quarter revenues of \$5.6 billion, reflecting a 16 percent increase over 2005 first-quarter revenues of \$4.8 billion. Net earnings in the 2006 first quarter were \$374 million, or \$0.92 per share on a fully diluted basis, compared to first-quarter 2005 net earnings of \$336 million, or \$0.83 per share fully diluted, a per-share increase of 10.8 percent. (All per-share data has been adjusted to reflect a two-for-one stock split that occurred March 24, 2006.)

Net cash provided by operating activities was \$465 million for the quarter. Free cash flow from operations, defined as net cash provided by operating activities less capital expenditures, was \$406 million.

"General Dynamics delivered another strong performance in the first quarter of 2006," said Nicholas D. Chabraja, General Dynamics chairman and chief executive officer. "Revenues and operating earnings increased significantly over the first quarter of 2005, reflecting growth in each of the company's four major business groups. Margins were strong in all segments, with three of the four groups exhibiting healthy increases.

"Net cash provided by operating activities and free cash flow from operations exceeded net earnings in the quarter," Chabraja said.

"The company sustained its strong backlog of almost \$42 billion. In addition, nearly \$2 billion in combat-vehicle contract awards by European customers were announced during the quarter that are not yet reflected in the backlog, and subsequent to the quarter's end, a \$464 million order was received for 306 Stryker wheeled combat vehicles for the U.S. Army's brigade combat teams.

"Our focus on performance at all levels of the business continues to generate positive results," Chabraja said. 🇺🇸

Electric Boat **NEWS**

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Getting the word out

Electric Boat President John Casey takes questions from the press following the dedication of the Coating Facility at Quonset Point earlier this month.

Electric Boat's New Coating Facility: A Key Element In Virginia-Class Cost Reduction

Electric Boat took another step toward its goal of cutting the cost of a Virginia-class submarine earlier this month when it dedicated a new Coating Facility at Quonset Point.

"This Coating Facility is the most recent example of our commitment to continuously improve our manufacturing processes and capabilities, specifically by substantially reducing costs and cycle time," said EB President John Casey at the event.

These initiatives will in turn enable the company to move toward its primary goal – increasing the production rate of Virginia-class ships to two ships per year in FY09, Casey said.

When the facility becomes operational,

the company will have the capability to apply high-solids paints during construction. This will significantly reduce life-cycle costs by eliminating up to three preservation periods of the life in a Virginia-class sub.

Additionally, the facility will allow Electric Boat to increase the amount of special hull treatment installed during new construction from the current 25 percent to about 75 percent.

This means that in the near future, when Electric Boat delivers a submarine to the Navy, nearly all the hull-coating work will be complete. Most of this installation work now occurs after delivery, during the ship's post-shakedown maintenance and modernization period.

"With that work taking place at Quonset Point well before delivery, the post-shakedown period will be reduced by five months, making Virginia-class ships ready to rejoin the fleet in a substantially shorter time span," Casey said. "And because time is money, we expect that this Coating Facility will help us achieve a cost savings of \$142 million over the life of the Virginia-class program.

Referring to the budgetary challenges facing both the Navy and the shipbuilding industry, Casey said, "Electric Boat's task is to employ continuous improvement initiatives and employee involvement to reduce the cost of Virginia-class ships, making it possible for the Navy to order two per year. 🚢"

Weld Team Takes Home Corporate Manufacturing Award

The latest company winner of General Dynamics Manufacturing Excellence Award is the Groton shipyard's Continuous Improvement Hull Butt Team, which dramatically reduced the reject rate of hull butt welds on Virginia-class submarines.

Reduction of the reject rate, in turn, has translated to a labor savings of more than 5,000 hours on Hawaii (SSN-776) and approximately \$1 million in facilities and support costs. Additionally, a four-week reduction in cycle time has enabled other trades to accomplish down-stream work, including an earlier test program start.

According to Ron Donovan, team champion for the project, Electric Boat's hull-butt welding teams had achieved a reject rate of 2 percent or less on previous ship classes. On Virginia (SSN-774) however, that rate jumped to an average of 7.4 percent on the five hull butts completed.

As part of the submarine pressure-hull fabrication process, the final cylinder modules are moved into place in Groton and joined by welding. These hull welds, like all pressure envelope welds, are required to maintain watertight integrity at collapse depth and to withstand the harsh sea envi-

ronment. Welds of this nature, which are critical to the submarine crew's survival, are full penetration and volumetrically inspected to ensure their soundness and integrity.

In response, the Continuous Improvement Hull Butt Team launched an investigation to understand the causes for the higher reject rate on Virginia and develop corrective actions to be applied on Hawaii.

The team found that because the sections arriving at Groton were more complete and occupied earlier by trades people and ship's force, there was limited access for preheat installation and welding from inside the ship. The difficulty was compounded by the large number of obstructions, some of which were unique to the ship class and the particular hull butt under preparation. Additionally, the team determined that the Virginia's hull characteristics required that accuracy control data

be obtained at Groton, rather than Quonset Point.

Following its investigation, the team introduced major changes designed to attain specific goals in several areas – fit-up accuracy, the use of plasma cutting and gouging technology, state of the art welding equipment enhanced by Electric Boat trades to suit the shipyard environment, environmental impact and training.

Improvements in fit-up accuracy, for example, permitted the use of servo-robot mechanized welding equipment on the hull butt, which helped cut equipment set-up time in half. The Weld School provided equipment refresher training to welders just a few weeks before they began work on the hull butt, helping them sharpen skills by applying them on a hull mockup.

Donovan attributed additional performance improvements to the development of

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At the award ceremony where Electric Boat won a General Dynamics Manufacturing Excellence Award are from left, John Casey, EB president; Ron Donovan, superintendent (229); Mike Alu, director of operations; Joe Lombardo, chief operating officer of Gulfstream and chairman of the GD Manufacturing Council; Rick Geschrei, VP – Operations, Al Smith welder working leader (229); Nicholas Chabreja, GD chairman and CEO; Bob Burkle, general foreman (229); Lee O'Connell, engineering specialist (341) and Chris Barrett, engineering project manager (460).





Bob Hurley, MD
Medical Director

HEALTH MATTERS

Archimedes

Everyone can recall a moment in their lives when a sudden intuitive realization or understanding came to them and left a lasting mark. Called an epiphany, a historical example has been ascribed to Archimedes and his discovery of weight of a body immersed in a liquid. One day, while getting into his bathtub, he realized that as he entered more of his body into the tub more water splashed over the sides. This “Archimedes principle” provided the basis for our understanding of hydrostatics. His epiphany was so stunning, it is said he ran naked from his bath into the streets shouting of his discovery.

The Old Medicine

Health and wellness programs attempt to encourage individuals into action through activities, education and the development new skill sets. It would be effective if individuals would hear the message and immediately change their thinking and behaviors. Today providers grasp for words or programs powerful enough to spur patients to understand behaviors that may be detrimental to their health and accept the accountability for their health and wellness. Some argue that individuals don't hear the message because we haven't asked them to listen.

This “hearing problem” may well be rooted in the historical relationship between physician and patient. First described in ancient Greece and Rome, the physician-patient relationship remained remarkably unchanged and intact until the

latter part of the 20th century. Born of the Hippocratic Oath and professional codes of conduct, this relationship was based on a benevolent fatherly stance on the part of the physician, with the patient not responsible for knowing or controlling decisions impacting health. Control was often willingly given to the provider.

One hundred years ago, local doctors cared for all members of a family, knew all intimate details of that family's lives and provided them with medical care from cradle to grave. Living in the community, these physicians shared common values of life, religion and other cultural norms. “Primum non nocere,” the Latin dictate repeated for generations of physicians, including mine, means “first, do no harm.” With limited scientific scrutiny, many proposed “cures” often did result in failure, harm or death. To patients of that time the primary question was “will the treatment work?” Patients had to place their trust in a provider, allowing them to decide issues of harm versus benefit.

Since the 1930s, scientific research has produced powerful treatments such as antibiotics, and with them the power of a physician to heal has exploded exponentially. Now the question for physician and patient is not whether it will work but rather “is it worth it?” Sadly, this question is often answered by insurance companies rather than patients or physicians. In turn, “Marcus Welby MD” has given way to technical specialists in far-away medical centers and locally by hospitalists who hardly know the patients, let alone understand or share beliefs and values necessary to help deal with the issue of “worth.”

The New Medicine:

We no longer face questions of whether treatment of infectious disease will work. Today, we face more difficult diseases that are chronic in nature such as cancer and cardiovascular diseases. These diseases evoke personal and economic questions which may be significant. Who will answer these questions of worth? With the passing of the old physician-patient relationship,

what model will replace it as scientific breakthroughs accelerate both the use and demand for medical services?

In the Task Force Report 5: Report of the Task Force on Family Medicine's role in shaping the future Health Care Delivery system, the authors have proposed that primary care providers (PCPs) act as a focal points where, “a basket of acute, chronic and preventive medical care services that are accessible, accountable, comprehensive, integrated, patient-centered, safe, scientifically valid and satisfying to both patients and their physicians” will be provided. In short, future physicians will direct health teams comprising health information providers who will educate and empower the individual. Various health-team combinations will be offered, and might, for example, include a nurse educator, dietician, health advocate and a health information librarian to manage paper as well as web-based information sources. Studies suggest that once patients accept the responsibility to manage their health in the same way they manage the household budget, they exhibit considerable skill in handling their health and disease states.

Under the banner of “EB Building Better Health,” Electric Boat is providing such a team of professionals. You've received the message from President John Casey and many of you came to the Tech Center or Wet Dock cafeterias to participate in the “Know Your Numbers” programs. These screenings encouraged individuals to better understand their present and future health risks. Many were referred to their primary care doctors and we hope they have entered into discussions with them regarding their health issues. Others have filled out confidential questionnaires on paper or on-line called Health Risk Assessments. This tool assesses whether your health behaviors will either help or harm your health as you age. If you've been to the cafeteria recently, you'll have seen the color codes on many of the items you purchase. Have any of your recent choices been influenced by the colors?

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Your Epiphany

What can someone say to stir your passions to the point of action or understanding? Why don't we try the scenario below as an example? Although it won't happen tomorrow and is not a certainty, are you willing to bet your financial future on your current health practices? What would you be willing to do, what habits would you be willing to alter to ensure that you won't need to utilize expensive catastrophic healthcare dollars?

In the November 2005 edition of the American Family Physician, an article stated that "if current trends continue, U.S. health insurance costs will consume the average household's annual income by 2025." Using an average family income of around \$35K and using both past and current healthcare spending formulas, the article concluded that "if health insurance premiums and national wages continue to grow at current rates, the average cost of a family health insurance premium will surpass the average annual household income by 2025."

ANNUAL HEALTH INSURANCE PREMIUMS AND HOUSEHOLD INCOME, 1996 TO 2025

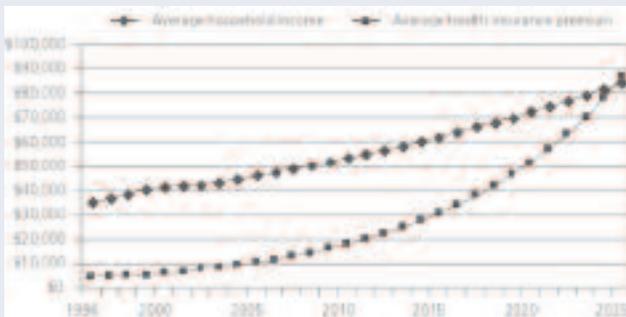


FIGURE. Annual family health insurance premiums compared with household income, 1996 to 2025.

NOTE: Projections for 2003 to 2025 were extrapolations of the 1996 to 2002 average annual increase rates (3.03 percent for incomes and 10.83 percent for insurance premiums) using 2002 data as baseline.

If that's true, is it enough to prompt you to consider a personal health and wellness program?

Back at Bathtub

I hope you will hear the message and understand that your good health is the only plausible way to ensure a functioning healthcare system in the future. Please challenge your doctor to provide a health care team that supports the acquisition of new or different skills to manage your health and chronic diseases. I hope you will make an appointment with your PCP to discuss ways to maximize your health in a collaborative partnership.

And if by chance your doctor isn't ready to change the traditional model of care, share with him or her lessons you've learned. Your "hearing" has improved and you wish to break the old contract. In its place, you wish to experience a new model of healthcare. Request a realignment of the power within your relationship so that from now on, accountability, integration, transparency and shared responsibility will be the working model.

Calling All "X-Men.... Or Women

As part of our ongoing programs, the Yard Hospital and "EB Building Better Health" has a pilot program called "X-Men". As you recall, last month we talked about Syndrome X and the multiple effects it has on your health.

If you have one or more of the following traits, you may have Syndrome X:

1. Abdominal Obesity, given as waist circumference > 40 inches in men > 35 inches in women.
2. Fasting plasma triglycerides > 150 mg/dl.
3. Plasma HDL < 40 mg/dl in men and < 50 mg/dl in women.
4. Blood pressure >130/>85 Hg.
5. Fasting glucose > 110 mg/dl.

We would encourage anyone interested in this pilot program to contact Lydia Sisson at the Yard Hospital (433-5903) for an appointment to learn more about this program. 📞

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an enclosed environment, using hull-mounted staging, which provided utilities such as air, electric power, heat and lighting. This enclosure enabled welders to work while protected from the weather, which helped reduce interruptions.

As a result of the team's efforts, the rejection rate for the last two hull butts on Hawaii was 0.24 percent, a rate Donovan described as remarkably low. "This work

was completed within an unprecedented four-week period, and eliminated related repairs and their costs," he said.

"The improvements made by this team advance Electric Boat's welding capabilities and strengthen our commitment to the Navy to increase overall weld quality while decreasing welding costs," said Rick Geschrei, VP – Operations. "This is exactly the kind of effort we need to reduce the

cost of Virginia-class ships and ultimately increase the build rate to two per year."

Bob Burkle, process owner, said, "Electric Boat is the only U.S. shipyard known to be using plasma cutting and gouging for these operations, which puts the company in the world class category. The men and women of Electric Boat continue to be the best in the industry and strive build better submarines in less time." 📞



Electric Boat delivers SSGN Florida to Navy

The USS Florida (SSGN-728) departs Norfolk Naval Shipyard en route to its new homeport at Kings Bay, Ga., following its conversion from SSBN to SSGN, which Electric Boat completed April 8. The ship is scheduled to return to service May 25. As the second of four Ohio-class submarines Electric Boat is converting to SSGNs, USS Florida can launch up to 154 Tomahawk cruise missiles, conduct sustained Special Forces operations and carry other payloads, such as unmanned underwater vehicles, unmanned aerial vehicles and Special Forces equipment. The first submarine converted, USS Ohio (SSGN-726), was returned to service in February at Puget Sound Naval Shipyard. USS Michigan (SSGN-727) and USS Georgia (SSGN-729) will be converted to SSGNs through 2007.

CONTRACT ROUNDUP

Electric Boat Receives \$11 Million Navy Award For Submarine Modernization Work

The U.S. Navy has awarded General Dynamics Electric Boat a \$10,991,000 modification to an existing contract for submarine modernization and related work at the Naval Submarine Base in Groton.

Initially awarded in October 2001, the overall contract could be worth \$142 million over five years if all options are exercised and funded.

Under the terms of the modification, Electric Boat will continue to perform non-nuclear submarine modernization and repair services at the Naval Submarine Support Facility at the base. These services include intermediate overhaul, repair and modernization activities in support of submarines and the Shippingport floating dry dock, as well as support and service craft. About 240 Electric Boat employees are engaged in the work. 📌

U.S. Navy Awards Electric Boat \$10 Million To Support Submarine Work At Norfolk Naval Shipyard

Electric Boat has been awarded a \$10 million contract to support submarine maintenance and modernization work on USS Charlotte and USS Georgia at Norfolk Naval Shipyard in Virginia.

An Electric Boat team of 56 tradespeople and supervisors will work with the Navy on a depot modernization period (DMP) for USS Charlotte and an engineered refueling overhaul (ERO) for USS Georgia, prior to its conversion to a guided-missile and special-operations support ship. That conversion will be performed by Electric Boat. 📌

Painters Prove Themselves On Virginia

Before the USS Virginia entered graving dock 1 this year for its post-shakedown availability, it had been almost six years since Electric Boat tackled a full blast-and-paint job on a new submarine, so nobody on the team had any recent experience, and about two-thirds of the crew had never done one at all.

Despite the lack of experience, the painters set an ambitious schedule for themselves, hoping to finish in 14 days, instead of the 27 built into the ship's schedule. But when the painters had gone through 258 tons of grit, applied 275 gallons of bright yellow primer, and finished it with 275 gallons of black topcoat, the job had been completed four days faster than the goal.

"I couldn't have asked for it to go smoother," said Paul J. Desaulnier, general foreman in Department 251. "These people were dedicated and motivated. They went out there and really pulled it off."

"We were looking for our folks to hit a double or a triple, but they just knocked it out of the park," said Skip Castro, superintendent of painters.

The job started with an extensive pre-job briefing, starting with a 40-minute session in the Shipyard Visualization Room followed by a walk-through of the job area, to acquaint the painters with everything from the setup of the staging to the location of all the fire extinguishers, Desaulnier said.

"The time we spent planning was definitely worth it, because everyone understood the plan of attack, and the area where we were going to be working," Desaulnier said. That familiarity with the workspace contributed to another benefit as well, he believes: there was not a single staging-related injury on the job.

Castro credited the painters themselves with the ideas that made things go so smoothly. For instance, workers said a lot of time was wasted going to get tools and protective equipment, so kits with regularly used items such as nozzles, gloves and dust masks were established in the graving dock.

The painters also suggested that if they took over some of the protective wrapping work, with assistance from other trades that previ-

ously handled the tasks, they could keep to the schedule.

"This approach allowed us to eliminate downtime; we didn't have to wait for anyone," Castro said. "We're in charge of our own destiny."

"Our department is extremely active with process-improvement initiatives," Castro said. "Our people told us what they needed to be successful, we essentially fulfilled their requests, and the job just went incredibly well. Our painters are appreciative to see that we're acting on their recommendations. They're speaking and we're listening, and they see that."

Typically, spray painting is handled by the second shift, but on this job about a dozen first-shift painters were trained to allow for the jobs to be done on the best schedule. That allowed them to finish the topcoat just three days after the primer had dried, avoiding to have to do any of the sanding that would have been required if the primer dried five days or more.

"If we'd had to do any sanding, that would have really added to the schedule," Desaulnier said.

Castro said as the job progressed, the workers turned the job into a friendly competition.

"One shift would come in, see what the previous shift had accomplished, and it would motivate them to really get going," Castro said.

The team also had excellent support from a number of other departments, including engineering, ship's management, industrial health and safety, riggers, and inspection. "Everyone was really pulling on this job," Castro said.

At a pizza party to celebrate the completion of the job, the crew went over a number of lessons learned that were documented for future blast-and-paint jobs. Most of the suggestions were minor – keeping more masking material on hand, or making sure drinking water is in place before the shift starts, for example – but Department 251 has learned that a lot of little improvements can add up to big savings in time.

"These guys are walking around with some pride these days," Desaulnier said. "They really have their chins up. And they should. They did an excellent job." 🍕

Retirees

- 252 Joseph R. Oakes**
31 years
Joiner 1/C
- 341 Wayne A. Hanson**
29 years
Eng. Asst. Project
- 411 Robert P. Cole**
20 years
Eng. Support-Logistics
- 411 Deborah S. Pettini**
31 years
Logistics Specialist
- 411 Steven W. Reed**
20 years
Eng. Project Spec.
- 412 Richard R. Stottlemeyer**
40 years
Principal Engineer
- 413 Thomas P. Albamonti**
44 years
Sr. Mfg. Rep.
- 441 Dale C. Hughes**
33 years
Test Engineer Sr.
- 459 Robert J. SanJuan**
41 years
Design Tech.-Structural
- 463 David C. Church**
39 years
Principal Engineer
- 645 Gilbert J. Lavoie**
40 years
Human Res.Spec.Sr.
- 660 Annette T. Lussier**
26 years
SecurityOff. Sgf.
- 901 Richard J. Losasso**
30 years
Foreman
- 967 Gary L. Ashley**
22 years
Shift Officer - QP

Classified

AUTOS/TRUCKS

FORD ESCORT 1995. 5-speed, 4-door hatchback. CD,AC, power mirrors, spoiler. Runs great. Body in good condition. \$900 OBO. 376-8019 or 334-9574.

DODGE Grand Caravan Sport 2002. AT, AC, 7-passenger, reclining front bucket seats, tilt steering, power mirrors, roof luggage rack. Runs great. 63K miles. \$10,000. 376-3574.

GMC HIGH SIERRA. 1997. 4wd, 4.3L V6. Auto with overdrive, short bed/bed liner. 148K miles. AC/PS/PB. 2nd owner. \$4,995. 691-2479 between 9 AM and 11 AM.

AUTO PARTS

BED LINER. 8' for 1974-1996 Ford F150. \$80 OBO. 401-364-6290.

TRUCK HOOD with scoops. Will fit 1988-1999 GMC/Chevy full-size truck. \$250. 599-0222.

TRUCK LOCKING storage box. Tough blow-molded black polyethylene is unaffected by chemicals, fuels, lubricants, etc. Two lids on top for easy access. 61-1/2" L x 15" H x 20" W. \$75. 204-0485, leave message.

BOATS

SUNBIRD 1996 (Neptune 201). 20', dual console, 130 HP Johnson, galvanized trailer, full canvass, some salt-water fishing gear, excellent condition. \$8,000. 572-9091.

O'DAY sailboat. 18', fiberglass, 3 sets of sails. \$800 OBO. 625-8624 or 287-5930.

PEARSON sail boat. 26'. Excellent condition. New Yamaha 9.9 HP. Includes launch, several upgrades. \$6,500. 401-615-9083.

COMPUTERS

DELL. 17-monitor with keyboard and mouse. \$35. 848-9584.

FURNITURE

DINING SET. Antique mahogany. Triple pedestal drop-leaf. Seats 2 to 10. Four chairs and all pads included. \$300 OBO. 376-8019 or 334-9574.

QUEEN waterbed. Black lacquer w/gold trim. Mattress w/heater and floating end tables. \$100 OBO. Solid maple Ethan Allen bureau (9 drawers) w/matching mirror. \$100. 446-1095.

TWO BRASS LAMPS. \$15 each. Rack for shelving, \$20. Gas leaf blower, \$20. 739-9128.

WHITE PATIO FURNITURE. 8 piece, \$120. Recliner, \$60. Two antique bureaus, \$25. 20' extension ladder, \$20. 9' Xmas tree, \$15. Men's bike, \$15. 739-9128.

MISCELLANEOUS

FARM TRACTOR 380 Case. 41HP diesel, 1,843 hours, bucket, 3-point hitch, PTO, manuals. \$5,500 OBO. 401-364-6290.

HORSEBACK riding pants and boots. On Course cotton naturals with full seat and inner thigh (cotton/lycra). \$15 each. Black all-leather tall show boots, size 6. \$60. 884-6105, leave message.

MOWER/TRACTOR. John Deere, model 316. 52" deck. 54" hydraulic snow plow. \$2,700. 889-4566.

POOL SHARK pool cleaner. Model GW7500 for in-ground pool. New, never been opened. \$220. 599-3266, leave message.

ROTOTILLER small. Mantis-like with de-thatching, digging, edging and aerating attachments. \$325. 447-3834.

SILVERPLATE punchbowl sets (2). Two coffee & tea sets. Large coffee urn. Many serving pieces. Various pricing. 691-0810.

THULE roof rack. 50" load bars (LB50), \$25. Thule short-roof adapter. Converts racks for use on two-door cars (#477), \$40. 401-377-4301.

WHITE PVC fencing. Brand new, maintenance-free vinyl fencing. 6' x 6' panels. Semi-privacy. Seven panels with posts. \$50/panel - way below cost. 599-8716.

To submit a classified ad, send an e-mail to EBNewsAds@gdeb.com with the following information:

CATEGORY choose from

Appliances	Computers	Pets	Real Estate /
Autos / Trucks	Furniture	Real Estate /	Sales
Auto Parts	Miscellaneous	Rentals	Wanted
Boats	Motorcycles		

ITEM NAME; DESCRIPTION; ASKING PRICE; and HOME TELEPHONE (include area code if outside 860). *Deadline is the 15th of the month.*

Maximum of two 25-word ads per employee per issue.

Please include your name, department and work extension with your ad (not for publication).

Employees without e-mail can submit their ads through interoffice mail to:

**Dan Barrett,
EB Classified, Dept. 605,
Station J88-10.**

MOTORCYCLES/ATVs

KAWASAKI 2003. KLX125. Used only one season for 50 hours. Excellent condition. Freshly tuned up. \$1,600 OBO. 564-2223.

SPORTSTER 1999. With \$7,000 worth of extras. A real beauty. Black with lots of chrome, and quick. \$10,000 OBO. 599-5939.

YAMAHA 100 Champ ATV. 1989. 4-speed auto, lights, shaft drive, suspension. Excellent original condition. Perfect for 7-14 year old. Runs perfect. New battery. Needs nothing. \$1,150 OBO. 401-377-8791.

YAMAHA 200 Blaster. 2000. 6-speed manual. Brand-new condition. 100% original. Runs/rides new. White/red/black. Needs nothing. \$1,750. 401-377-8791.

PETS

BLUE MOON-BREED. German shepherd, black, female. DOB 4-26-01. 889-1348 after 5 PM.

REAL ESTATE/RENTALS

APT FOR RENT. Norwich. One bedroom, stove & fridge. Heat included. Off-street parking. \$600 per month. First month and security required. 889-4661, leave message and number.

HOME TO SHARE. Peace, quiet, tranquility. Large country home 35 minutes from EB/Pfizer. \$600 includes all. TV, computer hook-up, washer/dryer. Run of house and grounds. 599-0296.

MARTHA'S VINEYARD. Saltbox 1.5 miles from Edgartown. Four bedroom, two full baths, outdoor shower, washer/dryer. Cable TV/CR/DVD, grill, deck, trash removal and nearby tennis courts. \$2,000/week. 739-8754.

ONE BEDROOM year-round cottage in Griswold next to Pachaug Pond. Prefer one person. Lakes rights. \$850/month 599-5939.

REAL ESTATE/SALES

70+ ACRES with house in East Lyme. Near Nehantic State Forest. Close to Rte. 85 and I-95. \$800,000. 401-295-5049.

WANTED

FREE LOGS 10" to 50" diameter for post & beam barn. Will pick up. 691-2479, from 9 AM to 11 PM.

GOLFERS for the EBAC retired league. We play 18 once a week on two-man teams with assigned morning times at Shennecosset. Sign up at the EBAC May meeting or call Phil Guiney, 446-1515.

40 years

- 229 Peter R. Francis
- 404 Edmond N. Fredsbo Jr.
- 415 Lawrence P. Tirrell
- 452 William F. Brunelle Jr.

35 years

- 242 John T. Boyer
- 431 Terrene S. Danielson
- 921 Thomas H. Larrivee

30 years

- 226 James H. Williams
- 228 Ernie Mendonca Jr.
- 229 Bruce W. McColl
- 241 Chester B. Stedman III
- 242 Gerald A. Sousa Jr.
- 242 Paul A. Young
- 243 Kirtley M. Webster II
- 243 Daniel A. Moreau
- 243 Bruce K. Adams
- 243 Harry J. Walker
- 244 Gary G. Brown

- 252 Paul A. Brie Sr.
- 275 William T. Hall
- 321 Ralph E. Lindquist
- 330 Brian J. Lundie
- 330 Paul F. Freudenstein
- 333 Richard W. Murphy
- 355 Warren A. Hudson
- 355 Thomas M. Coletti
- 403 Carolyn S. Lally
- 425 William J. Corcoran III
- 434 Edward K. Robinson
- 441 Randy L. Jones
- 447 Edward K. Mueller
- 447 Kenneth W. Sliney
- 452 Michael L. Ramistella
- 452 Surgest P. Aker II
- 452 Danie E. Duzant
- 456 Henry L. Fredella
- 494 Danny R. Lambert
- 501 Paul W. Rennie
- 501 Michael E. Gentile
- 614 Sheila R. Marshia
- 663 Jeffrey M. Smart
- 810 Frederick L. Lafountain
- 866 Gregory M. Perry
- 902 Mark C. Fuller
- 903 Joseph D. Richards
- 904 Paul E. Boire Jr.
- 911 David C. Plante
- 921 Robert F. Martone
- 921 Peter Monstrelis
- 921 William J. O'Donnell

- 931 Lawrence R. Repoza
- 935 Arthur B. Snow Jr.
- 935 Nancy L. Heroux
- 935 Craig M. Pope
- 950 James W. Keaney
- 957 Douglas E. Clark
- 957 Paul M. Ciccone

25 years

- 226 Gary T. Lewis
- 229 Donald W. Nasatka
- 252 George Carone Jr.
- 252 Robert M. Menghi
- 252 Richard E. Steinkamp
- 400 Edward N. Gladue Jr.
- 409 Kevin J. Flanagan
- 414 Valdemar P. Jacob
- 416 Dorothy A. Singleton
- 447 Paul F. Whitehouse
- 452 Jane A. Egan
- 453 Edward M. Carleton
- 459 Tony R. Brewer
- 459 Steven G. Carson
- 459 Wayne A. Washington
- 615 Mary E. Sedotti
- 924 Thomas A. Cifelli
- 924 William G. Moynihan
- 924 Robert F. Randall

20 years

- 229 Patrick W. Joyce
- 230 Eugene A. Hayes
- 241 Christopher W. Johnson
- 243 Dawn M. Talbot
- 252 John S. Fournier
- 252 Gary L. Gauvin
- 330 Barbara L. Loso
- 403 Mark W. McDowell
- 403 Ernest K. Lee
- 416 Leslie A. Christie
- 416 Charles B. Coleman
- 428 Mark W. Sasarak
- 447 Kenneth A. Young
- 449 Robert E. Warner
- 456 Randy T. Gladue
- 459 Joseph B. Pysyk
- 472 Karen M. McLaughlin
- 472 Elsie A. Coffin
- 615 Colleen M. Whipple
- 649 John A. Cote
- 660 Raymond Scott Sr.
- 705 Mitchell J. Berdinka
- 742 James P. Gildart
- 861 Gerald N. Cote Jr.
- 901 Thomas A. Phillips
- 911 Michael J. Mathers
- 915 Roy A. Urban
- 924 Gerald P. Tardiff



Monthly Safety Performance

Electric Boat's safety performance goal for 2006 is to reduce injury rates by at least 5 percent. The below chart shows that the company's 2006 goal for Lost Workday Injury Rate (LWIR) is 2.6. Note: LWIR = the number of lost workday injuries per 100 employees.

ELECTRIC BOAT CORPORATION 2006 INJURY INCIDENCE RATES

RECORDABLE INJURIES FOR 2006 = **265**
 RECORDABLE INCIDENCE RATE YTD = **8.8** 2006 GOAL = **8.7**
 LOST TIME CASES 2006 = **67**
 LOST WORK DAY CASE RATE YTD 2006 = **2.2** 2006 GOAL = **2.6**

