

JULY 2006



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## Process Improvement Team Streamlines Hull-coating Production, Reduces Costs

When the Process Improvement team developed a charter for a Rapid Improvement Event focusing on the manufacture of submarine hull coating, it set an ambitious goal of cutting costs by 10 percent.

By the end of the one-week, \$46,000 project, the group increased throughput by 25 percent and reduced costs by 20.3 percent, resulting in an estimated savings of more than \$500,000 a year, said event leader Rock Martel, D670.

“It was pretty dramatic when you look at any of the process metrics,” Martel said. For instance, the dis-

*Above, members of the team established for the submarine hull coating Rapid Improvement Event gather to analyze data during the project. From left are, Christy Coutant (210); Jeff Beacham (341); Mark Chayer (424); Rock Martel (670), the event leader; Lt. Cmdr. Jon Rucker of NAVSEA; and Dan Booker (467). The football is used in team exercises.*

*continued on page 3*



## Process-improvement team expands its roster

Lean Six Sigma is the name of Electric Boat's process improvement program, which is designed to support the company's continued growth and success. The employees who use Lean Six Sigma practices to evaluate problems and lead the teams that solve them are called Green Belts and Black Belts. They attain that designation after completing a rigorous training program over a period of several months. Recently, the Lean Six Sigma organization graduated two more classes of "Belts."

Shown above, the Green Belt class comprised, bottom row from left, Rob Geiger (since left the company), Hector Torres (452), Matt Covati (415), David Smallridge (456), Al Gauthier (702), Ray Zimmerman (355), Sandy Anilowski (473), Chris Green (467), Rachelle Beauchemin (970), Don Gray (433), Jason Cody (473), Dawn Barrasso (409) and Rick Grigsby (424). Also top row from left are Kimberly Anderson, business area leader (459), Joe Darrow (403), Jeff Johnson (274), Michael Amburn (459), Kevin Slocum (459), Ed Leight (437), Paul Carlson (467), Michael Perkins (200), Vinny Izzo (650), Gary Rice (438), Roland Vigneault, mentor (626).



The newly designated Black Belts are, from left, Jeff Cohen (462), Joe Bollentin (670), Carol Pepin (421), Marc Macintosh (462), Scott Streeseman (414) and Nik Iacono (462). Deneen Thaxton (670) is director of process engineering.

## SUPSHIP Groton Receives Award For USS Jimmy Carter Work

The Navy's Meritorious Unit Commendation was presented to SUPSHIP Groton recently in recognition of the organization's work in support of USS Jimmy Carter (SSN-23).

In a ceremony held in the Technology Center and attended by most of SUPSHIP personnel, Rear Adm. Mark Hugel, NAVSEA's deputy commander – Logistics, Maintenance and Industrial Operations, presented the award to Capt. Christopher R. Pietras, supervisor of shipbuilding.

Reading from the citation, Hugel said,

"The on-time delivery of the USS Jimmy Carter (SSN-23) and its unique multimission platform in December 2004 represented the fastest pace ever achieved for a new construction nuclear submarine from launching to sea trials and delivery."

Hugel continued, "By their unrelenting determination, perseverance and steadfast devotion to duty, the officers, enlisted personnel and civilian employees of the Seawolf Program and the Supervisor of Shipbuilding, Groton, Conn., reflected credit upon themselves and upheld the highest traditions of the United States Naval Service."

Pietras said, "It's a testament to the thousands of personnel involved - military and civilian personnel from the program office and SUPSHIP specifically, but also for all Electric Boat personnel, and other government and private sector organizations."

"I'm proud to lead and serve alongside the professionals of SUPSHIP Groton and Electric Boat," he continued. "The Meritorious Unit Commendation is Navy leadership's recognition of the hard work and commitment in making submarine construction, overhaul and repair occur." 🏆

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## EARNED HOURS: WHERE WE STAND

### Rapid Improvement

*continued from page 1*

tance traveled by carpenters in the process was 8,026 feet (about 1.5 miles) from start to finish at the beginning of the RIE, but just 900 feet at the end.

"What we found was that this was something that started out as a research and development process for the Navy, and it grew into a production program without ever really re-visiting the processes," Martel said. "If you're in the line of fire every day, it's hard to take your 15 or 20 best people and say, 'give me your best ideas and we'll go do something about it.'

"A Rapid Improvement Event lends itself to quickly gathering all those ideas that everyone has in the back of their mind, evaluating them, and putting them into practice," Martel said.

It was the first RIE for Mark Makoid, D252, the superintendent of carpenters, but he said the carpenters, as well as Navy representatives who work with them, were willing to give it a try.

"You put that whole group in the room and watch them all working together on a common goal, and it was amazing," Makoid said. "We just sit back and let them go. They really came up with

some good stuff."

Makoid said the carpenters have been producing custom pieces of hull coating for Quonset Point and Groton, as well as shipbuilding teammate Northrop Grumman Newport News, since the USS Seawolf installation. Traditionally, the shipyard has relied on the manufacturer for standard sizes.

"We were just set up to do one or two here or there, it wasn't really set up as a manufacturing process, but the volume of work that was expected really increased dramatically," Makoid said. "It really became overwhelming for the processes we were using."

Since the RIE, "We're down to the point where we can make a custom tile for the same price as the vendor can make a standard tile, and he's making hundreds of them at a time," Makoid said. With the added efficiency, he said, he's hoping to not only keep custom tile production in Groton, but also assume some of the work that has been done by the vendor in the past.

"I expect over the next four or five months, we could be doing a lot of the production in Groton," Makoid said. "If

you can level load your production line, it's a lot more efficient than having all these peaks and valleys. Once we get caught up and we bring in these efficiencies, I think we'll be under capacity, and I think we could support more of the work going forward."

Martel said the Process Improvement department considers a number of factors to determine which is the best candidate for the RIE, which tends to focus on a set of processes to understand them before making broad-based, structural changes.

"In this case, it was clear from the start there were many non-value added activities that we could eliminate from the process with a Rapid Improvement Event," Martel said. "We needed to reduce the cost per square foot of material, reduce cycle time, reduce material routing process time, and look at the ergonomics of the handling equipment. It's fair to say we put a good dent in the inefficiencies with this event." 🏠

# EB Ethics Office Gets Good Grades

**E**lectric Boat's ethics program earned high marks from the General Dynamics Staff Vice President for Ethics and Administration, Anne R. Harris, who inaugurated a series of Ethics Program Operations Reviews with a recent two-day trip to EB.

Harris said EB President John P. Casey makes clear to his staff that he expects them to meet the highest standards of integrity, and the company has a program that responds quickly and appropriately to any issues that are raised.

In addition, she said, EB Ethics Director Frank J. Capizzano (626) "is clearly perceived as a person of great integrity, someone who responds to issues promptly and professionally, and someone employees feel they can approach with any kind of issue."

She also cited strong interactions between the ethics director and the finance, human resources, legal and communications staff.

"It appears to be a real team effort that works very smoothly," Harris said. "You also have a robust set of ethics-related policies and procedures in place that strengthen the ethics program."

During the two-day visit, Capizzano reviewed all EB ethics programs and procedures with the Ethics Operations Review team, including Harris, Barbara Petitti, the Ethics Program manager, and Joan Dubinsky, president, The Rosentreter Group, a business ethics consultant.

Capizzano and the visiting team discussed how ethics complaints can be raised through the EB ombudsman, the equal employment opportunity/affirmative action office, the labor and employee relations office, security and legal departments or via the General Dynamics Business Ethics Hotline, and reviewed EB's other communication tools including readerboards, EBTV, and annual subcontractor ethics notices.

"One of the things they clearly walked away understanding is that we have a lot of avenues for people to express a concern," Capizzano said. "They felt that issues of ethics and business conduct are handled professionally and swiftly. They saw a high level of collaboration and cooperation among the functions responsible for the ethics program."

Capizzano said the corporate team also discussed some "best practices" that they see in place at other General Dynamics business units such as an ethics recognition program, "get to know your ethics staff" postings, and even an amateur film festival where employees made their own ethics-related videos and screened them for prizes.

"They clearly want the business units to tailor their approach to their individual circumstances – they're not looking for a 'one-size-fits-all' approach to ethics," Capizzano said. "But they feel these visits could facilitate a more robust approach to the ethics program throughout the corporation."

Harris also made some suggestions for enhancing EB's ethics program, including the possible use of "local ethics officers," or LEOs, for long-term work-sites such as Naval Submarine Base Kings Bay, Ga., who would be the initial point of contact at those satellite locations. That system has worked well for other divisions, she said.

"With a population as substantial as EB's, it may help you manage the program to have some 'eyes and ears on the ground' at some of the larger remote sites," Harris said. "Sometimes, if an employee has a question or wants advice on an ethics matter, he or she would prefer to talk to someone in person. A LEO can be that resource." Corporate headquarters conducts annual training programs for LEOs, she said.

She also recommended EB step up its communications and training campaign, which could include features such as an annual communication from senior management on the topic of business ethics, and provide supervisors with support material, such as case studies detailing how ethics issues were managed internally or at other companies, to facilitate informal discussions about ethics and business conduct in the workplace. "It's important to get the message out to employees and to do so repeatedly, so there will be no doubt about the company's expectations," Harris said. "It's also important to keep the message fresh. We can't let anyone forget that conducting business with integrity is critical to the continued success of General Dynamics."

Harris said the business-unit visits develop an increased understanding of how each unit is implementing the ethics program. That information will enable the corporate office to identify ways to provide whatever support and assistance the units may need, she said. 🌟

**“ It appears to be a real team effort that works very smoothly. You also have a robust set of ethics-related policies and procedures in place that strengthen the ethics program. ”**

– Anne R. Harris  
General Dynamics Staff  
Vice President for Ethics  
and Administration

## Gilroy Receives General Dynamics Technology Excellence Award



Michael Gilroy

For his expertise in naval propulsion-plant design, Electric Boat staff engineer Michael Gilroy (414) was presented with a General Dynamics Technology Excellence Award at a ceremony held recently at the Ritz Carlton in Pentagon City, Va.

Gilroy, who has contributed to the propulsion-plant designs of the Seawolf and Virginia-class submarines and the new carrier, CVN-21, was credited with developing new concepts then performing innovative

analyses to achieve plant simplification while maintaining performance goals.

Gilroy's technical leadership in fluid system design, fluid flow analysis, turbine operations and steam cycles was cited as a significant influence in determining the course of new propulsion-plant designs.

Additionally, Gilroy has been recognized by NAVSEA and government laboratories as the key technical expert for new propulsion-plant design evaluations and acceptability assessments. 🌟

## 1,000 AND COUNTING EB Engineering Group Sends Care Packages To U.S. Troops In Iraq

When a supervisor in his department deployed to Iraq with his Marine Reserve unit two years ago, Senior Engineer William E. Dodge (411) wanted to let him know people back home not only remembered him, but recognized his sacrifice.

So he organized a hot-dog lunch and used the money that it raised to send packages full of everything from phone cards to hygiene products — hard to find in a country where there's not a CVS on every corner — to his deployed co-worker.

Marine Col. John T. "Ted" Larson came back in May 2005, but the packages kept going over there. At last count Dodge and his crew have raised more than \$3,000 and shipped more than 1,000 care packages to the troops.

"I don't think anybody had any idea, when this all started, that we would be doing this this long," Dodge said. "But thanks to all the people who have volunteered to cook and to clean up and to sell tickets, we've managed to keep it going."

The group sent 44 packages last Christmas, up from 26 a year before. Summers might be a slow time for some, but Dodge recently shipped 30 more boxes. In addition, he recently sent two American flags to Senior Structural

Designer Felix Marinelli Jr. (999), who is deployed with the Army National Guard, to fly over his encampment in Iraq and send them back for delivery to Marinelli's two best friends who were injured in an explosion last December. One of them, Chad Danusis, is the son of Shipfitter First Class William A. Danusis (226).

"I knew I'd be doing it for at least as long as Ted was deployed, and as we picked up other family and friends, we realized that we'd keep doing it as long as we had people to send to," Dodge said. "It's amazing, the generosity of the people here at Electric Boat."

A recent letter from a staff sergeant who got one of the care packages shows how important the program has been in the war zone: "I received your package today and it was a very big surprise. I had no idea it was coming and it really cheered me up. I wanted to say thank you all and I will share the contents with my fellow troops ... U.S. troops do all we can to keep America safe from people who are trying to take our freedom away. When we receive tokens of your appreciation, it makes it so much easier. Thank you from all the troops here in Balad, Iraq."

Larson said the packages provided a link to his friends at home, and he real-

izes how important that is to the troops who are still getting that support.

"It just went on and on — people just want, in some way, to be connected to the effort, to support the troops, and that's the important thing," said Larson, who retired this year after 32 years of active and reserve duty. "We're going to need a lot more support, a lot more luncheons, a lot more boxes, a lot more letters. Let's keep it up, and do the best we can."

The most recent luncheon served as a sendoff for EB driver Jonathan K. Meadows (545) and Test Writer Beverly R. McPhail (460). McPhail, who was active-duty Navy for 15 years before joining the reserves, is headed for her first deployment as a reservist aboard the submarine tender Emory S. Land in the Mediterranean. She will serve as a senior chief hull technician.

"It's kind of exciting, but also a little scary," McPhail said. "You see on the news all about the protests, but I've gotten nothing but positive comments, not only from the people I work with, but the people out in town who know that I'm going. It's important to know that you have that support back home." 🌟



Bob Hurley, MD  
Medical Director

# HEALTH MATTERS

**I**t's summertime and I hope you've had time to relax, exercise, institute dietary changes and reflect on your health. The Health and Wellness Team of "EB Building Better Health" has a quiz for you. How many clues do you need to discover the topic of the month?

## The questions

1. The invention of this machine in 1881 accelerated growth.
2. It has been linked to health, happiness, wealth and power.
3. In Albania, more than 65 percent of third-year medical students perform this ritual daily.
4. China now leads the world in this endeavor.
5. This activity can influence the well being of others.
6. The maximum effects occur between the ages of 30 and 65.
7. 1 billion people will be affected by the end of this century.
8. One unit in the U.S equals:  
2-1/2 small fish in Sri Lanka.  
7 kg of tomatoes in Jordan.  
9 kg of potatoes in Armenia.

9. Brazil leads the world in value.
10. Smuggling makes it more available to everyone.

## Tobacco Atlas

The World Health Organization recently unveiled its second edition of the Tobacco Atlas. You can view this publication, as well as the Cancer Atlas, at: [www.cancer.org](http://www.cancer.org). Enter either the tobacco or cancer atlas into the search engine and it will direct you to the publication.

## The answers

1. James Bonsack invented the cigarette rolling machine in 1881, launching the tobacco pandemic. Prior to this breakthrough, using tobacco was a slow and clumsy process involving rolling papers or a pipe. By offering a convenient and portable method to begin and maintain a powerful addiction, the manufactured cigarette killed 100 million people in the 20th century.
2. The tobacco companies have developed sophisticated marketing schemes, especially to males. They have successfully convinced millions of men that smoking will be rewarded with "masculinity, health, happiness, fitness, wealth, power, and sexual success." Even though medical science has clearly established that smoking causes sickness, premature death, sexual impotence (ED) and infertility, people continue to buy into the tobacco industry's powerful marketing and keep puffing away.
3. In Albania, more than 65 percent of third-year medical students smoke. Smoking among health professionals varies widely around the world. Shortly after the introduction of the rolling machine, higher smoking rates were observed in U.S. physicians. When it became apparent in the 1960s that this habit was killing people, physicians quit and supported national reforms.
4. China now leads the world in con-

sumption at 1.8 trillion cigarettes yearly, followed by the United States (402 billion), Russia, (363 billion) and Japan (312 billion).

5. Environmental tobacco smoke or "second-hand smoke," refers to "side stream smoke," a very toxic smoke from the burning tip of the cigarette and "main-stream smoke," which is exhaled from the lungs of the smoker. Second-hand smoke increases your chance of cancer by 20 to 30 percent and heart disease by 25 percent. More than one half of the world's children are exposed to second-hand smoke, most of it, in the home.
6. Tobacco kills half of lifetime users and half of those die between the ages of 30 and 65. If current patterns continue, smoking will kill 10 million people every year. Smoking accounts for 12 percent of all deaths on the planet each year.
7. It's estimated that during the 20th century, one hundred million people died secondarily to tobacco products. With current rates of smoking, it is predicted that 1 billion people will die secondarily to tobacco between 2000 and 2100.
8. One pack of Marlboros (the world's standard for cigarettes) is worth those mentioned above. In addition, the average minutes of labor to earn a pack of Marlboros are:  
108 minutes in India.  
94 minutes in Kenya.  
71 minutes in Pakistan.  
10 minutes in Japan.
9. The value of the tobacco is related to quality associated with flavor and smoking characteristics. Brazil has an export crop of tobacco valued in equivalent U.S. dollars of \$1.052 billion versus the U.S. with \$1.040 billion. Four countries produce two-thirds of the world's tobacco. China grows the most with 2.4 million metric tons followed by Brazil, India and finally the U.S at 399,000 metric tons.

*continued on page 8*

# Engineering Supervisor Appointed To National Safety Group

Laboratory supervisor and marine chemist Donald Raffo (341) has been named to the Marine Advisory Committee on Occupational Safety and Health (MACOSH).

The U.S. Occupational Safety and Health Administration (OSHA) approved his appointment.

Raffo is one of just 96 individuals in the country certified as a Marine Chemist. In this position, Raffo is responsible for ensuring the safety of workers in tanks and other confined spaces at the Groton and Quonset facilities along with technical oversight of similar programs at the Norfolk and Puget Sound Naval Shipyards.

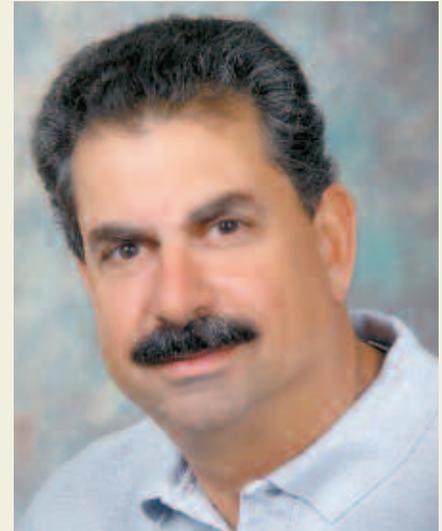
MACOSH advises the U.S. Secretary of Labor on occupational safety and health programs and standards for U.S. maritime industries, which include long-shoring, marine terminals and shipyards.

The committee consists of 15 members who represent employers, employees, federal and state safety and health organizations, professional groups and national standards-setting agencies.

Raffo will be one of three members from the shipbuilding industry nationwide.

“On both a personal and professional level, I’m very excited about this,” Raffo said. “The committee looks at issues that are relevant not just to Electric Boat, but to all of the General Dynamics’ shipyards. The committee looks at issues related to occupational health and safety and makes recommendations to OSHA, so this is an opportunity to have a significant impact.”

The Labor Secretary consults with MACOSH on various related subjects, including: ways to increase the effectiveness of safety and health regulations that apply to the maritime industries; injury



Donald Raffo

and illness prevention; the use of partnerships to improve training and outreach initiatives; and the promotion of a national dialogue on occupational safety and health.

In addition, MACOSH provides advice on enforcement initiatives designed to improve working conditions and the safety and health of men and women employed in the maritime industry. ⚙️

## General Dynamics Reports Strong Sales, Earnings In Second Quarter

**FALLS CHURCH, Va.** General Dynamics has reported 2006 second-quarter revenues of \$5.9 billion, a 15.5 percent increase over second-quarter 2005 revenues of \$5.1 billion. Earnings from continuing operations in the quarter increased to \$420 million, or \$1.03 per share on a fully diluted basis, compared to 2005 second-quarter earnings from continuing operations of \$338 million, or \$0.83 per share fully diluted. (All per-share data has been adjusted to reflect a two-for-one stock split that occurred March 24, 2006.)

General Dynamics also reported \$216 million in earnings from discontinued operations, which include a gain on the sale of certain non-core assets. Net earnings, including discontinued operations, were \$636 million for second-quarter

2006, or \$1.56 per share on a fully diluted basis. In comparison, net earnings for the second quarter of 2005 were \$345 million, or \$0.85 per share fully diluted.

Funded backlog at the end of the second quarter was \$30.5 billion, and total backlog was \$42.4 billion, compared to \$29.2 billion and \$41.6 billion, respectively, at the end of the first quarter of 2006.

For the first half of 2006, net cash provided by operating activities was \$793 million, while free cash flow from operations, defined as net cash provided by operating activities less capital expenditures, was \$664 million.

The company’s second-quarter 2006 results were driven largely by sales growth in the Aerospace and Combat Systems groups, and operating earnings growth in Aerospace, Combat Systems and Marine Systems. Information Systems and

Technology, Combat Systems and Aerospace generated strong orders as well, increasing their backlog significantly in the quarter.

“General Dynamics once again has delivered strong results,” said Nicholas D. Chabraja, General Dynamics chairman and chief executive officer. “Sales and operating earnings increased in all four business segments compared to the year-ago period, year-to-date cash generation continues to meet our expectations and funded backlog grew by \$1.3 billion quarter-over-quarter.”

“We now expect 2006 earnings from continuing operations to be approximately \$4.15 per share, fully diluted,” Chabraja said. ⚙️

## MARINE GROUP ROUNDUP

### Navy Awards EB \$13 Million Contract Modification For Submarine Work

**T**he U.S. Navy has awarded Electric Boat a \$13.4 million contract modification for nuclear-submarine work.

Under the terms of the contract modification, Electric Boat will provide design agent, planning yard, engineering and technical support for nuclear submarines. Electric Boat will also provide planning, scheduling and technical support for submarine maintenance activities. Initially awarded in March 2004, the contract could be worth more than \$1.1 billion over five years if all options are exercised and funded.

Ninety-one percent of the work will be performed at Groton; 5 percent at Newport, R.I.; and 4 percent at Quonset Point, R.I. Work performed under this modification is expected to be completed by June 2008. ♣

### Electric Boat Wins \$20 Million DARPA Contract For Continued Development Of Shaftless Propulsion For Subs

**E**lectric Boat has won a \$20 million, 18-month contract from the Defense Advanced Research Projects Agency (DARPA) to continue development of shaftless propulsion technology for submarines.

Electric Boat was one of two teams that participated in the first phase of the DARPA Tango Bravo program, to develop concepts for a submarine propulsion system that would not require a propulsion shaft that penetrates the hull. After reviewing both teams' proposals, DARPA selected Electric Boat to build and test a series of small- and large-scale technology demonstrators to validate the performance predicted for its design.

The designation Tango Bravo refers to the term "technology barrier." This program is examining certain technologies to determine whether they can meet stringent submarine performance requirements while reducing ship-acquisition and life-cycle costs and improving the warfighting capabilities and mission adaptability of future submarines.

Electric Boat has won two other technology demonstration contracts under the program – one to develop externally mounted submarine weapons, and the other to radically reduce ship infrastructure. ♣

### NASSCO Starts Construction Of Fifth T-AKE Ship

SAN DIEGO

**N**ASSCO earlier this month announced the start of construction on the fifth dry cargo-ammunition ship in the U.S. Navy's T-AKE program. The ship will be named later and is scheduled to be delivered to the Navy in the first quarter of 2008.

NASSCO has been awarded contracts to build nine T-AKE ships. Two additional ships are expected to be ordered by the Navy over the next two years for a total class of 11 ships. The first ship of the class, USNS Lewis and Clark, was delivered to the Navy on June 20. The second ship, USNS Sacagawea, was launched on June 24 and is scheduled to be delivered in the first quarter of 2007. The third ship, USNS Alan Shepard, is scheduled to be launched on December 5, 2006, and delivered in the summer of 2007.

T-AKE ships are 210 meters (689 feet) in length and 32.2 meters (105.6 feet) in beam, with a design draft of 9.12 meters (29.9 feet) and a displacement of 41,000 metric tons. NASSCO has incorporated international marine technologies and commercial ship-design features into the ships, including an integrated electric-drive propulsion system, to minimize operating costs over their projected 40-year service life. ♣

#### HEALTH MATTERS continued from page 6

**10.** Billions of cigarettes – nearly 1/3 of the total worldwide market – are smuggled each year. Smuggling floods the markets with cheap cigarettes, which makes them more available to young people and in turn contributes to increasing smoking rates. Between 2003 and 2004, 54 percent of cigarettes in the UK were

counterfeit. The World Customs Organization believes China is the major source of counterfeit cigarettes.

In closing, please go on-line and review these documents. You'll see there is not a single legitimate excuse for tobacco use today.

We are offering multiple programs

through our health plans and at the Yard Hospital for employees who want to quit tobacco. Please give a Health and Wellness team member a call: Doria Sklar, ext. 36391, Lydia Sisson, ext. 35903 or Sonia Garcia, ext. 32743 or 1-800-848-4747, ext. 8318. ♣



## EB, MTC Agree To Safety Recognition Program

**E**lectric Boat and the MTC have agreed on the provisions for the 2006 MTC Safety Recognition Program.

### This program has four elements:

- ▶ Achievement of a Recordable Injury Rate (RIR) of 14 or lower.
- ▶ Participation of at least 75 percent of MTC employees in the "16J" Safety Awareness Training Program.
- ▶ Attainment of 90 percent compliance with company personal protective equipment (PPE) requirements.
- ▶ Implementation of at least 22 new safety initiatives by MTC Local Safety Action Teams.

MTC members who work a minimum of 500 hours during 2006 will receive \$125 for achieving the RIR goal, and an additional \$75 for achieving each of the other three goals. If all four goals are met, MTC members will receive a total of \$350.

According to Chief of Safety Dave

Crowell, attaining these four goals will contribute to a safer and healthier workplace environment. "But the work of the Safety Action Teams has perhaps the greatest potential for improving safety in the Groton Shipyard," he said. "The best safety improvement ideas typically come from the people doing the hands-on work."

Last year, the MTC formed 10 Safety Action Teams – one team for each of the MTC's nine Locals and one additional team that represents second-shift workers. The teams are overseen by the Shipyard Safety Committee, comprising shipyard management and MTC leadership. The Shipyard Safety Committee keeps track of safety team progress and, more importantly, provides the support necessary for successful implementation of proposed process improvements. To date, the teams have been enthusiastic and have received 100 percent support from MTC leadership and company management.

### Below are some examples of

### safety issues resolved by the Safety Actions Teams:

**Problem:** Compliance with grinding PPE requirements.

**Solution:** Issue grinding tools with a tool bag containing all required PPE.

**Problem:** Flammable Fire Department uniforms

**Solution:** Purchase uniforms made from fire retardant material

**Problem:** Frequent scaffolding deficiencies noted during safety inspections.

**Solution:** Institute "SCAFF-TAG" Program – daily inspection and sign-off by a competent stage builder. Green Tag = safe to use; Red Tag = not safe to use.

**Problem:** Employees slipping on painted surfaces in shipboard tanks.

**Solution:** Provide non-skid booties that fit over work boots. 

## Retired Submariner Salutes Electric Boat

**E**B President John Casey recently received the following letter from a retired submariner.

My name is Robert Dwinell. I am a 75-year-old retired senior chief engineman (SS). I qualified in submarines in 1952 aboard the USS Cubera (SS-347), one of your fine submarines. She is gone, but I'm still here!

This day I viewed the building of USS

Virginia on the National Geographic Channel. I can't tell you how impressed I was with the skill and technology portrayed. I was even able to discern the pride your production people evinced when interviewed.

I have written to my legislators several times urging the continued building of our undersea fleet, both for safety reasons and to keep the submarine building skills finely honed.

The control of the seas and the security of our great nation long ago passed from the battleship to the submarine.

Keep up your great work!

Sincerely,

Robert S. Dwinell  
Senior Chief Engineman (SS)  
U.S. Navy (Retired)

# Classified

## AUTOS/TRUCKS

CAMARO 1991. 6-cyl., fuel inj., t-tops, white, looks and runs great. Lots of newbies on it. \$3,000 OBO. 884-4626.

FORD BRONCO 1988. V8 automatic, 4x4 XLT, ps/pb/ac/pw. Fair condition. 105K. Some rust. \$1,200 OBO. 848-1105.

CHEVYTRUCK 1996 Cheyenne. Extended cab, ac/ps/pb, trailer hitch, am/fm/cd player. Excellent condition. \$5,000 OBO. 848-1105.

MERCEDES 1985 380SL. Both tops, dark blue w/grey leather, low miles, fine condition, always garaged, summer use only. \$12,900 OBO. 230-0663.

## AUTO PARTS

PARTS for 2005 Harley Davidson Sportster. Windshield, luggage bags and misc. motor accessories. All for \$500. Call Barry at 608-9826.

SAAB roof racks. Fit 9000 Series. \$55. 444-2285.

## MISCELLANEOUS

AMERICAN Girl Doll clothes and furniture. Child's rocking chair, wooden doll cradle, new porcelain dolls, Fisher Price schoolhouse, children's books, dollhouse furniture, Mickey Mouse earrings, lamps. 401-596-5788.

BRIDGESTONE truck tire. New M773. Size 245-75-16. Small trailer, 2 fluorescent torchiere floor lamps - new energy saving 3-way system. 401-596-4519.

HAVILLAND china. Service for 4 - 28 pieces, new condition. Vintage jewelry, new chaise lounge mattress, 5 collectible Blue Willow dinner plates with matching platter - made in England. Have potter's mark. 401-596-5788.

KIRBY VACUUM with all attachments. 1 wheel needs repair. \$125. Basketball hoop on stand. \$40. 376-5736.

To submit a classified ad, send an e-mail to [EBNewsAds@gdeb.com](mailto: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.

TREADMILL. Sears Pro-Form 495PI, cushion walking platform, w/console fan, never used, boxed. Paid \$500; asking \$200. 442-5783.

## MOTORCYCLES

HARLEY DAVIDSON 2004 Softtail Heritage. VH pipes, 4K, perfect condition. \$15,995. 443-6518.

## REAL ESTATE / RENTALS

GROTON CONDO. Top level, 1br cath ceiling, w/d, dishwasher, ac. No smoking. No pets. \$795 + utilities. 536-8764.

# Retirees

100	<b>Edward J. Bridgman</b> 26 years ISM-Assembly Mac 1/C	403	<b>Samuel H. Gustafson</b> 4 years T/A Tech. Writing	456	<b>Robert O. Dodd</b> 37 years Elect. Sr. Designer	901	<b>Raymond E. Lewis, Jr.</b> 30 years Install. Tech. III
243	<b>Alvin R. Lewis</b> 28 years General Foreman	403	<b>Francis C. Laplante</b> 26 years /A Tech. Writing	472	<b>Jonathan J. Slocum</b> 19 years Eng. Proj. Spec.	904	<b>Paul E. Gordon</b> 27 years Install. Mech. I
252	<b>Gerald A. Daros</b> 30 years Carpenter 1/C	437	<b>Henry E. Schultz</b> 14 years Design Tech.-Mech.	496	<b>Paul W. Risseeuw</b> 34 years Engineer Staff		
252	<b>Robert F. Nadeau</b> 31 years Carpenter 1/C	447	<b>Dennis L. Horr</b> 30 years Mat. Systems Staff Spec.	496	<b>David R. Zoller</b> 34 years Principal Engineer		
252	<b>Thomas M. Ponte</b> 32 years Carpenter 1/C	452	<b>Stephen C. Banks</b> 33 years Supervisor, Design	663	<b>Michael J. Pasko</b> 43 years Admin. Clerk II		

## 40 years

278 Donald R. Donovan  
443 Lewis F. Baker

## 35 years

242 John J. Connolly  
244 David R. Carlson  
321 Alan Q. Larkin  
415 John Alden Jr.  
415 Mark B. Rayer  
445 Rinaldo J. Pazzaglia  
447 Donald F. Stenz Jr.  
472 Gale D. Hoy  
505 Thomas J. Sudol

## 30 years

100 Marshall H. Norman  
226 Thomas J. Couture  
226 Dennis E. Widstrom  
227 Edward J. Lindeborg  
229 Randy J. Williams  
242 William S. Thompson  
242 Glen R. Zagarenski  
242 John M. Ziccardi  
243 Roger H. Allyson  
243 Ken J. Cofone

244 Ronald R. Labrecque  
252 Roland M. Allard  
252 John W. Benoit  
252 Mark S. Chappell  
321 Judy A. Moran  
321 Peter K. Swan  
330 Cynthia A. Corley  
355 Mary A. Barboza  
355 Wayne J. Emond  
355 Peter F. Gilchrist  
355 Michael A. O'Neil  
414 Karl H. Lohr  
431 Dale R. Williams  
447 David D. Gauvin  
447 Peter M. Smerkar  
452 Paul G. Ludwig  
453 John P. Braica Jr.  
456 Ronald R. Rios  
459 James R. Cote  
495 Edward J. O'Donnell  
642 David A. Lefebvre  
792 James J. Gorton  
850 Dexter A. White  
860 Ernest R. Lariviere Jr.  
901 George A. Lepage  
902 Gerald J. Couillard  
915 Peter S. Medeiros  
935 Dennis J. Defranco  
950 Joseph L. Alves  
950 Kenneth A. Brouillard  
950 Philip J. McCafferty Jr.  
957 David C. Piche  
962 John N. Chirico  
967 Robin S. Farrell

## 25 years

229 Kent C. Winchell  
241 Robert C. Ventura  
243 Norbert E. Oloff  
251 Robert W. Delaporta  
251 Kenneth R. Olson  
251 Earl E. Pudeler  
252 Linda D. Armstrong  
252 Richard A. Charron  
252 John J. Lamay  
252 Kenneth M. Michel  
252 Sabino C. Nardone  
252 Edward J. Stack  
355 Robert A. DeLucia  
403 Randy J. Souza  
413 Vincent R. Young  
431 Duane V. Gamble  
441 Royal L. Allard III  
449 Kenneth R. Borden  
449 Michael J. Brusca  
449 Charles W. Gesner  
452 Steven Beck  
452 Joseph W. Morse  
459 Robert H. Scott  
496 Mark A. McCallum  
505 Glenn A. Credit  
626 Debra L. Matthews  
866 Russell A. Perkins  
870 Ernest L. Holley  
915 Edward Zubritsky  
924 Wesley Cook Jr.

## 20 years

275 Barry E. Lewis  
330 Dolores E. Britt  
355 David O. Wells  
413 Thomas J. Kusnierz  
425 Robert R. Feix  
438 Peter J. Bold  
449 Earl DuBack  
452 Geoffrey G. Greeno  
456 Shahnaz V. Nizami  
460 Williams L. Evans  
462 Ralph H. Williams  
463 Christopher J. Abate  
495 Isabel E. Alvarado  
495 Jean M. Roche  
605 Lisa L. Trolan  
902 Michael F. Dipalma  
915 Robert J. Fortune  
915 Gary L. Lavoie

## 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 = **515**  
 RECORDABLE INCIDENCE RATE YTD = **8.8** 2006 GOAL = **8.7**  
 LOST TIME CASES 2006 = **142**  
 LOST WORK DAY CASE RATE YTD 2006 = **2.4** 2006 GOAL = **2.6**

