

JULY 2007



U.S. Army Maj. Kevin Fracassa, second from left, visited Electric Boat to let employees know how their humanitarian aid was helping Iraqi children. With Fracassa are three employees closely involved with the aid effort. They are, from left, George Ballassi (429), Bill Dodge (411) and Don Miller (495).

INSIDE

- Welcome To Electric Boat • 2
- Earned Hours • 3
- NR-1 Prepares For Final Missions With Work Period At EB • 3
- Electric Boat Honors Distinguished Vocational School Grads • 4
- Olsson Enters The Congressional Record • 4
- Marine Group Update • 5
- Hesch Sketches The Path Forward • 6
- Health Matters • 8
- Classifieds • 10
- EB Business Ethics and Conduct • 10
- Service Awards • 11
- Safety Performance • 12

EB EMPLOYEES HEAR HOW THEIR HUMANITARIAN AID HELPS IRAQI CHILDREN

Electric Boat troop supporters recently turned out to meet Maj. Kevin Fracassa, the U.S. Army adviser who has been distributing humanitarian items donated by EB employees to Iraqi children.

Company employees – together with the Lebanon, Conn., Junior Soccer Club, Lebanon Girl Scout Troop 637 and the Groton Sea Scout Ship 584 – sent two shipments of items to Fracassa, who was stationed in northern Iraq.

continued on page 2

continued from page 1

The first shipment was sent last November and comprised more than 200 teddy bears, more than 1,000 soccer t-shirts and hundreds of EB flying disks.

In May, a second shipment was sent containing 4,000 pounds of crayons, pencils, notepads, scissors, coloring books, binders and other school supplies. These items were distributed to schools in the Al Kasik region of Iraq.

Fracassa, who has returned home safely from his advisory mission, is originally from Rhode Island, where his parents still live. They are friends of EB employee Robert Lytle (411).

During his visit to Electric Boat's Technology Center, Fracassa expressed appreciation for the humanitarian support provided by EB employees, adding that the Iraqi children were grateful for the donations. 🌟



Children from the Al Kasik region of Iraq display their Electric Boat flying disks.

Welcome To Electric Boat

Please help welcome the following employees and interns, who have recently joined the company:

Michelle Tetrault (221)
Administrative clerk

Chris Cabral (252)
Carpenter

Hillary Young (252)
Carpenter

Benjamin Sirois (409)
Engineering trainee

Alicia Grous (412)
Engineer

Christopher Mucciarone (412)
Engineer

Catherine Bartholomae (413)
Engineer

Daniel Borah (413)
Engineer

Irving Giller (413)
Engineer

Alexander Huang (427)
Engineer

Ken Mayer (427)
Engineer specialist

Michael Noonan (431)
Engineer

Richard Hanneken (433)
Engineer

Christopher Anason (434)
Engineer

Ashley DeGregory (434)
Engineer

Aaron Smith (448)
Engineer

Michael Coughlin (449)
Engineer

Ryan Kearns (449)
Engineer

Matthew Kiczuk (452)
Piping draftsman learner

Jason MacEmcy (453)
Mechanical draftsman learner

Michael Orbe (453)
Mechanical draftsman learner

Jonathan Jensen (454)
Engineer

Daniel Riti (454)
Engineer

Bradley Kidder (456)
Electrical draftsman

Patrick Donovan (459)
Structural draftsman learner

Christopher Tewfik (459)
Structural draftsman learner

Penny Thibault (459)
Structural draftsman learner

Jennifer White (459)
Arrangements draftsman learner

Timothy DePuy (462)
Engineer

Andrew Haley (462)
Engineer

Luke Gawronski (463)
Engineer

Michael Hubenthal (463)
Engineer

Douglas Rich (463)
Engineer

Joseph Haidul (473)
Engineer

Michael Dursee (492)
Engineer

Nicholas Tanner (493)
Engineer

Kenneth West (493)
Engineer

Kyle Felciano (626)
Summer intern, finance

Britney Gannon (651)
Summer intern, finance

Lloyd Gibson (660)
Security officer

Charles Wood (670)
Project manager, engineering

Dan Barrett,
Editor

Bob Gallo,
Gary Slater,
Gary Hall,
Photography

Electric Boat News is published monthly by the Public Affairs Department, 75 Eastern Point Road, Groton, CT 06340

Phone (860) 433-8202

Fax (860) 433-8054

Email
dbarrett@gdeb.com



Earned Hours • Where We Stand

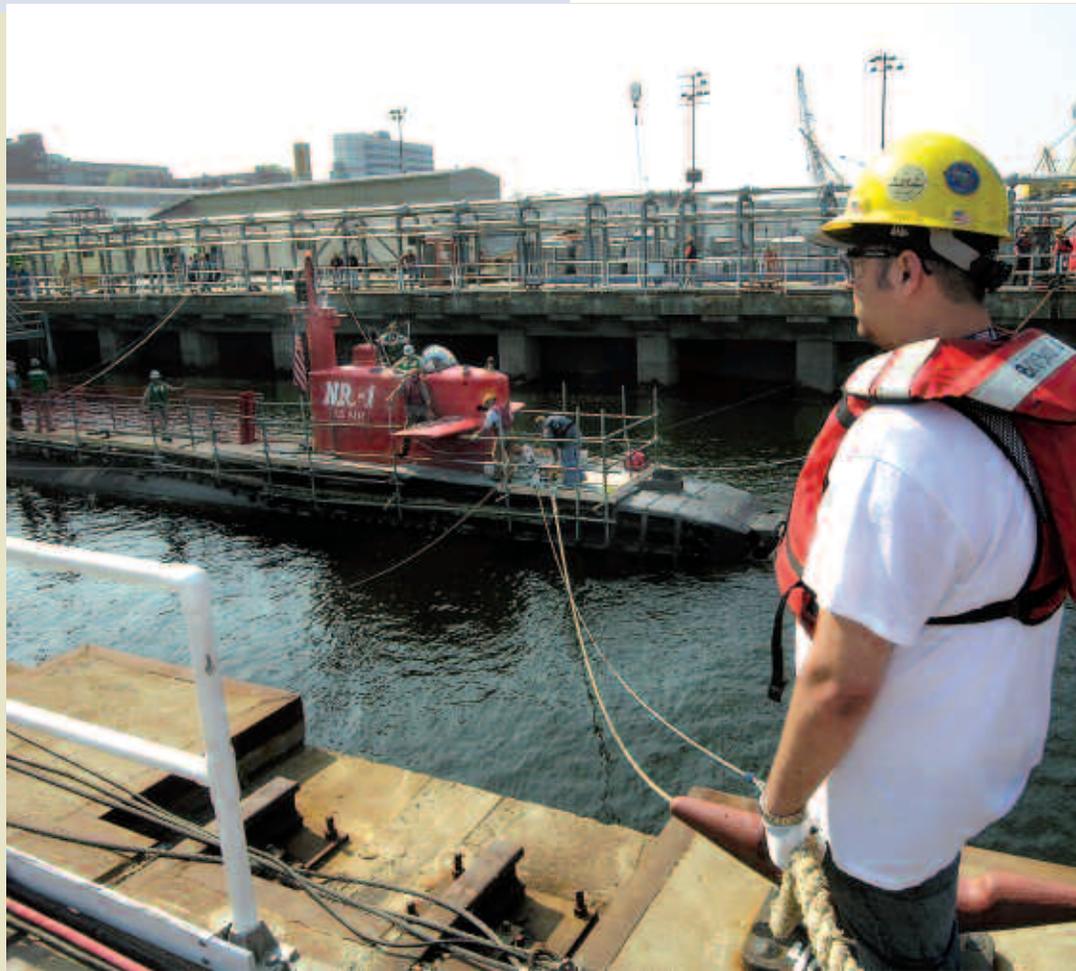
NR-1 Prepares For Final Missions With Work Period At Electric Boat

The Navy's nuclear-powered research submarine NR-1 was drydocked at Electric Boat's shipyard recently for inspections and routine maintenance of its underwater equipment in preparation for upcoming missions.

According to Al Ruditzky, Planning Yard project manager, scheduled structural inspections, conducted by Portsmouth Naval Shipyard personnel, were required to maintain ship certification for continued operations through the end of the vessel's life.

Ruditzky said that other work performed in Graving Dock 3 included

continued on page 5



Jeff Newlon (251) handles the lines as NR-1 is brought into Graving Dock 3.



Electric Boat Honors Distinguished Vocational School Grads

Electric Boat continued its long tradition of recognizing the top graduates of the E.T. Grasso – Southeastern Regional Vocational Technical High School recently by presenting an outstanding student in each trade with a certificate of achievement and a \$200 U.S. Savings Bond. The honors were presented by Cathy White, manager of design and engineering training. In the front row from left are Amy McGregor, Sheryl Delacruz, Cathy White, Natalie Riddick, Loretia Franklin and Jillian Hersey. In the top row from left are Jamal Blanco, Luis Rivera, Michael Mann, Paul McArdle, William Berghoff, Joshua Woodall, Tyler Chadwick and Dustin Bennett.

Olsson Enters The Congressional Record

Editor's Note: U.S. Rep. Joseph Courtney (D-Conn.) recently lauded the accomplishments of Mel Olsson, the former president of the MDA-UAW who recently retired from Electric Boat. Courtney's remarks, which follow, were entered into the Congressional Record.

Madam Speaker, I rise today to recognize Mel Olsson on his retirement after more than four decades in service of our country's defense and the men and women who build the submarines that protect our national security.

Mel began his career at Electric Boat in Groton, Connecticut as a pipefitter apprentice in 1961. After decades of work at EB, Mel was eventually elected

in 1990 as president of the Marine Draftsmen's Association, MDA-UAW Local 571. Serving as MDA president until 2003, Mel served on a number of negotiating teams, and was chief negotiator for eight successful contract negotiations with Electric Boat and Computer Sciences Corporation.

Mel has not only ably represented his colleagues in Local 571, but he has also been a community pillar in eastern Connecticut by serving in state and local organizations. Mel served on the board of directors of the United Way, is a member of the Work Force Investment Board, and serves on the board of directors of the Charter Oak Federal Credit Union. In addition, Mel is the former

chairman of the Electric Boat Community Services Committee, and is a member of the Stonington Democratic Town Committee.

Mel and his wife, Dorothy, reside in Mystic and have been married for 42 years. They are the proud parents of their daughter, Alyssa.

Mel retired as a Piping Design Tech at Electric Boat on May 31, 2007, after 46 years of remarkable service. The men and women of MDA-UAW, Local 571 and Electric Boat will miss his leadership and vision inside the gates at EB, but I know they will join me in saluting Mel Olsson and his outstanding and unique career in eastern Connecticut. 🇺🇸

Electric Boat Awarded \$116 Million For Virginia-class Design And Development Work

Electric Boat has received a \$116.4 million contract modification from the Navy for Virginia-class submarine (VCS) lead-yard services, development studies and design efforts.

Under the terms of the modification, Electric Boat will maintain, update and support design drawings and data for each Virginia-class submarine, including technology insertion, throughout the construction and post-shakedown availability period. Additionally, Electric Boat will provide all engineering and related lead-yard services necessary for maintenance and support of VCS ship specifications.

The company also will conduct development studies supporting VCS design and design improvements, preliminary and detail component and system design, and integration of design, test, logistics, production and system engineering. These development studies and design initiatives will enable the evaluation of new technologies to be inserted in future Virginia-class ships.

The contract was initially awarded in October 2005 and will be worth \$890 million if all options are exercised and funded; the period of performance is through September 2009.

U.S. Navy Awards Electric Boat \$30 Million For Post-Shakedown Work On USS Texas

The U.S. Navy has awarded Electric Boat a \$29.8 million contract modification to continue to perform a range of work on USS Texas (SSN-775) during its post-shakedown availability (PSA).

The PSA comprises maintenance, repairs, alterations, testing and other activities and will involve more than 500 current employees at its peak. Scheduled for completion in February 2008, the contract has an estimated total potential value of \$85 million.

NASSCO Delivers USNS Alan Shepard

SAN DIEGO

NASSCO has delivered USNS Alan Shepard (T-AKE 3) to the U.S. Navy. The ship is named in honor of the late Mercury and Apollo astronaut.

“As demonstrated on its recent Integrated Sea Trials, the Alan Shepard has exceeded expectations in its superior material condition and readiness for service,” said Frederick J. Harris, NASSCO president. “Like its namesake, we are confident that the ship has the right stuff to execute its mission for many years to come.”

USNS Alan Shepard is now in San Diego to conduct crew familiarization and final outfitting. The ship will be part of the Navy’s Military Sealift Command fleet and will operate in support of the Navy’s Pacific Fleet. With a cargo capacity of more than 10,000 tons, Alan Shepard’s primary mission will be to deliver food, ammunition, fuel and other provisions from shore stations to combat ships at sea.

The Alan Shepard is the third in an expected class of 11 dry cargo-ammunition ships for the Navy. Construction of the 689-foot-long ship began in September 2005. NASSCO has incorporated international marine technologies and commercial ship-design features into the T-AKE class ships, including an integrated electric-drive propulsion system, to minimize operating costs during their projected 40-year service life. The San Diego shipyard has contracts to build the first nine ships. USNS Lewis and Clark and USNS Sacagawea have already been delivered to the Navy. The fourth through seventh ships of the class are currently under construction.

continued from page 3

the fitup of the ship’s underwater trenching device and the replacement of the ship’s manipulator arm, a hydraulically operated mechanical “hand” used for retrieval or placement of material on the ocean floor.

Several outboard lights and cameras were repaired and outboard electrical cable assemblies were replaced with new material, where required.

NR-1 is scheduled to begin inactivation at Portsmouth in September 2008, bringing to an end nearly 40 years of

service as the nation’s only nuclear-powered, deep-diving oceanographic research submarine.

Designed and built by Electric Boat, NR-1 was placed in service Oct. 27, 1969. 

Achieving The \$2 Billion Ship: Hesch Sketches The Path Forward

Dear Fellow Employee:

As you know, one of Electric Boat's highest priorities is to reduce the cost of Virginia-Class submarines to a level that will support the procurement of two ships per year beginning in FY12. In the following interview, Kurt Hesch, director of Virginia-Class program design and engineering, explains the initiatives now under way that will enable us to attain that goal. Our success as a company is directly tied to our success in this cost-reduction effort. I urge you to read the exchange below to better understand what needs to be done and what you can do to contribute.

John Casey
President

Would you explain what the \$2B ship is?

The term \$2 billion ship was generated from comments made by the CNO, who said that to get to an affordable rate for two submarines per year, we needed to produce a submarine for \$2 billion in FY05 dollars.

Could you talk about some of the initiatives already in process that will help achieve this goal?

There are three pieces that will get us to the \$2 billion ship. One is to continue our construction performance on the Virginia-Class ships. We established a lot of credibility by delivering the Hawaii on schedule and we need to continue that. We struggled some with the lead ships at both

Electric Boat and Newport News, and we needed to show that we were

beyond those lead ship issues. Hawaii allowed us to demonstrate that we were, and North Carolina is on track to do the same.

The second piece is volume. This is a major factor that will affect the cost for

Electric Boat,

Northrop Grumman Newport News and our supplier base. To get to a \$2 billion ship, we need additional volume so that the shipbuilders and suppliers can bring down material and labor costs to levels that are acceptable.

The third piece involves what we call design for affordability changes, which address some of the issues with the inherent and structural costs. The Navy is making an investment of about \$600 million, primarily to fund design changes that will enable us to build the ships less expensively.

We don't get to the \$2 billion by volume itself. We don't get there by design change itself. It's really those two factors, along with continuing, improved performance.

How is that \$600 million being invested?

It's being used by Electric Boat, Northrop Grumman Newport News, the supplier base and the Navy to develop good ideas, investigate what it takes to implement those ideas and make associated design changes. That \$600 million investment is driving a \$3 billion reduction in the overall Virginia-Class Submarine Program.

We explained to the customer that we have the ability to make some changes to the ship that will drive the costs down, and we have confidence that we can achieve over the next 20 ships of the class a \$3 billion savings. Confidence in our ability to do that is reflected by the fact that the program of record has been reduced by the \$3 billion. And really, we got there on the strength of the credibility we built with Hawaii. By meeting its schedule, Hawaii established

that the submarine program – the shipbuilders, the Navy and our suppliers – are meeting our obligations.

Are there any areas of potential savings in the planning stages that you can discuss?

The investment in the past year has been in what we call plan development – what are the good ideas, which ones can save the most money, how do we reduce the 100-month build schedule to 60 months?

Out of that effort have come many, many good ideas – we’ve actually evaluated more than 500 of them so far. The area with the biggest potential change is the bow of the ship. Right now, we have about 30 ideas to apply in that area – one being the Large Aperture Bow Array, which replaces the sonar sphere along with some structures that allow us to bring down the cost. And another involved the use of payload tubes instead of individual vertical-launch tubes, leveraging some of the experience we gained from the SSGN program.

The objective is cost reduction – to reach the \$2 billion ship. We’ve been careful to avoid requirements creep. In some cases, a cost reduction idea can provide increased capability. In the case of the payload tube, we get some additional capability and flexibility in addition to cost reduction.

Right now we are pushing to introduce the bow changes on the FY09 ship, the 11th ship of the class and the

first ship of Block III. Our goal is to push as much into that first ship as we can. That will allow us take as much risk out of the FY12 ship as we can.

John Casey has stressed the importance of every employee becoming involved in the cost-reduction effort. What can individuals do to contribute?

As I’ve said, we’ve gotten about 500 ideas that we’ve looked at so far, coming from a broad range of Newport News and Electric Boat employees, from all parts of those companies, as well as suppliers and the Navy. We don’t want to stop the ideas, but we need to transition from development to execution. But a good idea is a good idea, no matter when you get it. A lot of cost-reduction ideas have come from our continuous-improvement data base and our producibility data base, and we expect to receive more ideas from those areas.

If someone develops a better way to build something, we’ll put together a business case. And if it’s under 1,000 hours to implement and it pays for itself within three ships, we can execute that idea without further approvals. That will continue.

Can you explain briefly how all these efforts will affect the future of the company?

Our core business remains submarines. And the sooner we can begin producing two submarines per year, the

better we can support the Navy’s needs and the nation’s defense needs.

Right now, there are some shipbuilding programs that are not doing as well as people would like. But the Virginia program has cost credibility, which has helped give the customer the confidence to make the investments required to reduce the cost per ship to \$2 billion.

How achievable is that goal?

It’s challenging. But we have set a goal of achieving a certain amount of savings per hull over time. We are working down that glide slope. We go through a process where we bank ideas that we consider good and achievable, and that have an execution plan that the customer has agreed with. We’ve banked \$95 million worth of cost-reduction initiatives so far. When you factor in the savings we’ll realize from increased volume, we have about \$110 million to go to reach the \$2 billion submarine. We have the ideas that would cover that amount and we are striving to get them into the execution phase. We’re well along the way and we think we have a substantial portion of the ideas we’ll require to get to where we need to be.

Most importantly, though, we have to execute. We have to transition from the planning stage to the execution stage and make these ideas happen. 🙌



Bob Hurley, MD
Medical Director

HEALTH MATTERS

The Wife's Helping Hand

I'm not certain this qualifies as a cultural norm or code of behavior yet I find that while performing some household repair, if I need someone to hold a board or a measuring tape, I invariably send one of the kids to get my wife. Why I feel this need to involve my wife is open to debate among social science scholars. Maybe it's an admission of women's superiority and competency, or perhaps I'm merely looking for a little support. Whatever it is, it's comforting to know that history is replete with examples of wives extending helping hands.

Wilhelm Roentgen

A German physicist, Roentgen was already well known for his work on gases and crystals by 1895. While studying the effects of electricity passing through a gas-filled or cathode-ray tube, he found that when he mounted a tube in an enclosed black box with a single opening, a paper plate covered on one side with barium platinocyanide placed in the path of the rays became

fluorescent.

He noted this occurred even when it was as far as two meters from the discharge end of the box. He also found that when an object with varying thicknesses was placed between the beam and a photographic plate, an image defining the densities was produced. And like any good husband in need of assistance, he asked his wife to place her hand in the path of the rays.

When the photographic plate was developed, it revealed the image of his wife's hand and the shadows thrown by the bones, a ring and the outline of her flesh. This was the first "roentgenogram" ever taken. Uncertain of his discovery, he utilized the mathematical symbol of the unknown to describe his mysterious "x-rays."

In 1901 Roentgen was awarded the very first Nobel Prize in Physics. The committee citation read, "in recognition of the extraordinary services he has rendered by the discovery of the remarkable rays subsequently named after him." Much like my last home improvement project, there was no mention of the wife.

Mammography

A mammogram is a soft tissue x-ray of the breast – not too different from the first roentgenogram of 1895. It utilizes low dose x-rays to screen for lumps, and whether a lump is fluid-filled (a cyst) or a solid mass. More importantly, a mammogram is done to detect breast cancer. Many small tumors can be seen on a mammogram before they can be felt by a woman or her health professional. Mammograms do not prevent breast cancer or reduce a woman's risk of developing cancer. However, regular mammograms can reduce a woman's risk of dying from breast cancer by detecting it when it is more easily treated.

Breast cancer is the most commonly diagnosed cancer and the second-leading cause of cancer death among women in the United States. The American Cancer Society estimates that over 178,480 women in the United States will receive a diagnosis of invasive breast cancer, and 40,460 will die from the disease. These sober statistics could improve if only more women would utilize a mammogram.

Breast cancer is the most commonly diagnosed cancer and the second-leading cause of cancer death among women in the United States. The American Cancer Society estimates that over 178,480 women in the United States will receive a diagnosis of invasive breast cancer, and 40,460 will die from the disease. These sober statistics could improve if only more women would utilize a mammogram.

A recent National Cancer Institute study revealed the rate of mammography in the United States has decreased 4% in the years between 2000 and 2005. Worse, statistics reveal that since 1999, U.S. women have not met the Healthy People 2010 goal of 70 percent receiving a mammogram in the past two years. The facts are if you have a mammogram as recommended between the ages of 50 and 69, you'll reduce your risk of breast cancer by 20 percent to 35 percent. Follow the guidelines in the 40-49 age group and you'll reduce it by 20 percent. If the mammogram is delayed or omitted, it results in late detection of disease, which translates into fewer treatment options and a poorer prognosis for survival.

Go Digital

There is a new form of mammography that utilizes digital technology to enhance detection of disease. One recent study comparing this new technology with the old film techniques revealed that digital imaging improved cancer detection by 11 to 15% in women under age 50, those nearing menopause and women with dense breasts. Dense breast tissue has less fat and more glandular and connective tissue, which can obscure a tumor.

One of the chief advantages of digital over standard mammography is that radiologists can fine-tune images so that tiny abnormalities stand out better when breast density is an issue. Digital images are easier to store, and they can be transmitted quickly for second opinions or to transfer records. They may also reduce callbacks for further imaging.

Guidelines

There are several sources of recommendations for routine screening mammography. The U.S. Preventive Services Task Force recommends that every woman, starting in her 40s, be screened for breast cancer with a mammogram every one to two years. Several other organizations, including the American Cancer Society and the American Medical Association, recommend more frequent mammograms.

For women over 50, regular mammograms (every one to two years) are recommended. For women between the ages of 40 and 50, the benefits of mammography are not as clear. Talk with your health professional to determine when to start and how often to have a mammogram. Some organizations recommend mammograms every one to two years while others recommend mammograms every year. Most organizations recommend that women have

their first mammogram at age 40.

Your health professional may recommend testing more often if you have risk factors for breast cancer. Any woman with a personal or family history of breast cancer should have yearly mammograms.

A Man Asking

I'd like to think that perhaps women only need to be asked to get a screening mammogram. If so, please consider this man's request. Although Wilhelm Roentgen discovered x-rays well over 100 years ago, the mammogram that employs his discovery is still the best test to screen for breast cancer.

EB Building Better Health

For the past 16 years we have conducted a mammogram program at the Yard Hospital utilizing the film technique. Recently, EB Building Better Health has arranged with Yale New-Haven Hospital to come to our campus and perform the new digital mammogram screenings. They will be here from Oct. 1 through 5 from 8 AM to 2:30 PM. To schedule an appointment call Yale-New Haven Breast Imaging Services at 203-688-6800. You also can call Doria Sklar at 433- 6391 for more information or an appointment with this new and exciting technique.

Remember, cancer is most easily treated and cured when it is discovered in an early stage. 🍀

- 100 Frank Pina**
28 years
ISM-Horizbor Mac 1/C
- 226 James H. Williams**
31 years
Shipfitter 1/C
- 229 Peter R. Francis**
41 years
Welder-Struct. Spec.
- 243 Herbert R. Bump Jr.**
26 years
Pipefitter 1/C
- 274 Joseph W. O'Keefe Jr.**
39 years
Elec Serv Eng Nu 1/C
- 341 Victoria Trottier**
20 years
Admin. Specialist
- 341 Harry W. Wheeler**
34 years
Eng Suppt-Chem/Metl Lab
- 404 George E. Taylor**
43 years
Config Mgmt Spec
- 411 Eileen B. Herrington**
21 years
Logist Tech Aide
- 416 Steven J. Cicoria**
35 years
Engineering Specialist
- 423 Daniel C. Keane**
37 years
Inspectr-Recv-QC Spec
- 423 John T. Michels**
27 years
Foreman
- 445 Oliver W. Eichner**
26 years
Test Engineer Sr.
- 452 Surgest P. Aker II**
31 years
Piping Sr. Designer

Classified

AUTOS/TRUCKS

MERCURY SUV 1999. 4-wheel drive, 4-door, well maintained. 103K. \$5,500. 230-0199.

1997 F-150. 4-wd, 5-spd, very good condition, clean, 125K. \$5,900. 442-0512 after 5 PM.

FURNITURE

DINING SET. Maple, 48" round. 2 12" leaves, 6 chairs plus microwave cart. \$225. Can deliver. 230-0199.

MISCELLANEOUS

AMERICAN GIRL Doll clothes and furniture. Child's rocking chair, doll's wooden cradle, Fisher Price dollhouse, new porcelain doll, wooden dollhouse furniture, Crissy doll, crutches. 401-596-5788.

ATV. 2005 Polaris Sportsman 400. \$4,500 OBO. 53.4 hours run time. 390 miles. 889-4296/cell: 334-6432

POP-UP camper. 1988 Skamper. Sleeps four, has sink, stove top, ice chest. \$600. 642-1750 or 303-0366.

THREE long wooden staging planks. Stuffed chair, men's new Wearguard pants (size 44), large roll of fabric suitable for slipcovers or draperies, draperies, acrylic display case. 401-596-5788.

MOTORCYCLES

HARLEY DAVIDSON Road Glide 2002. Silver, with bags, fairing, etc. Less than 9,500 miles. New battery, power commander module, HO headlights. \$15K OBO. 381-9081.

REAL ESTATE / RENTALS

GROTON City. 1st floor apartment. Spacious, washer, dryer, no pets, no smokers. Available Sept 1. \$900/month plus utilities. 445-2253

REAL ESTATE/SALES

LEDYARD. 3-yr-old 2 bedroom condo, like new condition, electric stove, refrigerator and dishwasher included. Near Ledyard center @ 34B Iron St. Asking \$129,900. 464-2498.

MYSTIC house for rent. Private 2 bedroom, 2 bath within walking distance to downtown Mystic. New carpet, new stove, freshly painted, central AC, washer, drier. No pets. No smoking. \$1,700/month. 235-3490.

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.

MYSTIC house for rent. Sunny 2 bedroom, 1 bath within walking distance to downtown Mystic. Newly painted. Wood floors recently sanded and refinished. New stove. No pets. No smoking. \$1,600/month. 235-3490.

WEST PALM BEACH, FL. Townhouse, 2BR, 2-1/2 baths, with AC, appliances, hurricane shutters. Excellent condition and location. \$170,000. 443-5653.

EB Business Ethics and Conduct

Outside Employment

Before you accept outside employment, consider if your second job could create a conflict of interest with your work here or negatively impact your ability to do your job. Taking a second job can be tricky because you may not always see clearly where your loyalties should lie.

Do not accept outside employment with our competitors, suppliers or customers.

Remember – When in doubt, always ask.

Frank Capizzano, the EB ethics director (860-433-1278), is available to assist anyone regarding questions or issues that may relate to ethical decision making.

The GD Ethics Hotline is available 24/7 and may be reached at 800-433-8442, or 700-613-6315 for international callers.

45 years

- 242 Daniel L. Mazzella
- 423 Donald G. Marcaurele
- 452 Thomas J. Brancato Jr.
- 467 Charles F. Lavallee
- 795 Michael H. Koozmitch
- 901 David G. Klinkhammer

40 years

- 229 Richard L. McCombs
- 423 Robert Courter
- 496 Howard H. Hopps
- 621 Joseph B. Fahey Jr.
- 626 Daniel W. Karns
- 642 John J. Hendrickson
- 704 Andrew S. Parisek Jr.

35 years

- 251 Robert F. Tefft Jr.
- 431 Roy S. Guthrie

30 years

- 100 Philip E. Lynch
- 100 Daniel S. Piekarski
- 229 David W. Cardinal
- 230 Ronald J. Vaughn
- 242 Peter J. Morton
- 243 Edward I. Stoltz
- 271 Frank V. Cordeiro
- 271 Brian P. Gilday
- 275 Francine M. Homand
- 330 Edward P. Supancic
- 355 Jeffrey L. McKinney
- 355 John R. Pearce
- 355 Dorothy S. Ricketts
- 355 Cornelia J. Tefft
- 403 James A. Riffe
- 459 George F. Hunold Jr.
- 473 Peter M. Lamay

- 501 Barry S. McCallum
- 604 Guy D. Mineau
- 686 Barbara J. Kokosky
- 902 Paul A. Horner
- 902 James M. McGovern
- 911 Kevin R. Shiel
- 915 Charlie C. Capace
- 915 Bruce A. Hopkins
- 915 Paul R. St. Laurent
- 915 Marion E. Sweat

25 years

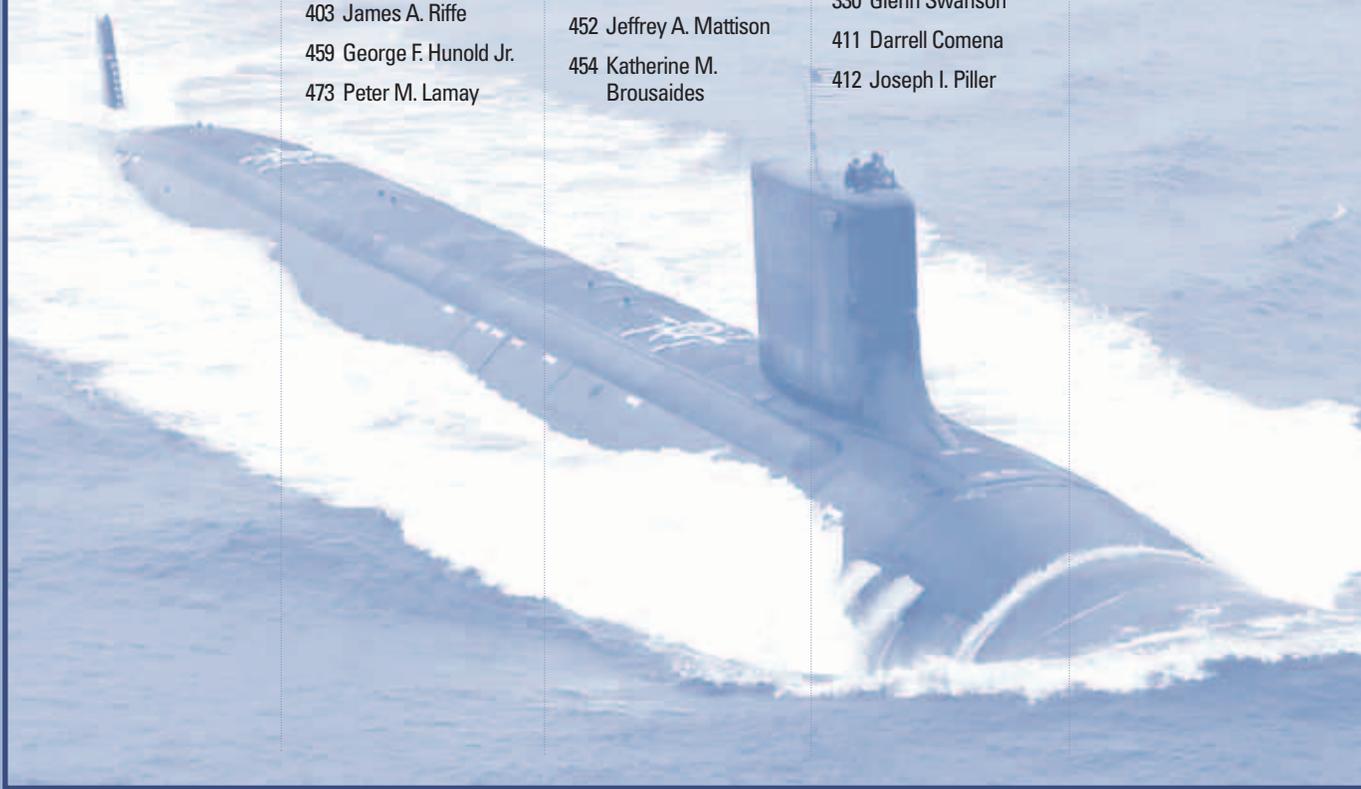
- 100 Christopher A. Gelinax
- 100 Gordon B. Tripp
- 230 Joseph P. Lemmon III
- 230 Edouard A. Olivier
- 275 William D. Shaffer Jr.
- 330 Peter J. Dlubac
- 330 Mark A. Gemma
- 330 Edward H. Hill
- 434 Raymond E. Greene
- 452 William P. Larkin
- 452 Jeffrey A. Mattison
- 454 Katherine M. Brousaides

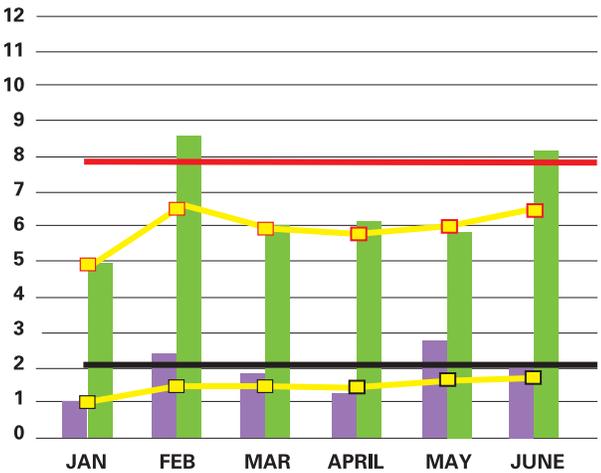
- 456 Henry E. Holly
- 459 Paul A. Depietro
- 463 Normand E. Frechette
- 467 Nicholas T. Geragotelis
- 496 Richard M. Smith
- 507 Harry J. Leonard Jr.
- 797 Michael J. Egan
- 901 Michael P. Johnston
- 901 William J. Kilduff
- 911 Raymond H. Pelletier
- 915 John A. Alves
- 915 David A. Ferreira
- 915 Glenn A. Gagnon
- 915 Joseph Vento Jr.
- 931 Patrick M. Meehan
- 933 Lorraine A. Taylor

20 years

- 100 Charles J. Skocic
- 252 Andrew F. Crimmins Jr.
- 330 Glenn Swanson
- 411 Darrell Comena
- 412 Joseph I. Piller

- 431 Frank L. Geiger
- 443 Steven H. Porter
- 445 John E. Leger
- 452 Alan D. Brown
- 456 Dale A. Elyl
- 456 Patricia H. Szot
- 492 Jeffrey R. Pierce
- 496 Philip H. Behney
- 501 Michael W. Jowdy
- 505 Gina M. Vincent
- 742 Jeffrey Budesheim
- 742 Thomas E. Parker
- 744 Michael H. Kailas
- 744 Thomas I. Lange
- 744 Donald C. Long Jr.
- 744 James M. Ronca
- 902 Michael Larotonda
- 903 Michael C. Hornoff
- 962 Dennis R. Motta





2007

ELECTRIC BOAT CORPORATION INJURY INCIDENCE RATES

RECORDABLE INJURIES FOR 2007 = **340**

RECORDABLE INCIDENCE RATE YTD = **6.38** 2007 GOAL = **7.80 or less**

LOST TIME CASES 2007 = **97**

LOST WORK DAY CASE RATE YTD 2007 = **1.82** 2007 GOAL = **2.10 or less**

- 2007 LWIR MONTH
- 2007 RIR MONTH
- 2007 LWIR YTD
- 2007 RIR YTD
- 2007 LWIR GOAL
- 2007 RIR GOAL