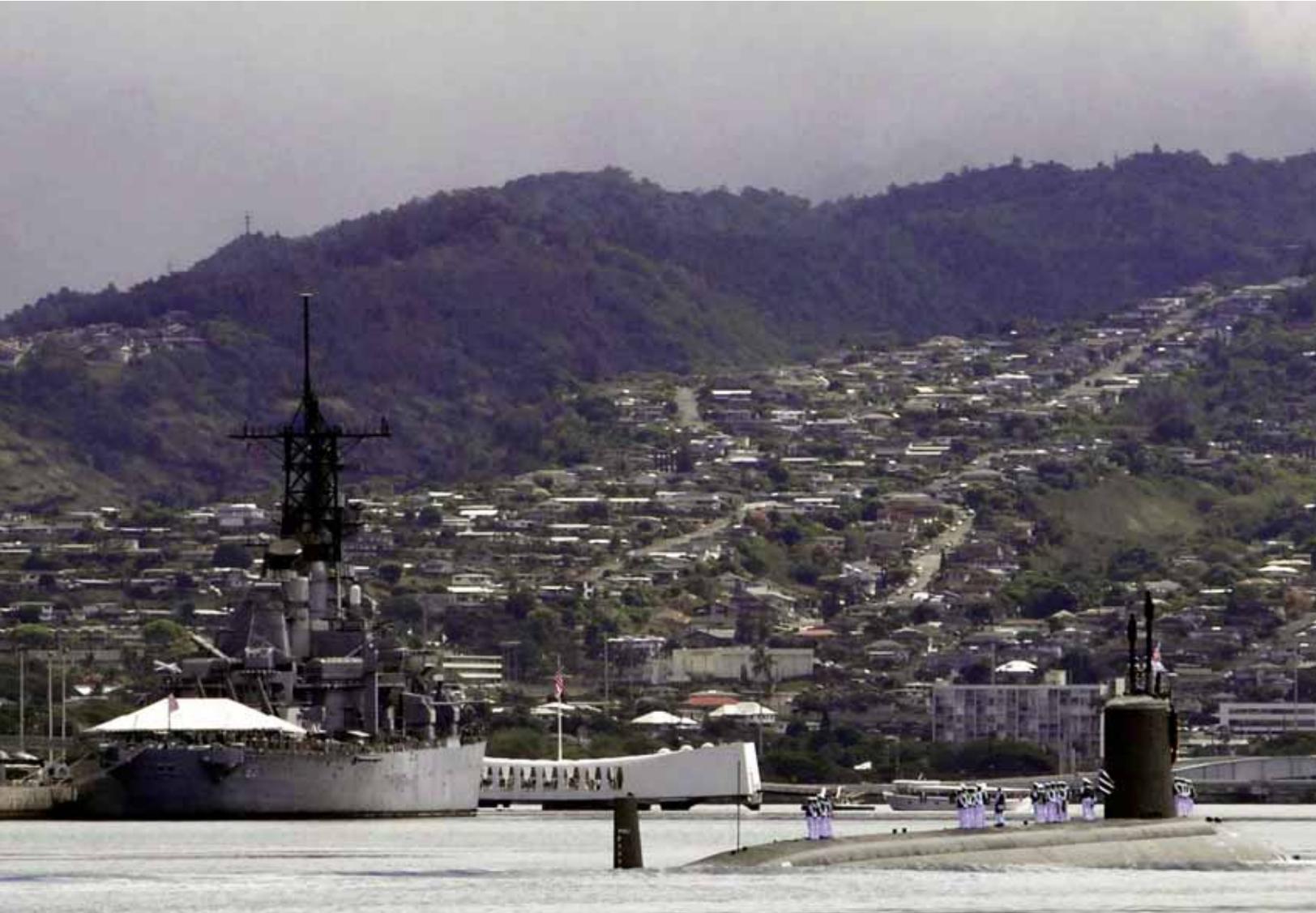


Electric Boat NEWS

AUGUST 2009



USS HAWAII ARRIVES AT PEARL HARBOR HOMEPORT

The Virginia-class submarine USS Hawaii (SSN-776) passes the USS Arizona memorial and USS Missouri as it pulls into its new homeport at Naval Station Pearl Harbor. The Electric Boat-built USS Hawaii is the third Virginia-class submarine and the first submarine to bear the name of the Aloha state. Hawaii is capable of supporting a multitude of missions, including anti-submarine warfare, anti-surface ship warfare, strike, naval special warfare involving special operations forces, intelligence, surveillance, and reconnaissance, irregular warfare and mine warfare. U.S. Navy photo

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HR Introduces New Supervisory Training Sessions

Editor's note: Earlier this year, the company's Training Department introduced a new training program for supervisors. In the following Q&A, HR Manager Cathy White explains why the new program was developed as well as what the supervisors are learning.

What drove the decision to develop a new training session for supervisors?

Operations VP Will Lennon tasked the training department to put together a proposal for a Trade Foreman Training Program. The objective was to provide trade foremen with a structured training program to develop leadership, personnel management, and performance and goal-setting skills.

As part of our research, we utilized information from a black belt project that Director of Operations Mike Alu and Director of Planning John Sedor had started concerning crossover activities performed by Operations and Planning. As a result, we addressed role distinctions and reassignment of activities and responsibilities, and looked into competencies. This in turn led us to investigate what tools supervisors need to become more effective leaders and how these tools should be provided.

We researched information about historic and existing programs at the Department of Labor and local colleges and universities. We were specifically looking for successful programs that could dovetail with Engineering and Design supervisory development as well. The training organizations worked with Operations, and Engineering and Design management to identify critical skills and key competencies required to perform on contractual work.

We found a Supervisor Certification program developed by Central Connecticut State University (CCSU) that satisfied skill requirements across the organization. Following a management review of the CCSU program, we decided to start with two pilot classes. This decision was based on the program's content, cost and duration as well as the instructors' ability to

start immediately. A third pilot program for Design and Engineering was subsequently added.

This program was structured in a way that allowed us to apply for a training grant from the State of Connecticut due to its focus on enhancing the skills of incumbent workers. We were initially awarded a grant for \$16,500 for the three pilot classes but were able to take advantage of additional available state funds and ultimately received \$44,500, which allowed us to hold five additional classes. This equated to 50 percent of the vendor and material costs for these sessions.

Please describe the new training course – its length, where it's held, subjects covered and so on.

The program consists of 40 hours of classroom training at the Col. Ledyard Education Center, with a four-hour follow-up session. Specifically, the program focuses on leadership development, communication and interpersonal skill development, personal management, setting expectations to enable performance, managing performance, giving feedback, addressing problem behaviors, and performance and conflict management.

We established several objectives for the supervisory training programs. These include:

- ▶ Empowering front-line management to succeed in achieving desired goals.
- ▶ Recognizing the tasks supervisors are currently performing.
- ▶ Prioritizing the most critical tasks and alleviating non-priority duties.
- ▶ Improving the ability of supervisors to perform on these priority tasks and
- ▶ Communicating management's expectations in a consistent way.

How does this differ from previous training for supervisors?

In the past, supervisor training usually focused on functional responsibilities, compliance and accountability. With the new program, we've increased focus on

soft skills for management and the impact good leadership and communication can have on individual and team accomplishments. The new program includes modules on how to set goals and expectations, coach, communicate, motivate and lead teams, and manage conflict and diversity.

This course was specifically developed for Operations foremen and Engineering and Design supervisors. The first three sessions functioned as pilot groups and extensive feedback from the participants was incorporated into the content now being presented. The target audience was expanded to include multiple levels of management and the classes are integrated with Operations and Engineering and Design personnel. This was also based on participant feedback.

How many supervisors have attended so far?

To date, 175 individuals have attended, representing upper management, Engineering, Design, Operations, Ships Management and Quonset Point. Our goal is to make this program available to all levels of management throughout the company.

What kind of response have you received from the supervisors?

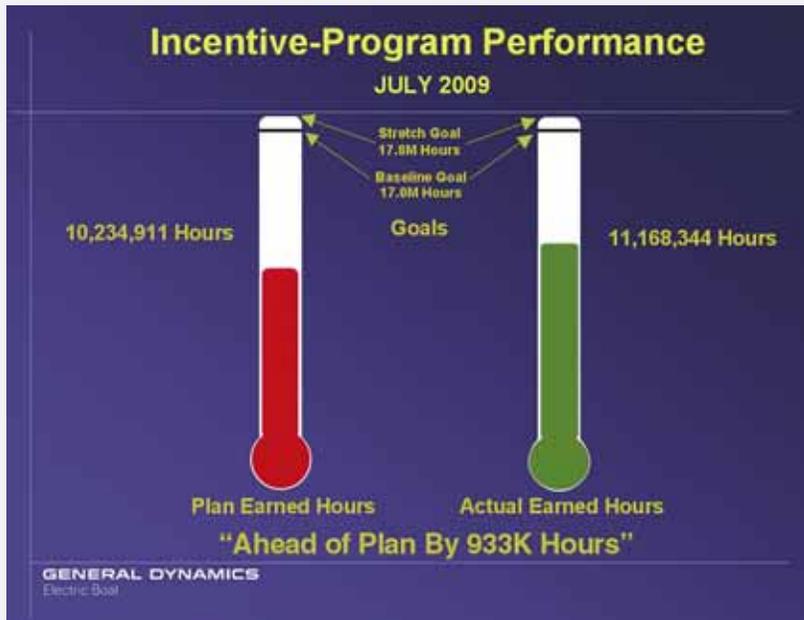
Participants have been providing very positive feedback and recommending that their supervisors also participate in the program. This has prompted management and the training organization to discuss continuing the training program.

We've also received positive responses with regard to content, the participation of upper management, in-class Q&As concerning highlighted issues and solicitations for participant feedback during and after workshop.

Some participants have taken a follow-on step by forming peer discussion groups to share lessons learned and tips on how to further apply newly acquired skills.

Mike Alu has set the example for participation and support by kicking off and closing out nearly every session. He has

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Electric Boat **NEWS**

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

Spin Along With The EBAC Cycling Club

The EBAC Cycling Club completed a mid-summer group road ride, finishing the event with a pizza party. According to cycling club commissioner Tom McColl (413), the ride was a success with more than 20 cyclists participating, most of them outfitted in the new EBAC cycling club clothing. The 15.5 mile ride started from the EB parking lot in Groton and looped back to the same spot. After the ride, the participants gathered in the parking lot for pizza, soda and chips. The event was designed to attract additional people to take part in the club's regular Tuesday rides, said McColl, who usually runs these weekly 20 to 60-mile road rides.

"Many thanks go to Espen Lauter (604), who was instrumental in developing the new cycling club clothing design and organizing the group purchase," McColl said.

A similar group ride is being planned for the fall. To find out more about the EBAC Cycling Club, contact McColl on Lotus Notes. 📧

With the Thames River as a backdrop, members of the EBAC Cycling Club progress on their 15.5-mile mid-summer road ride.



GD Reports Strong Performance in Second Quarter 2009

Operating earnings rise 2.6 percent. Revenues increase 10.9 percent. Full-year EPS guidance raised

FALLS CHURCH, Va. General Dynamics has reported second-quarter 2009 earnings from continuing operations of \$621 million, or \$1.61 per share on a fully diluted basis, compared to 2008 second-quarter earnings from continuing operations of \$641 million, or \$1.60 per share fully diluted. The second-quarter 2008 results included a one-time 9-cent-per-share tax benefit. Revenues in the most-recent quarter grew to \$8.1 billion, increasing 10.9 percent over second-quarter 2008 revenues of \$7.3 billion. Operating earnings in the second quarter of 2009 grew by 2.6 percent over the previous year's performance to \$945 million.

Net earnings for the second quarter of 2009 were \$618 million, compared to \$641 million in the year-ago period. Net earnings on a per-share, fully diluted basis were \$1.60 in the current quarter, unchanged year-over-year.

For the first six months of 2009, revenues were \$16.4 billion, compared with \$14.3 billion in the first half of 2008. Half-year earnings from continuing operations and net earnings were unchanged year-over-year at \$1.2 billion. Earnings per share from continuing operations on a fully diluted basis for the first six months of 2009 were \$3.14 per share, an increase of 4.3 percent when compared to 2008.

Margins

Each of the company's four business groups produced higher margin rates in second-quarter 2009 than in the first quarter. Notably, Aerospace margins grew 150 basis points. Company-wide, operating margins for the second quarter of 2009 were 11.7 percent, an increase of 70 basis points over the previous quarter.

Backlog

The company's total backlog at the end of the quarter was \$67.6 billion, a 22.2 percent increase over the \$55.3 billion total backlog reported at the end of the second-quarter 2008. Funded backlog at the end of second-quarter 2009 increased 5.3 percent from one year ago, to \$47.7 billion. In addition, the estimated potential contract value, which represents management's estimate of value under unfunded indefinite delivery, indefinite quantity (IDIQ) contracts and unexercised options, grew to \$17.7 billion at the end of second-quarter 2009 from 2008.

Cash

Net cash provided by operating activities from continuing operations in the second quarter totaled \$609 million. Free cash flow from operations, defined as net cash provided by operating activities from continuing operations less capital expenditures, was \$520 million for the period. For the first half of 2009, net

Marine Systems Revenues and Operating Earnings

(Dollars in Millions)

	Six Months		Variance	
	2009	2008	\$	%
Revenues	\$3,294	\$2,772	\$522	18%
Operating earnings	\$331	\$249	\$82	32.9%
Operating margins	10%	9%		

cash provided by operating activities from continuing operations was \$763 million, and free cash flow from operations was \$593 million.

"General Dynamics continued to demonstrate the strength of our portfolio in the second quarter of 2009," said Jay L. Johnson, president and chief executive officer. "Revenues grew in each of the company's four operating segments, and our operating earnings of \$945 million were the highest in company history. Our commitment to financial performance and continuously improving execution generated very strong results.

"Based on the company's year-to-date performance and our understanding of what the remainder of 2009 will bring, we are raising our earlier guidance for full-year 2009 earnings from continuing operations, to \$6.05 to \$6.15 per share, fully diluted," Johnson said. 📌

WELCOME TO ELECTRIC BOAT

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

230 Kevin Kilduff

413 Adam Glass

433 Matthew Schoman

462 Nicholas Ward

660 Donald Sullivan

272 Hanson Albert

Daniel Zehner

435 Theodore Kusnierz III

472 Allan Pearlman

Martin VandenHurk

Peter Chambers

414 Cooper Duffy

449 Jeremiah Larrea

James Stone

Rachel Willey

355 Seth Bolduc

Matthew Mareka

453 John Oswald

492 John McCosker

662 Michael Beebe

Nicole Morris

425 Ken McKay

459 Kristin Schock

645 Richard Kowalski

795 Eric Michalek

410 Jennifer Tansey

429 Bryan Grau

GENERAL DYNAMICS ROUNDUP

Electric Boat Receives \$65 Million For USS Hartford Repair Work

The U.S. Navy has awarded Electric Boat a \$65.2 million contract to perform repair work on USS Hartford (SSN-768), a Los Angeles-class submarine damaged in a collision March 20.

Under the contract, Electric Boat will install a hull patch, bridge-access trunk, port retractable bow plane and the sail, which were fabricated under a previously awarded contract. In addition, Electric Boat will perform selected maintenance work on the submarine.

With this new contract, the total value of work performed on USS Hartford will be \$108.4 million.

GD AIS Awarded \$21 Million To Continue Submarine Combat-System Development

FAIRFAX, Va.

The U.S. Navy has awarded General Dynamics Advanced Information Systems (AIS) \$21.3 million for the first-year of a multi-year contract to provide upgrades to the Submarine Tactical Control System (TCS) portion of the AN/BYG-1 Submarine Combat System.

AIS will develop commercial-off-the-shelf (COTS) software and hardware upgrades to integrate improved tactical control capabilities for multiple submarine classes. TCS leads the implementation of the Navy's open architecture and open business model approach on submarines with a design that emphasizes shared standards that provide greater interoperability, portability, scalability and supplier independence. The AIS offering is based on its open architecture and open business model approach.

Work under this contract will be performed in Fairfax, Va., and Middletown, R.I. If all options are exercised, work under this contract will be completed by July 2018.

This competitively awarded contract continues work that the company has been performing since December 2002.



BIW Christens New Destroyer

The Arleigh Burke-class guided-missile destroyer Jason Dunham (DDG-109) is moved from the Land Level Transfer Facility at Bath Iron Works into the floating dry dock after its christening ceremony Aug. 1 in preparation for float-off later that day. The new destroyer honors the late Cpl. Jason Dunham, the first Marine awarded the Medal of Honor for his actions during Operation Iraqi Freedom.

New Supervisory Training Sessions

continued from page 2

encouraged his superintendents to participate in portions of each class, and he has actively taken feedback and made positive changes in his organization based on concerns that were brought to his attention by program participants.

In addition, Bob Nardone (VP – HR and Administration), Pete Halvordson (VP – Engineering) and Will Lennon (VP – Operations), have also attended at vari-

ous times. Participants greatly appreciated the strong show of support demonstrated by their engagement in all aspects of the program.

What is the vision for this program going forward?

Mike Alu and Virginia-class Ships Manager Stan Gwudz have expressed interest in continuing the program for all

foremen, general foremen, superintendents, area superintendants, and ships management. In addition Pete Halvordson is interested in offering this training to all new Engineering and Design supervisors and managers and as a developmental opportunity for experienced personnel. Additional sessions will be scheduled as funding allows. 📌

Marine Systems' Heebner Describes Shipbuilding Issues At Congressional Hearing

EDITOR'S NOTE: The House Armed Services Committee's Seapower and Expeditionary Forces Subcommittee conducted a hearing last month on efforts to improve the effectiveness of shipbuilding. One of the participants was David Heebner, executive vice president of General Dynamics Marine Systems. His oral testimony follows:

My name is Dave Heebner, and I'm the executive vice president of General Dynamics Marine Systems. My business segment includes Bath Iron Works, in Bath, Maine; Electric Boat, in Groton, Connecticut and Quonset Point, Rhode Island; and NASSCO, in San Diego, California. Our shipyards employ nearly 22,000 people who design, build and support submarines, surface combatants, and auxiliary ships for the U.S. Navy and commercial ships for U.S.-Flag customers.

In line with the Committee's interests, we in General Dynamics are continually focused on improving shipbuilding efficiency and affordability. Three key factors that have direct and substantial impact on our shipyards are:

- ▶ Volume
- ▶ Stability of Requirements and,
- ▶ Predictability in Funding and Scheduling

Volume is the most obvious factor. The more ships we build, the more we can learn and improve our processes, leading to greater efficiency and lower cost. Just as important, increased volume affects thousands of suppliers who provide the components and commodities that comprise over half of ship construction costs. Economic order quantities improve vendor performance and lower shipbuilding costs.

Stability of requirements is the second factor. Setting requirements early facilitates a more mature design before construction begins, and enables more effective production planning, design for producibility, risk reduction and improved

General Dynamics is continually focused on improving shipbuilding efficiency and affordability.

maintainability for reduced total ownership cost.

The third factor is predictability in funding and scheduling. Ships are large, complex capital assets requiring years to design and build. Frequently, production plans must adapt to changing external factors. Minimizing these changes allows more effective cost control. Your committee's support of advanced funding and multi-year procurement has been extremely helpful in this regard.

We shipbuilders are responsible for the efficiency of our shipyards. We know that we must sustain our culture of continuous process improvement. I'll briefly address four areas that have significant impact on shipyard efficiency.

- ▶ Early collaboration
- ▶ Capital investment
- ▶ Workforce training and,
- ▶ Applying lessons learned

First, by "early collaboration" I mean conduct an open and crisp selection process, either through direct competition or negotiation, then down-select and immediately begin collaboration between industry and Navy stakeholders. We support the fact that the government must preserve the benefits of competition. But we urge acceleration of the selection process, because early and continuous collaboration is where substantial efficiency benefits are to be gained.

Second, capital investment and facility improvements lead to cost reductions. These investments are more justifiable when there is reasonable assurance of a sustained and predictable workload that supports the business case for return on invested capital.

Third, workforce training and knowledge transfer highlight our most important asset – people. Many family generations have proudly worked in the same shipyard. Worker skills are learned and honed, often through "deck plate interaction," and passed on to the next generation of shipbuilders. We also transfer knowledge using formal training, like our strong apprenticeship programs.

Fourth, we apply lessons learned from each ship we build. Continuous process improvement is now ingrained in our shipyard culture. We encourage our workers to look for safer, better, faster, and less costly ways to build our ships. They take pride in the fact that their good ideas are valued and applied. We share lessons learned across General Dynamics business units and work closely with our partners to promote improvement across all classes of ships. We also seek best practices through interaction with foreign shipyards, like the high-volume shipyards in South Korea.

A few examples may be useful to illustrate our commitment to process improvement, increased efficiency and reduced shipbuilding costs.

For the Virginia class submarine, the Navy invested 600 million dollars in the "Design for Affordability" program to develop design changes essential to price reduction. Congress provided advanced funding and accelerated the production of two submarines per year. These collaborative efforts improved the design, increased the build-rate, and reduced the total ownership cost of the program by nearly 4 billion dollars.

At Bath Iron Works, investment in the Land Level Facility and the Ultra Hall outfitting building reduced direct labor hours by more than 20 percent compared to the last DDG 51 built on the old inclined ways.

At NASSCO, facility investments, workforce training, and lessons learned

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Chapman, Panosky Take Home General Dynamics Innovation and Engineering Awards

WASHINGTON, D.C.

Two Electric Boat engineers were honored at General Dynamics 11th Annual Engineering Excellence and Innovation Awards Conference and Banquet for their engineering achievements and advancement of the corporation's technical capabilities.

Jack Chapman, a principal engineer in Dept. 431, received a General Dynamics Innovation Award in recognition of the several significant innovations he has introduced, which demonstrate Electric Boat's technology development expertise.

His innovations have been in fields as diverse as supercavitation, magnetic bearing control systems and quiet high-torque motors.

Most recently, Chapman has made key contributions to the DARPA-funded Underwater Express and Tango Bravo programs. His revolutionary concept for a supercavitating vehicle — developed in the Underwater Express program — has resulted in a number of international firsts in the field of supercavitation.

Testing has proven that the concept he developed is workable and provides a wide range of benefits to the vehicle, including improved flight stability, stabilization of the cavity and reduced drag.

The success of the concept was a key factor in DARPA's award to Electric Boat of a \$20 million phase two contract.

Chapman's work on advanced technologies provides a significant enhancement of the company's technical expertise in these areas.

Mark Panosky, a staff engineer in Non-Metallics Material Engineering, was the recipient of a General Dynamics Engineering Excellence Award. His

responsibilities include laboratory research, design engineering and production support for corrosion control and coating systems on U.S. Navy submarines.

As part of these efforts, he has promoted the use of automated powder coatings, robotic blasting and high-solids paints.

Panosky also has conducted investigations into biomimetic coatings (coatings that mimic nature) and the use of lasers for coatings removal, and has performed forensic studies on failed paint systems.

He also has helped develop compliance strategies to meet environmental requirements for coatings.

Additionally, Panosky has consulted on coatings and corrosion-control issues for the U.K and Australian submarine programs and served as chair of the National Shipbuilding Research Program Coatings Technical Panel from 2001 to 2007.

His current work involves development of new coatings and application methods that will reduce the cost of preservation systems on Virginia-class submarines. 🏆



Mark Panosky, left, and Jack Chapman, right.



HEALTH MATTERS

Bob Hurley, MD
Medical Director

“People often fear events and things that don't have a strong chance of occurring.”

PHOBICS NEED NOT APPLY

Like many people, I cut down trees on my property for use as firewood during the winter. The stored wood lies in a large pile for several months awaiting splitting. During that time it becomes home for many of the resident creatures of Ledyard, especially spiders and small snakes. I often wonder what the neighbors think of the lack of progress and the ensuing spectacle my two oldest sons and I provide while we attempt to split and stack the wood. It's not the aversion to hard work that limits us – it's the phobias. One child can't stand to be around spiders; the other, snakes. Every time we unearth one or the other, the unaffected child picks up the critter and torments the other by chasing him around the yard with it. This is short-lived as invariably I come across the other phobia-inducing animal and the routine repeats itself. I'm not much help as I keep on forgetting which child fears which animal and typically ask the phobic child to help in areas harboring their worst fears. Needless to say, I end up doing most of the spitting and stacking.

Phobias in the Air

People often fear events and things that don't have a strong chance of occurring. For example, a recent poll by the American Diabetes Association found that more people are afraid of flying (16 percent) and snakes (13 percent) than they are of contracting a chronic debilitating disease (5 percent). Perhaps that's why Hollywood made the 2006 movie, "Snakes on a Plane." It may

also explain why Americans have such a dismal record of engaging in routine preventive physicals, exercising, eating the right types of foods, smoking or drinking too much alcohol. And you may add one more to the list – screening for colon cancer.

And Now for the Numbers

Having this reservation about colon screening can be deadly. The American Cancer Society notes that when colorectal cancer is found early and treated, the 5-year relative survival rate is 90 percent. The problem is that colon screening rates are so low that only 40 percent of colorectal cancers are found early.

Colorectal cancer is also not rare. In fact, it is the third most common cancer and the second most common form of cancer-related death. The most recent year for which statistics are available is 2005. During that year 72,007 men and 69,398 women were diagnosed with colorectal cancer and 26,781 men and 26,224 women died from it.

Most colorectal cancers arise from preexisting small fleshy growths on the colon wall called adenomatous polyps. Adenomatous polyps occur in 30 percent of adults 50 years of age and older and increase with advancing age.

What's Recommended

The goal of colorectal screening is to identify early cancer and adenomatous polyps by mass screening of all average risk adults 50 and older. The United States Preventative Services Task Force (USPSTF) recommends screening for colorectal cancer using fecal occult blood testing, sigmoidoscopy or colonoscopy, in adults beginning at age 50 and continuing until age 75. The USTFPS finds there

is a high certainty that the net benefit of screening is substantial and has given colon screening by these methods their highest grade, an “A” recommendation.

The Why and How

Early detection of occult bleeding from colorectal cancer or polyps is done at home by fecal occult blood testing (FOBT). FOBT tests occult blood (blood that is not visible to the naked eye) in otherwise normal-colored stool. Cancers and polyps of the colon commonly produce fecal occult blood long before they cause other symptoms such as abdominal pain, rectal bleeding or changes in bowel habits. Two to three samples of stool are required for testing as bleeding from cancers and polyps is often intermittent, thus a single sample may miss disease. A finding of fecal occult blood leads to other tests that can find cancers early when they are small and before they metastasize (spread to distant organs). Patients may be cured of their cancers through surgical removal.

FOBT

There are two types of fecal occult blood testing, chemical and immunologic. The better of the two tests is the immunologic testing. There are several reasons for this. The chemical method is less sensitive as it reacts to bleeding from the stomach as well as the colon. This leads to an increase in false positive tests. In addition, this test reacts with all meat hemoglobin, some fruits and vegetables, medications and vitamin C.

Immunologic FOBT utilizes antibody technology, which is more specific for human blood. It will more frequently correctly detect occult blood from the colon. This heightened sensitivity and specificity results in fewer

abnormal tests due to interfering substances in the diet. Fewer false positives translate to fewer follow-up tests, such as colonoscopy.

The “Bottom” Line

The true test of any screening measure is how well it picks up early treatable disease. In the case of FOBT, many cancers or precancerous polyps can be detected. Ultimately, up to 16 percent of cancer-related deaths can be prevented. It is important to remember that having occult blood in the stool does not automatically mean that one has colon cancer or a polyp. There are many causes of occult blood in the stool such as bleeding from the stomach, small intestine or colon, most of which are benign. Therefore, patients with stools containing occult blood should be evaluated by physicians who will be able to exclude cancers and polyps, as well as to identify other causes of intestinal bleeding by this or the other recommended screening tools such as colonoscopy.

If you would like to participate in our new EB Building Better Health-FOBT screening program or if you have questions, please come to one of our Know Your Numbers events, the front desk of the Yard Hospital or call Doria Sklar at ext. 36391. Don't let your aversions deflect you from getting your initial colonoscopy at age 50 and then performing at-home FOBT screening for colorectal cancer on a yearly basis. 🍷

- 100 **Albert J. Boudreau**
23 years
ISM Tool Grinder 1C
- 100 **Gary R. Glaude**
34 years
Foreman
- 100 **William F. Stack**
6 years
Ism-Lathes Small 1/C
- 230 **James T. Cunningham Jr.**
46 years
Rigger 1/C
- 243 **Ronald B. Ranes**
41 years
Foreman
- 243 **William C. Ross**
35 years
Pipefitter 1/C
- 251 **Belgica A. LaBoy**
29 years
Painter 1/C
- 252 **Sidney H. Petrie**
30 years
Carpenter W/L
- 275 **Bruce E. Fountain**
12 years
Chief of Training
- 411 **Charles F. Wahl**
22 years
Logist Tech Aide
- 417 **John M. Johnson**
20 years
Program Manager
- 670 **Andrew R. Bilodeau**
14 years
Proc Improve Eng Sr
- 795 **Thomas R. Janus**
40 years
Planner Senior
- 795 **Gerald J. Peters**
20 years
Prod Planner

Classified



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

CATEGORY choose from

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

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.**

APPLIANCES

GE microwave oven. Space saver (over the hood). Brand-new condition, still in the box. Black. \$250. 608-7304.

AUTOS/TRUCKS

CUTLASS Ciera 1991. New tires, brakes, power steering pump, battery. Looks good and runs good. \$1,200. 388-3853; 227-6381; or 399-6327.

HONDA Accord LX 2001. 4 dr sedan, auto, A/C, cruise ctrl, 4 cyl, 32 MPG, 67K miles. Great shape, \$8,500. 464-7436 evenings and weekends.

TOYOTA Prius 2003. Hybrid, 4 dr, automatic, CD player, 74K miles, green, \$9,800, 447-3547.

MISCELLANEOUS

COMPOSTUMBLER 18 bushel. Like-new with sifter screen, cover, 20" thermometer and 10 pounds activator. Original cost was \$730; will sacrifice for \$399. 376-4160.

ELLIPTICAL TRAINER Pro-Form. Electronic display (distance, RPM, time), Adjustable stride, heavy duty. Excellent condition. \$250 OBO. 886-6113. (Leave a message after greeting from "The Quilting Way.")

NEVER USED: Sears electric power washer 1800 PSI/1.6 GPM with two bottles of cleaners. Original price was \$200. Selling for \$100. 376-4160.

PERFECT FLAME 4-burner LP gas grill, with rotisserie, grill cover and

manual. 3-yrs-old. Excellent condition. Propane tank not included. \$175 OBO. 445-1039 after 4 PM.

10" Sears Craftsman table saw with legs. Best offer. 443-3017.

MOTORCYCLES

BUELL Blast 2001. Low miles, sport pipes, adjustable clutch and front brake levers, new windshield and battery. \$2,300. 822-6762.

REAL ESTATE / RENTALS

FOLIAGE vacation directly on Narragansett Bay. Nearby golf, hiking and bike trails. Query CapeCod-BikeTrails.com and theoceanclub-str.com. Oct.16-23. 460-2086.

Heebner Describes Shipbuilding Issues

continued from page 4

reduced T-AKE's labor hours by over 50 percent. Additionally, our partnership with South Korea's Daewoo shipbuilding increased efficiency and reduced cost on our commercial ships and many of those improvements have carried over to our Navy programs.

Mr. Chairman, your subcommittee's initiatives have also contributed to more efficient and affordable shipbuilding. Your support of multi-year procurement, advanced procurement and advanced construction authority will continue to reduce costs for both the government and for shipbuilders. And, thank you for your efforts with regard to Title Eleven loan guarantees. Your support will help revitalize U.S. commercial shipbuilding, sustain a modern U.S.-Flag merchant fleet, and lower the cost of Navy shipbuilding.

Mr. Chairman, as you know, shipbuilding is a complex and dynamic process. Much has been done to improve efficiency, yet more can be done. We will work together with the Congress and the Navy to achieve this common objective.

I am proud of the high quality ships General Dynamics' shipbuilders are delivering to our Navy. I invite the committee to visit our shipyards so that our proud workers can show you the magnificent ships they build. 🇺🇸

EB Business Ethics and Conduct

BUSINESS ETHICS AND COMPLIANCE

When we talk about Business Ethics, we refer to the commitments that make our company great.

Each of us should strive to be:

- ▶ Law abiding
- ▶ Responsible and Reliable
- ▶ Honest and Trustworthy
- ▶ Fair and Cooperative

When we talk about Compliance, we refer to the laws, rules, regulations and policies that control and direct both our actions and those of our company.

The General Dynamics Standards of Business Ethics and Conduct includes information about both Ethics and Compliance. Each of us should read the Standards and understand the difference.

EB Ethics Director Frank Capizzano (860-433-1278) is available to assist anyone regarding questions or issues that may relate to Business Ethics or Compliance. The General Dynamics Ethics Hotline is also available to anyone 24/7 at 800-433-8442 or 700-613-6315 for international callers who wish to file a complaint regarding ethical misconduct. 🇺🇸

Remember – when in doubt, always ask.

Service Awards

40 years

241 Samuel S. DeCoste III
242 Richard A. Roach
244 Robert S. White
274 Paul M. Boudreau
459 Gilbert M. Suarez
460 Raymond E. Mitchell
670 William A. McDonald

35 years

100 Michael M. Lachapelle
100 Robert A. Scott
100 Raoul W. Sewer
220 Sandra L. Daley
226 Robert P. Bolt
226 Robert W. Cassano
226 Donna M. Millich
226 John A. Tucker III
227 William Jackson
227 Roland A. Welch
229 Thomas M. Balestracci
230 Theodore J. Beausoleil
244 Dennis P. Thompson
248 David J. Beaulieu
248 Levern Flowers
248 Earnest R. Ridenour
248 Russell T. Stoddard
272 Robert J. Ponder
330 Rita J. Lenkiewicz

330 Bernard A. Medeiros
330 Leonard E. Reed
355 John W. DeBerardinis
403 Michael F. Cipriani
414 Robert A. Applegate
421 Frank S. Chiaradio
427 Dennis M. Urra
431 John D. Biancarosa
447 Susan J. Granata
449 Thomas J. Werb
452 J. Gilbert Burton
452 Victor A. Martino
459 Burt H. Roy Jr.
472 Danny M. Holman
501 Peter T. McManus
501 Richard J. Peropat
502 Stephen J. Tavernier
508 Bruce M. Hart
614 Charles J. Antonelli
626 Bryan A. Schroeder
904 Arthur L. Cooke
904 Edward N. Legacy
915 Michael A. Belknap
915 Edward A. Guertin Jr.
921 Manual Sardo
921 George J. Schopac Jr.
933 Robert E. Rego
935 Jason A. Thomas
957 Paul A. Glittone
962 John L. Defazio
962 Stephen E. Gallagher

30 years

242 Albert B. Corey III
243 Stephen J. Webb
246 Tina M. Makulis
252 Thomas Leone
271 Bruce W. Falcone
272 Robert E. Decutiis
272 Michael E. Mahnke
274 Gary R. Cozart
355 Anthony J. Payne
355 David G. Sorensen
403 Frank E. Paris
445 Pamela L. Springer
452 Craig S. Trowbridge
453 Stephen P. Shockley
459 Peter D. Godon
459 Paul H. Youngclaus
460 Teresa A. Hamilton
462 David P. Murphy
495 James R. Fink
633 Cheryl J. Stergio
650 Timothy E. Corey
795 Gary D. Vuylsteke
901 James G. Rotondo
915 Russell A. Diaz Jr.

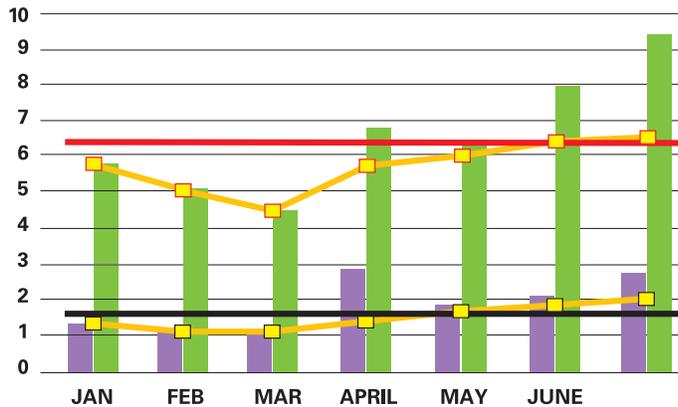
25 years

230 Richard N. Motta
355 Wayne C. Hamler
413 Jeffrey S. Turner
415 Robert C. Shepherd
449 William M. Corrigan
463 Larry M. Davis
644 Donna B. Sanford
646 Tami M. Algieri
686 Suzanne P. Lavoie
686 Thomas N. Plante
902 Kevin K. Mountford
915 Bruce K. Miller
915 Joseph A. Murphy

20 years

241 Keith O. Bragdon
243 Daniel A. Bonoyer
355 Jorge M. Payne
404 Kimberly R. Kintner
409 Bobbi-Jo Hebert
421 Terri L. Paige
428 Michael C. Devito
431 Kevin O. Rounds
452 Gary T. Young
459 Suzanne D. Burnett
501 Carl G. Wolf
650 Joseph T. Salvatore
904 Ellen P. Martin
921 Peter A. Booth
921 Bonnie S. Eden

ELECTRIC BOAT CORPORATION INJURY INCIDENCE RATES **2009**



RECORDABLE INJURIES FOR 2009 = **449**

LOST TIME CASES 2009 = **131**

RECORDABLE INCIDENCE RATE YTD = **6.26**

2009 GOAL = **6.27 or less**

LOST WORK DAY CASE RATE YTD 2009 = **1.83**

2009 GOAL = **1.68 or less**

2009 LWIR MONTH

2009 RIR MONTH

2009 LWIR YTD

2009 RIR YTD

2009 LWIR GOAL

2009 RIR GOAL