

Electric Boat NEWS

MARCH 2008

Director of Process Engineering Deneen Thaxton explains to Rear Adm. William Hilarides how the company's Lean Six Sigma program has contributed to Virginia-Class cost reduction efforts. Her presentation was part of the recent Virginia Appreciation Day conducted at Quonset Point and Groton.



INSIDE

Electric Boat Engineers Receive Recognition for Achievements • 2

Welcome to Electric Boat • 3

Daffodil Sale Raises Cash for Cancer • 4

Suppliers Seek Congressional Sub Program Support • 5

GD Executive Michael Toner Receives Navy League Nimitz • 6

Apprentice Alumni Association Offers Three Scholarships • 6

Retirees • 7

Contract Roundup • 7

Health Matters • 8

Classifieds • 10

EB Business Ethics and Conduct • 10

Service Awards • 11

Safety Performance • 12

NAVY LAUDS ELECTRIC BOAT FOR VIRGINIA CLASS ACCOMPLISHMENTS

The U.S. Navy officer responsible for submarine acquisition offered high praise for Electric Boat and its employees for their contributions to the nation's security through the Virginia-class submarine program.

Rear Adm. William Hilarides, program executive officer – submarines, and Capt. Dave Johnson, the Navy's Virginia program manager, toured the Quonset Point and Groton facilities recently to see first-hand the many initiatives under way to reduce costs, increase productivity and enhance the capabilities of Virginia-class ships. Their visit was part of a day-long Virginia Appreciation Day organized by the Electric Boat Virginia program office to recognize the efforts of everyone engaged in making the program a widely acknowledged shipbuilding success.

“As I walked around today, I met a lot of impressive people and was struck by how much Electric Boat and its employees are like a submarine and its crew. The crew is what makes the

continued on page 4

Electric Boat Engineers Receive Recognition for Achievements

Ten Electric Boat engineers were recognized recently for their professional accomplishments by the Providence section of the American Society of Mechanical Engineers.

The EB engineers were among 22 technologists from industry and government honored at the local ASME chapter's annual recognition night, held in conjunction with National Engineers Week.

Ken Blomstedt, director of mechanical design and engineering and the organizer of Electric Boat's participation in the awards dinner, described the event as one part of the Engineering organization's effort to recognize employees' technical achievements.

"Technical excellence is the bedrock of Electric Boat Design and Engineering," said Blomstedt. "It's important for the company to recognize the employees who contribute to the company's technical leadership in the shipbuilding industry."

The Electric Boat honorees at the ASME event were:

Jack Chapman. Most recently, he helped develop a Supercavitating Personnel/Equipment Covert Transport/Rapid

Egress (SPECTRE) high-speed underwater vehicle in support of DARPA's Underwater Express initiative. His novel gas-recovery system concept was key to satisfying DARPA's go/no-go criteria for an extremely challenging project. Additionally, he led a team that developed a first-of-a-kind external electric control surface actuator. This actuator has the highest torque density of any electric actuator known to EB.

Bryan Driskill. As the structural lead responsible for virtually all structural design development and analysis for DARPA's Tango Bravo shaftless propulsion project, including efforts outside the propulsor area, Driskill plays a key role in one of the Navy's top R&D programs. He has resolved many integrated issues involving multiple disciplines including hydrodynamics, acoustics, structural / mechanical, manufacturing, installation and maintenance.

Jonathan Lathrop. While acting as the project manager for the Tango Bravo External Weapons Stow and Launch Program, Lathrop applied strong technical and management skills during the 18-

month development of a submarine full-scale external torpedo launcher concept utilizing a novel gas generator in lieu of a legacy torpedo impulse system. This concept successfully launched a Mk48 test shape from a launch canister at a depth of 100 feet. The test shape met rigorous acceleration and velocity criteria. More recently, Lathrop assisted in the development of the Underwater Express initiative, and led an external weapons study for future ship concepts.

Rui Botelho. As a member of the Ship Signatures team, Botelho has developed innovative ways to apply computational analysis codes to analyze, visualize and understand the flow of acoustic energy in ship structures. His work has led to a more advanced understanding of structural acoustics that will significantly

continued on page 3

Recognized at a recent American Society of Mechanical Engineers event were Electric Boat engineers, from left, Jack Chapman, Chuck Zebrosky, Stewart Peil, Bryan Driskill, Jim Roy, Jim McCabe, Glen Gott and Rui Botelho. Missing from the photo are Peter Volkmar and Jon Lathrop.



Welcome to Electric Boat

Please help welcome the following employees who have recently joined the company.

| | | | | |
|------------------------|----------------------|-----------------------|---------------------|---------------------|
| 100 Terry Crandall | 447 Kristen Van Dyne | Andrew Majewski | 454 Charles Dobson | 501 Scott Duplisea |
| Daniel Gallardo | 449 Donald Barnes | Robert Mariani | Abdulkadir Eshetu | 505 Holly Perry |
| Damon Ise | Michael Baycura | Beth McDowell | Daniel Hogan | James Walker |
| Frederick Rose | 452 Michael Almeida | Robert Metz Jr. | 456 Dorothy Coad | 645 Thomas Olendorf |
| 230 Todd Smith | John Bender | Jason Osborne | William Collins | 650 Scott Berry |
| 242 Jonathan Hennessey | Justin Besade | Thomas Ouellette | Michael Cryan | 660 Charles Allen |
| 322 Vincenzo Curcio | Christine Bobinski | Jonathan Picard | Michael Johnson | Ryan Audino |
| 341 Jason Martin | Christopher Britland | Richard Chase | Joshua LaPointe | Angel Febussantos |
| Robert Petersen | Daryl Charbonneau | Thomas Scipione | Raymond O'Donnell | Lisa Florentino |
| 412 Angie Urena | Aaron Colburn | Lucy Shaw | Wesley Woods | Jordan Hannah |
| 413 Jeffrey Bregitzer | Christian Collado | Michelle Sistare | 459 Justin Bean | Keith Lambrechts |
| Arthur Ingot | Michael Diangeli | Meghan Smith | David Erardy | Dwayne May |
| 416 Daniel Giles | Andrew Donnelly | Katherine Stearns | Susan Markow | Rebecca McDaniel |
| Patrick Schaedler | Dorinda Eiden | Patrick Stevens | Daniel Singleton | Ryan Mowry |
| 424 Dale Munz | Matthew Evans | Cheyne Tessier | Adam Toolan | Albert Perez |
| 429 Peter Jette | Kyle Gammell | Thomas Yeo | 462 Lee Mazurek | Jeffrey Robertson |
| 431 Todd Schuman | Michael Garduno | Matthew Zupka | 463 Eric Dow | William Rose |
| 433 Paul Suchocki | William Kenowski | 453 Joshua Bakoulis | 472 David Vest | Ian Rowland |
| 435 Issac Buahnik | 452 Brandon Knight | Alexandeer Barko | David Wojtyszyn | 662 Robert Shopoy |
| Marina Gurbanov | Warren Knight | Robert Hull | 492 Adam West | 797 David Romine |
| 443 Jamal Beckford | Roberet Kopetz | Christopher Quatroche | 494 Nathan Anderson | 957 Cameron Jones |
| 446 Darren Landino | Susan Lee-McCann | Kenneth Willey | William Pratt | Kendrick Spencer |
| | | | Gabriel Schwartz | |

continued from page 2

impact future ship designs. Additionally, he has displayed an aptitude for passing knowledge on to his peers, helping strengthen the analytical capabilities across his department.

Glenn Gott. His knowledge of ship systems has improved diver lockout capability for both U.S. Navy and Australian Navy submarines. As lead engineer, his initiative supported the successful development, test and certification of the Navy's diver lockout chamber for the SSGN class. Additionally, he has contributed to the new ASDS launch and retrieval method.

Jim McCabe. McCabe was recognized for his expertise in pipe stress analysis, which has solved difficult engineering problems. Specifically, he has provided technical oversight during the development of the Seawolf and Virginia-class submarines, and the new aircraft carrier. His capabilities are well known in Naval Reactors, Navy laboratories, and NAVSEA, as well as the commercial nuclear industry.

Peter Volkmar. A 33-year company veteran, Volkmar is the engineering supervisor for the propulsion plant valve group, with responsibility for overseeing the development and qualification of numerous valves in the Seawolf and Virginia-class programs. Recently, he has taken on the additional responsibility of developing more than 100 new valves for the next-generation aircraft carrier.

James Roy. Roy is the technical leader of the engineered pump group, which has developed and qualified several pumps for the Seawolf and Virginia-class programs, while

continued on page 5

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



Daffodil Sale Raises Cash for Cancer Society

Leann Rider (456), Pat Clay (459), Kate Bates (604), Dee Hill (436), Mary Sedotti (615), Bob Tuneski (341), Carolyn Lally (403), Joan Bacchiocchi (417), Deb Didato (436), Mary Mauro (650) and Anita Kaiser (629) were among 34 Electric Boat employees who sold daffodils to raise money for the American Cancer Society. This year, Electric Boat employees contributed \$13,590, enough to maintain the company's position as the event's leading fundraiser in Southeastern Connecticut.

NAVY *continued from page 1*
ship go – it's the heart of the ship," said Hilarides. "With the teamwork, innovation, energy and enthusiasm I saw among the EB folks today, I was reminded of a submarine crew. I don't know how I can pay you a higher compliment."

Hilarides said Electric Boat's capabilities are recognized outside of the submarine industry, specifically mentioning a recent study of international shipyards that ranked the company at or near the top in several categories, including innovative manufacturing techniques and cost-reduction efforts.

"I've ridden on three of the first four boats and the feedback from the fleet is that they love these submarines," he said.

"You've done something very special with the Virginia-class, and it will stand the submarine force in good stead for a long time.

"I appreciate what you do every day," Hilarides continued at the wrap-up session that concluded Virginia Appreciation Day. "And I'm looking forward to getting out to sea on New Hampshire later this year."

John Holmander, VP – Virginia-class program, thanked Hilarides for his sup-

port, particularly his backing of the Design for Affordability effort, which is key to reducing the cost of a Virginia-class ship to.

"The admiral has been responsible for making available the funds required to make Design for Affordability possible," he said. "We owe him thanks for trusting us to be good stewards of the taxpayers' money. His leadership has helped us develop a culture that allows employees to develop the innovative and creative ideas that are making the program successful," he said.

The day's activities began at Quonset Point, where Hilarides and Johnson toured the shops and viewed demonstrations in Building 2003 to learn more about the efforts there to cut costs and improve productivity.

The next stop was at the Shipyard Visualization Room in Groton, where EB employees provided details about the process improvements that are saving millions of dollars per year.

Foreman David "Doc" Holliday (229) described one process improvement initiative that examined every use of bottled gases in the shipyard. The review reduced

the gas bottle inventory by more than 80 percent in Groton and more than 35 percent in Quonset Point, resulting in an immediate savings of \$42,000 a year. In addition, the review led to changes in the bottled gas contract, saving another \$150,000 per year.

Foreman Michael Biancarosa (241) and design technician Kevin McKinzie (670) outlined a project that has replaced epoxies and adhesives with 3M "VHB" or very high bond tape. Using this tape in shipboard applications has reduced or eliminated 24-hour cure times and eliminated 11 process steps. In addition, the manufacturer agreed to pay some of the product development cost from their market development funds, compounding the shipyard savings.

Christine Coutant, a foreman in Dept. 210, detailed a project to eliminate waste in the process used to make hull coatings. This initiative saved about \$1 million last year and significantly reduced the generation of hazardous waste.

Senior engineer Matthew Alu (210) told Hilarides and Johnson about a new system that tracks fixtures and jigs. Last

continued on page 10

Suppliers Seek Congressional Sub Program Support

The mood at the recent Submarine Industrial Base Council's annual Supplier Days was upbeat as the group was brought up to date on positive developments in the Navy's submarine program and successful efforts to increase production to two ships per year in FY 11.

The event attracted more than 160 submarine suppliers representing 88 companies in 23 states who gathered in Washington, D.C., to generate support for submarine programs among members of Congress.

Addressing the council members, Electric Boat President John Casey thanked them for their contributions in support of the nation's submarine industrial base and the ships they produce for the U.S. Navy.

"Last year, we achieved unprecedented success in our efforts with Congress and the Navy, with the Virginia program receiving \$588 million in advanced procurement funding," Casey said. "Subsequently, the Navy added a second ship to the FY11 spending plan, a year ahead of the previous proposal."

At the same time, Casey said, Electric Boat has continued to improve its performance in the Virginia program, specifically mentioning the float off of the submarine New Hampshire (SSN-778) last month.

"We're adhering to a construction timeline that will lead to New Hampshire's delivery 14 months earlier than Hawaii," he said. "We are also proceeding with a major redesign of the Virginia-class bow, which will reduce costs and increase capability."

"Looking forward, we expect to sign a contract later this year for at least eight more Virginia-class submarines. This would extend our construction backlog out to FY 18," he said.

Casey also told the suppliers of Electric Boat's participation in the Navy's Sea-Based Strategic Deterrent System initiative, which is expected to develop into the design program for the next-generation ballistic-missile submarine.

"I mention this design work for an important reason, realizing it may not seem immediately relevant to you as suppliers," he said. "Once we start the detail design of the next-generation SSBN, we will engage your component design engineers to ensure we provide our nation with the most capable strategic deterrent achievable," he explained.

Acknowledging that there is strong competition for funding, Casey told the council members that there is an increasing recognition among Congressional leaders that naval shipbuilding must expand to support the nation's defense strategy.

Even with the growing support, he said, members of the supplier network must present their congressional delegations with a persuasive case – that submarines are indispensable, the missions they perform are relevant to the country's defense and that the industry is making every effort to make the ships more affordable.

Specifically, said Casey, the industrial base must ask Congress to:

- ▶ Authorize an additional \$79 million for advanced procurement and construction efforts to support a more efficient construction schedule and
- ▶ Add \$53 million to the FY09 budget proposal to support the Navy's efforts to define the capabilities of the Sea-Based Strategic Deterrent. ❖

Awards *continued from page 3*

resolving issues encountered during manufacturing and testing. In addition, he has been a key player in the company's efforts to reduce equipment costs, recommending and obtaining approval of numerous design and shipboard testing changes that lower costs without impacting component performance or reliability.

Charles Zebrosky. As the technical lead for propulsors, Zebrosky has made important contributions to emerging projects involving advanced propulsors for both submarines and surface ships. He also has supported initiatives to reduce propulsor-manufacturing and maintenance costs, and has provided guidance to DARPA's Rimjet and Tango Bravo Shaftless Propulsion projects.

Stewart Peil. His technical expertise – coupled with a multidiscipline design capability – has resulted in the development of state-of-the-art ceramic ball bearings for quiet applications, a steering system for a hub-driven propulsion pod, and water-lubricated thrust bearings for a rim-driven permanent magnet motor propulsion pod. Peil now leads a team designing and building a full-scale, electro-mechanical actuator for the control surfaces of a future submarine with X-planes. The awards were presented by the employees' managers and supervisors: Richard Cady, manager of ship system components, shafting and propulsor; Gary Cooper, manager of ships signatures; Joseph DeSandre, manager of engineered valves, pumps, heat exchangers, diesels and air components; Ted Linn, manager of weapons and mechanical systems; William Pepin, manager of fluid mechanics; Peter Schilke, program manager – DARPA technology initiatives; and Robert Shepard, supervisor – propulsor. ❖

General Dynamics Executive Michael Toner Receives Navy League Nimitz Award

The Navy League of the United States earlier this month presented its 2008 Fleet Admiral Chester W. Nimitz award for exemplary leadership in the maritime defense industry to Michael Toner, executive vice president for General Dynamics Marine Systems, at the Navy League Sea-Air-Space Exposition banquet in Washington, D.C.

Toner's 42-year distinguished career at General Dynamics has set the standard of excellence in leadership, technical expertise and personal integrity for the entire shipbuilding industry. Responsible for the design, construction and overhaul of the world's finest nuclear-powered submarines, Toner spearheaded the creation of the enormously successful Navy / General Dynamics / Northrop Grumman team to build the Virginia-class submarine, the first U.S. warship designed for the post-Cold War environment. He also directed two programs considered among the most successful in shipbuilding: an initiative that in just 39 months designed and built a 100-foot, 2500-ton module for the final Seawolf-class submarine, USS Jimmy Carter, to make it special mission capable; and the complex conversion of four Ohio-class submarines to carry large numbers of Special Forces and as many as 154 conventional missiles.

"The Navy and the nation are blessed to have a superb professional like Mike Toner who is an innovative leader and dynamic team builder. His outstanding contributions to the shipbuilding industry, the Navy and the Nation in the design and construction of Navy ships have ensured that America's fleet remains the best and most powerful in the world."

– J. Michael McGrath,
Navy League president

"The Navy and the nation are blessed to have a superb professional like Mike Toner who is an innovative leader and dynamic team builder," said J. Michael McGrath, Navy League president. "His outstanding contributions to the shipbuilding industry, the Navy and the Nation in the design and construction of Navy ships have ensured that America's

fleet remains the best and most powerful in the world."

During his three-year term as chairman of the National Shipbuilding Research Program's Executive Control Board, Toner revitalized an initiative to have the CEOs of 11 major U.S. shipyards combine resources to accelerate the rate of improvement in U.S. shipbuilding. He forged a clear national consensus, documented as the MARITECH Advanced Shipbuilding Enterprise Strategic Investment Plan, which identified six major areas to focus shipbuilding innovation resources.

Toner also serves on the boards of directors of the Connecticut Business and Industry Association, the Lawrence and Memorial Hospital, the University of New Haven Board of Governors, and advisory boards for the University of Connecticut and the U.S. Merchant Marine Academy.

The Navy League's Nimitz award is named after Fleet Admiral Chester W. Nimitz, whose qualities of leadership, statesmanship and dedication, exemplify his commitment to the need for a strong maritime defense supported by American industry. 🍷

Apprentice Alumni Association Offers Three Scholarships

The Electric Boat Apprentice Alumni Association (EBAAA) will offer three educational scholarship awards of \$2,000, \$1,500 and \$1,000 to graduating high school students.

The awards will be given to sons and daughters of EBAAA members on the basis of academic qualifications and the desire to continue in their field of educational study. Applications are available from any member of the EBAAA board of directors.

Applications must be submitted no later than April 11. For further information, call Angela DeGray, ext. 32744 or Andy Peacock, ext. 33024. 🍷

Retirees

- 200 **John A. Azzinaro**
43 years
Mgr Shipyard Suppt
- 229 **John J. Ferguson Jr.**
28 years
Welder-Struct 1/C
- 229 **David J. Halbach**
35 years
Foreman
- 243 **Kenneth S. Campbell**
29 years
Pipefitter 1/C
- 251 **Ronald L. Dobson**
28 years
Painter Spec
- 272 **Bill G. Elrod**
3 years
STO Techn-Elect 1/C
- 274 **Richard B. Steele**
41 years
Foreman
- 321 **Jeffrey C. Pritchard**
45 years
Manager of Quality
- 341 **Gilbert E. Dionne**
43 years
Eng Suppt- Metrology
- 355 **Arthur H. Geyer**
32 years
Prod Planner
- 355 **Peter J. Heller**
33 years
Planning Spec Sr
- 355 **Robert E. Jacques Sr.**
43 years
Planning Spec Sr
- 355 **William D. O'Leary**
11 years
Prod Planner
- 355 **Lawrence J. Wilhelm**
33 years
Planning Spec Sr
- 400 **Audrey A. Steinetz**
28 years
Staff Assistant
- 416 **Dorothy A. Singleton**
27 years
Design Tech-Piping
- 433 **Walter C. Haycock**
28 years
Principal Engineer

continued on page 9

Construction of 10th Virginia-Class Submarine Is Under Way

The U.S. Navy has provided Electric Boat with \$1.1 billion in funding to begin construction of SSN-783, the 10th Virginia-class submarine.

SSN-783, which has not yet been named, is the last ship of an \$8.7 billion, six-submarine purchase announced by the Navy in August 2003. Electric Boat is scheduled to deliver the submarine in April 2014. The actual delivery is expected to occur earlier because of learning-curve and process improvements achieved during construction of the previous Virginia-class ships.

At the Navy's request, Electric Boat is now preparing for the next Virginia-class procurement phase – Block III – which will consist of eight submarines between FY09 and FY13; in dollar value, it would be the U.S. Navy's largest submarine purchase.

Navy Awards EB \$50 Million Contract For Submarine Technical And Engineering Support

The U.S. Navy has awarded Electric Boat a \$49.8 million contract modification to provide planning yard, and technical and engineering support for nuclear submarines.

Under the terms of the contract modification, Electric Boat will provide design and modernization services to support major submarine alterations. Additionally, Electric Boat will provide materials to support installation of hull, mechanical and electrical components; command and control systems; and subsystem design changes. Work performed under this modification is expected to be completed by September 2008.

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.

Electric Boat Receives \$9 Million To Plan Maintenance Work On Submarine North Carolina

The U.S. Navy has awarded Electric Boat a \$9 million contract modification to plan the post-shakedown availability (PSA) on the nuclear submarine North Carolina (SSN-777).

The PSA, which will comprise maintenance, repairs, alterations and testing, will be performed in Groton and is expected to begin in early 2009.

North Carolina, the fourth ship of the Virginia Class, was delivered to the Navy earlier this month by Electric Boat's construction teammate, Northrop Grumman Shipbuilding. Electric Boat and Northrop Grumman Shipbuilding have received contracts to produce a total of 10 Virginia-Class submarines. ♣



Bob Hurley, MD
Medical Director

HEALTH MATTERS

Overlooking the Atlantic Ocean, Marconi Station situated high on the cliffs of the Cape Cod National Seashore, remains a stark reminder of the ravages of time. The original concrete footings of the immense radio quadrangle erected in 1903 have disappeared down the 150-foot cliffs and out into the ocean. Guglielmo Marconi chose this inhospitable and lonesome site to send the first trans-Atlantic communication to England in 1903. History has labeled this feat so significant that Marconi has been immortalized as the “Father of the Radio.” Yes, a remarkable achievement ... except the last part isn’t true.

Tesla

The Serbian-born inventor Nikola Tesla was known in his lifetime as an equal to some of the giants of the early 20th century, such as George Westinghouse and Thomas Edison. He invented not only alternating current, the AC motor, rotating magnetic fields but also the wireless technology that became the radio. Some have labeled him the father of the 20th century based on his contributions to electrical design. One wonders what comment Tesla would offer to those praising Marconi. Based on what we

know of his personality, his response would be anger and resentment.

Tesla certainly would remind us that he demonstrated wireless radio communication in 1893 followed by a successful application to the U.S Patent Office for “the radio” 24 months later. In 1896, he demonstrated a radio-controlled boat, hoping to convince the Navy to use radio-controlled torpedoes. But in 1904, the U.S. Patent Office reversed its decision and awarded Marconi the patent for the radio. Thus began Tesla’s lifelong battle against Marconi and the patent office to reclaim what he saw as his rightful ownership. Any reconciliation of the parties was squelched when the Nobel committee awarded its prize for the invention of the radio to Marconi in 1909.

And Marconi was not Tesla’s only nemesis. He fought a lifelong battle of wills with Thomas Edison based on his perception that he was demeaned and swindled by the famed inventor.

American Humor

Tesla arrived in the U.S. in 1884 and immediately secured a position with Edison at his Edison Machine Works. His brilliance immediately recognized, he was assigned the major engineering problems of the day, including the redesign of the Edison Company’s direct current generators. It’s said that Edison offered Tesla \$50,000 dollars if he could redesign these generators to be more efficient. After several patented upgrades he pressed Edison for the payment. Edison is reported to have replied, “Tesla, you don’t understand our American humor.” Enraged, he left the company, and soon penniless, supported himself by digging ditches for, ironically, the Edison Electric Company.

Edison and Tesla were mentioned as logical candidates for a shared Nobel Prize based on their contributions to DC and AC technologies. Reportedly, their animosity and attempts to minimize each other’s achievements were such that they

refused to ever accept the award jointly or if the other received it first. Rumors persist to this day that the Nobel committee in 1915 thought to honor both men yet pulled back and gave neither the award. When Edison died, Tesla offered the lone negative obituary. In 1943, Tesla died impoverished, some six months before the U.S. Supreme Court upheld his patent for the radio.

Forgiveness

For a moment, close your eyes and imagine a person or situation that has hurt you. It doesn’t matter whether the insult is small or large, only that you suffered either a singular deeply painful harm or daily wounding slights. Now, let the anger and resentment you feel for the perpetrator come to the fore of your thought. Ruminant about it, feel the old hurt, let the anger and resentment flow, repeat the thoughts, relish in your fantasies of hatred, resentment and plans for revenge. Give it a couple of minutes. Now stop.

Check your heart rate, your breathing, and how your stomach or neck and shoulder muscles feel. Herbert Benson of the Harvard Mind Body Medical Institute says it well – “hatred is a banquet until you recognize you are the main course.”

Now introduce a new thought. Close your eyes and visualize standing in front of the perpetrator. Then forgive him or her. Understand the situation from their point of view, wish him or her well and say goodbye. Forgive these perpetrators, whether they are sorry or not. Whether they apologize or not. Tell them you have decided to forgive and are moving on. Repeat these thoughts for several minutes. Now check your pulse and respiratory rate. What has happened?

The Basics

For many, forgiveness is learned either as a religious tenet or the parental dictate of “forgive your brother-or else.” Some people question whether forgiveness is a

virtue as the enlightened one judges the other and assumes moral superiority. Modern thought views forgiveness as the mental or spiritual process of ceasing to feel resentment, indignation and anger against another person for a perceived offense, difference of opinion or mistake. It requires relinquishing the demands of punishment or restitution. Forgiving allows one to change negative attitudes toward the perpetrator to positive emotions. By letting go of the bitterness and resentment, these changes result in enhanced internal self image and improved external relationships.

According to Howard Luskin of the Stanford Forgiveness Project, the basis of unresolved conflicts and long-standing hurt are: an exaggerated taking of personal offense; blaming the offender for how you feel; and the creation of a grievance story.

What's in it for me?

Compared with those who hold resentments and grudges, individuals who forgive lead healthier and happier lives. So says Dr. Robert Enright of the University of Wisconsin-Madison, who is credited with creating the modern science of forgiveness studies. Whether this ability to forgive is guided by religious or secular beliefs is less important than the notion that this is a skill that can be learned.

"I'm a Great Forgiver"

Perhaps, yet a 2001 national survey noted that only 52 percent of Americans said they had forgiven others for hurtful acts. Recent studies have demonstrated that those older than 45 who forgive have less depression, better self image, and reductions in drug and alcohol abuse. Specifically, the ability to forgive was positively correlated with reductions in

cardiac arrhythmias, heart attacks and high blood pressure.

Sometimes we lack the ability to forgive ourselves. Men who do not forgive themselves readily are seven times more likely to suffer from depression than men who do. Women who are highly forgiving are three times less likely to suffer from depression or sleep disorders than those prone to self blame and regret.

If you believe you have troubles with forgiveness and the resultant ruminations and fantasies of revenge, why don't you speak with your family doctor or call our Employee Assistance Program at 860-437-2188; Health Net Mental Health Network at 888-327-0017; or UHC/United Behavioral Health at 866-743-6551 for a referral for treatment.

As Dr. Luskin states, "forgiveness is a skill that can be learned." 🧠



House Call at the Electrical Shop

Medical Director Robert Hurley discusses how aspirin helps prevent heart attacks and strokes with William Gabiga (278) at a House Call earlier this month held at the electrical shop. Hurley and his staff routinely conduct this service at different locations in Groton, screening cholesterol and glucose levels, checking blood pressure, and measuring body fat, weight and height.

RETIREES *continued from page 7*

| | | | | | |
|-----|--|-----|---|-----|--|
| 452 | Robert F. Burdick 39 years Design Tech-Piping | 495 | Robert A. Pion 42 years Principal Engineer | 662 | Michael J. St. Germain 31 years Firefighter 1/C |
| 452 | Linda McCoy 25 years Vent Sr Designer | 495 | Hubert G. Rice 42 years Principal Engineer | 704 | Andrew S. Parisek Jr. 40 years Foreman |
| 456 | Ralph F. Boles 22 years Elect Sr Designer | 496 | Russell B. Borden Jr. 43 years Eng Suppt-Wt Est | 901 | Aldo J. Mangiantine 26 years Install Tech III |
| 459 | George W. Collins 13 years Arrgt Sr Des Spec | 501 | Frank Sawicki 40 years Welder Maint Spec | 904 | James F. McCarthy 31 years Struct Fab Mech I |
| 459 | Brent G. Weimer 45 years Design Tech-Struct | 545 | Robert J. Harrington 15 years Truck Dr/Fork Lt 1/C | 915 | Mary J. Erickson 23 years Install Mech I |
| 459 | Kenneth M. White 34 years Strct S/Des Sr Spec | 626 | Melvin J. Williams Jr. 33 years Planning Spec Sr | 915 | Albert L. Latour 30 years Install Mech I |
| 464 | Jorge A. Dellava 12 years Engineer | 644 | Lucille M. Gelinis 33 years Occupational Nurse | 962 | Frank Ferreira Jr. 33 years Prod Supp Mech I |
| 473 | Ronald W. Bashar 36 years Staff Engineer | 650 | Robert J. Mark 32 years Sr Contr Spec | | |

Classified

APPLIANCES

FREEZER Frigidaire Frostless. 11 cu. ft. Year 2003. Very good condition. \$135. 464-1123.

REFRIGERATOR. Standard width/height. Freezer on top, adjustable shelves, yellow, no auto ice but makes great ice cubes. \$100. 536-8297.

AUTOS/TRUCKS

FORD MUSTANG GT convertible. 1998, 5 speed, chipped inducted exhaust, 300 hp, loaded and very good condition. \$8,500 OBO. 961-8988.

MERCEDES BENZ E320. 1995 4 door, automatic transmission, power windows, power locks, 147K miles, good condition. \$5,000 OBO. 961-8988.

MISCELLANEOUS

AMERICAN Girl Doll clothes and furniture. Child's rocking chair, Elvis doll, 1950s Ken doll, Mickey Mouse earrings, small Jaymar piano, children's books, records

and puzzles, porcelain ballerina doll. 401-596-5788.

AQUARIUM. 20 gal. Everything included plus oak stand w/storage cabinet. \$60. 739-6355.

BICYCLE rack for camper ladder, 2 bicycle, very good condition. \$20. 464-1123.

FOSTORIA glassware, service for four. Haviland china set, 28 pieces. Collectible Blue Willow dinner plates with matching platter, new men's Wearguard pants, size 44. Crutches. 401-596-5788.

HOT SPRINGS SPA. 5-person, hinged top, underwater light, air jets. Includes chemicals/ test kit. Water leaking somewhere. Delivery not included. 115 VAC. \$40. 536-8297.

LAWN MOWER. 21" Troy-built, 2 years old, \$100 OBO. 739-6355

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

CATEGORY choose from

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

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

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

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

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

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

MOTORCYCLES

2006 DUCATI 800 Supersport with 3,000 miles. MSRP is \$8,495. Will sell for \$6,750. 235-6926

REAL ESTATE/SALES

LAND Tug Hill area, N.Y. 3 acres with apple trees, paved road, utilities, near state land for hunting & fishing. Snowmobile and ATV trails. Black River with 7 miles of class 3 & 4 rapids. \$12,500. 449-1808 or 917-6719.

EB Business Ethics and Conduct

Business Ethics Values

Electric Boat is in business to earn a fair return on behalf of our stockholders. We must therefore assure that we:

- ▶ Tell the truth at all times
- ▶ Keep our promises to others
- ▶ Respect others regardless of the situation or circumstance
- ▶ Are trustworthy in our dealings with others
- ▶ Conduct ourselves with integrity
- ▶ Manage our behavior responsibly

OUR BUSINESS CONDUCT REFLECTS OUR BUSINESS ETHICS VALUES

EB Ethics Director Frank Capizano (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 at 800-433-8442, or 700-613-6315 for international callers.

Remember – when in doubt, always ask 

NAVY *continued from page 4*

year, the system saved \$263,000 in time and material that would have been spent replacing items that could not be located.

“The level of enthusiasm ... the number of ideas ... is very encouraging,” said Hilarides. “We have the process in place for rapid approval of DFA ideas. I want to leverage that to get approval of these ideas as soon as possible. This is just too important.”

At the end of the event, following another series of presentations in the Technology Center's third-floor conference room, Electric Boat President John Casey expressed his appreciation to everyone in the company for their contributions.

“I want to thank all of our people, who are the ones deserving every bit of the credit for our success,” he said. “It is truly rewarding to lead this great 10,000-person organization, and I want everyone to know how much I value and appreciate the efforts they make every day to make Electric Boat what it is today.” 

Service Awards

50 years

604 Charles T. Stanton

45 years

459 Ronald V. DeCarolis
462 John G. Prokop
463 Donald P. Noel

40 years

100 Gary S. Kuzmenko
230 Michael J. Decilorami
243 Ronald B. Ranes
323 Wayne E. Discuillo
333 Robert A. Lasnier
355 Edward R. Ibrahim
355 Herbert L. Johnson Jr.
423 Ronald J. Phillips
431 Carl D. Page
447 Garold E. Benson
449 Thomas W. Baker
453 Robert A. Chipperfield
459 Edward D. Morgan
797 Janice M. Felicetti

35 years

100 Maurice A. Chederquist Jr.
226 Ronald A. Donovan
226 John M. Riley Jr.
230 Palmer L. Tillman Jr.
241 Jorge L. Llanes
243 Michael A. Gencarelli
251 Gerald W. Holly
251 Elaine Key
251 Carl R. Novak
252 Dennis J. Wilczek
274 Craig R. Coppage
274 James F. McVeigh
275 David W. Johnstone Jr.
321 Jessie M. King
321 Henry J. Lavoie Jr.
321 Wayne S. Toporowski
323 Peggy A. Jensen
330 Joseph J. Connolly Jr.
333 Joseph A. Delesio
333 Leroy A. Getchell
333 William M. Poirier
355 Jerome J. Chadwick
438 David G. St. Claire
441 Wayne H. Dougherty
441 Philip P. Gingerella
449 Cheryl A. Zeleznicky
452 Mark T. Kurpaska
454 Peter J. Salmoiraghi
458 Mary E. Gee
460 Peter E. Gabiga
507 James W. Reilly
545 Lloyd J. Franklin
551 Dennis A. Poppie
610 Ann A. Kepping
642 Howard A. Manuel
663 Joseph L. Gallo

30 years

274 Warren D. Cole
456 Sandra L. Watrous
463 William T. Jagoda
795 Richard A. Lavoie

25 years

100 Norman F. Jordan
226 Dale L. Williams
241 Arthur F. Weeks
242 Bruce M. Jablonski
251 Kevin J. Fusconi
252 Paul A. Cloutier
252 Christopher F. Manning
275 Gary P. Burke
321 Michael E. Bingham
330 William C. Wilcox
341 Debra J. Morrisette
400 Gregory L. Angelini
400 Daniel P. Panosky
409 Joanne Peikes
412 Ronald G. Stevens
424 John D. Trahan
427 Kevin G. Roberts
438 Jonathan C. Seavey
445 Michael A. Mancuso
452 Dean L. Hastings
455 Robert J. Chelednik
456 Robert F. Shirley Jr.
459 Joseph C. Buttacavoli
459 Jack R. Flynn
459 David V. Lanzarotto
459 Sandra J. Patti
461 Scott W. Woomer
472 Sandra J. Blankenship

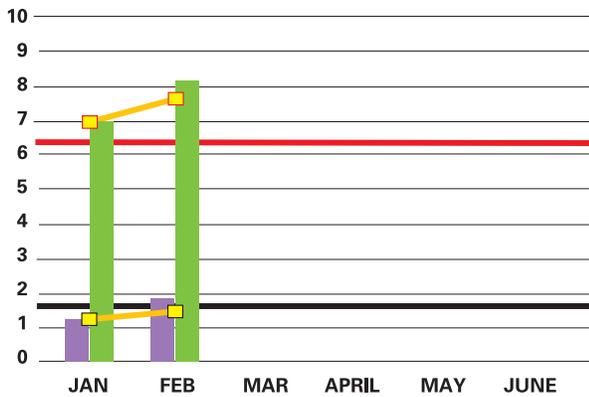
472 Bernard J. Wirth
508 Crystal Y. Smith
545 Jeffrey A. Menard
545 Mark R. Rizzo
602 Rosemary L. McBride
604 Michael J. Panciera
660 Gerald B. Bernard
705 Larry D. Kramer
707 Richard G. LaCroix
711 Thomas M. Baillargeon
711 Hattie L. Johnson
745 Arthur C. Viscusi
901 Donald J. Anania
901 David T. Mozzoni
902 Michael F. Hansen
903 Brian G. Shields
904 Thomas E. Abate
915 James W. Cousineau
915 Frederic A. Gadoury
915 Terence A. Gould
915 James L. Olivier
915 Diane L. Webster
921 Michael J. Dowding
921 Timothy O. Morris
921 Kevin C. Rowe
931 Robert J. Imbruglio
935 Robert Aldridge
962 Richard A. McLaughlin

20 years

100 Mark D. Blain
229 Christopher L. Schrock
230 James C. Widmer
241 Alfred L. Coles
242 Todd J. Anderson
403 Joan A. Ferraro
403 Kenneth R. Laney

403 Barry R. Strauss
429 Steven J. Moffett
443 Marilyn Dewolf
446 Vladimir Odessky
449 Michael G. Alger
449 Michael L. Sellers
452 John J. Brown
452 Thomas M. Nisbet Jr.
452 Kevin A. Oliveira
452 Thomas H. Ward
453 Michael D. Brochu
453 Napoleon J. DeBarros Jr.
454 Cynthia A. Spink
456 Dennis A. Courtemanche
456 James L. Crowley
456 Thomas J. Eiden
456 Leann F. Rider
459 Michael T. Garrahy
459 Rachelle A. Johnstad
459 Eileen P. Terranova
460 Michael F. Sullivan
464 Kevin G. Collier
464 Steven M. Tunucci
472 John R. Eaton
495 Kenneth I. Jelley
501 Stephen A. Carty
610 Stephen A. Tramontano
626 Richard A. Newton
645 George A. Yeo Jr.
663 David P. Konicki
691 Carol A. Worrall
705 Karen E. Shadbolt
742 Robert D. Keiper Jr.
742 Raymond E. Sickles
742 Roger W. Tapio
761 Judy F. Kelley
901 Frederick R. Sleeper
915 Peter G. Cournoyer
915 Daniel J. Hawkins
921 William A. Smith II





2008

ELECTRIC BOAT CORPORATION INJURY INCIDENCE RATES

RECORDABLE INJURIES FOR 2008= **127**

RECORDABLE INCIDENCE RATE YTD = **7.58** 2008 GOAL = **6.35 or less**

LOST TIME CASES 2008= **26**

LOST WORK DAY CASE RATE YTD 2008= **1.55** 2008 GOAL = **1.70 or less**

- 2008 LWIR MONTH
- 2008 RIR MONTH
- 2008 LWIR YTD
- 2008 RIR YTD
- 2008 LWIR GOAL
- 2008 RIR GOAL