

# Electric Boat NEWS

APRIL 2010



## SUBMARINE MISSOURI MARKS ANOTHER MILESTONE

At 8 a.m. on Friday, April 16, Sonar Technician Seaman Benjamin Bowers of Ionia, Mo., raised a flag over the Missouri (SSN-780) as Fire Control Technician 2nd Class Ryan Thruston of Jefferson City, Mo., saluted sharply.

“It really gives you an appreciation for how much they have accelerated the build cycle,” to see the ship reaching ‘in-service’ so early, said Cmdr. Timothy Rexrode, who took command of Missouri July 10, 2009.

In service means Electric Boat transfers operational control to

*continued on page 10*

*The submarine Missouri (SSN-780) is placed in service earlier this month as members of the ship's crew look on (upper left).*

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*The sixth Virginia-class submarine, USS New Mexico (SSN-779), was commissioned last month during a ceremony at Naval Station Norfolk. New Mexico will be homeported in Groton. In the background is USS George H. W. Bush (CVN-77).*

## Navy Commissions USS New Mexico, Sixth Virginia-Class Submarine

**U**SS New Mexico (SSN-779), the sixth submarine of the Virginia Class, became the newest ship in the Navy's fleet last month during a commissioning ceremony at Norfolk Naval Station.

"USS New Mexico joining the Fleet is a testament to the hard work, ingenuity, and dedication of our superb shipbuilding partners at Northrop Grumman Shipbuilding and General Dynamics Electric Boat," said Rear Adm. William Hilarides, program executive officer for submarines. "Our shipbuilding team continues to deliver these tremendous boats ahead of schedule, and on budget."

Virginia-class submarines are designed to dominate both littoral and deep waters, while conduct-

*continued on page 3*

ing anti-submarine; anti-surface ship; strike; special operation forces; intelligence, surveillance, and reconnaissance; irregular warfare; and mine warfare missions.

“The commissioning of USS New Mexico continues the program's record of bringing capability to the Fleet ahead of schedule. As the construction rate ramps up to two submarines per

**USS New Mexico joining the Fleet is a testament to the hard work, ingenuity, and dedication of our superb shipbuilding partners at Northrop Grumman Shipbuilding and General Dynamics Electric Boat. Our shipbuilding team continues to deliver these tremendous boats ahead of schedule, and on budget.**

— **Rear Adm. William Hilarides**  
Program executive officer  
for submarines

year starting in 2011, we begin to even more rapidly recapitalize the Navy's attack submarine force. It's critical to maintain the two-per-year rate in order to achieve the Navy's force structure requirements,” said Capt. Michael Jabaley, Virginia-class program manager.

The commissioning was the most recent in a series of Virginia-class events that occurred over the last year. These include California's (SSN-781) keel-laying ceremony May 1, 2009; USS Texas (SSN-775) completing the class's first Arctic Ocean testing in November 2009; the transfer of USS Hawaii (SSN-776) and Texas to their new Pearl Harbor homeport in July and November 2009, respectively; and Missouri's (SSN-780) christening ceremony Dec. 5, 2009. New Mex-

ico was delivered Dec. 29, 2009, four months ahead of its contract delivery date.

The commissioning of USS New Mexico was the first major submarine event of 2010. Upcoming program events include the keel-laying ceremony for Mississippi (SSN-782) in June, and the delivery and commissioning of Missouri in June and July, respectively.

## Electric Boat **NEWS**

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# WELCOME TO ELECTRIC BOAT

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

330 Bryan Harris  
Lauren Swiatek  
Mary Wright

412 Nathan Catania

413 Michael Chonjnowski  
Chase Davis  
Miteshkumar Patel  
Philip Opaleski

414 Brian Clark  
Catherine Cronk  
Adam Koppel  
Sean Zandan

416 Nicholas Lau

427 Timothy Chemacki  
Bryan Clodfelter  
Alexander Enwonwu  
Evan White

428 Douglas Wiswell

433 Arthur Clites  
Alexander Merlo  
Richard SeMon

434 Jason Moreno

435 Bryan McCormick

448 Alden Wheeler

449 Sarah Kelsall  
Kevin Sammartino

462 Andrew Cass

463 Andrew Rogers

492 Paul Brewster

493 Nicholas Behlman  
David Grant

650 Edward Seymour  
Diana Spranklin

660 Rachelle Cyr



From left, Pat Stevens, Rich Dennome, Joe Gross, Charlie Montalbano and Barry Lee. Not pictured: Mike Theriault.

## Process Improvement Aids Accuracy Control Group

Most of us are familiar with what happens when our automobiles are not properly aligned. The steering wheel shakes. It becomes difficult to keep the car on the road. And the tires wear out quickly.

In the submarine business, alignment is a critical process in the construction and operation of the most complex machine on earth. Electric Boat has the tools and the people that form one of the most proficient accuracy-control groups in the shipbuilding industry.

The Accuracy Control Group at EB is responsible for ensuring that hull sections are on target. When the joining of sections begins, group members establish cut lines to support the construction of piping, electrical and other systems critical to the operation of the ship. Torpedo-launch systems, another area of the ship where alignment is critical,



require the utmost attention.

Last summer, Supervisor Charlie Montalbano began considering methods to improve and evaluate requirements influencing the Accuracy Control organization.

The procedures and systems supporting the process had become complex over

time. Multiple computer systems were being used to manage the accuracy control liabilities, and the cost of generating an accuracy control or Shipyard Weld Stating System (SWSS) report was increasing.

Joe Gross, a new member of the Accuracy Control group, was busy bringing the drawing requirements for Accuracy Control through the normal process, loading SWSS information and other data, while receiving on-the-job training from co-workers Rich Dennome and Barry Lee.

Gross, who previously worked in planning developing Virginia-class work methods, noticed a significant contrast between SWSS lines loading in the planning group and the method used by Accuracy Control.

This was the impetus behind an effort to find a better way – in this case, a



*Otto Bode at his Quonset Point office.*

process improvement project to streamline Accuracy Control's electronic database.

The objectives: select the Accuracy Control outputs with the highest potential for savings; reduce span time by modifying an Accuracy Control construction procedure data sheet; reduce the cost of revisions from six hours to two hours and reduce revision A costs from 13.5 hours to 8.75 hours by December 2009.

With a Lean Six Sigma Green Belt training class about to begin, the timing couldn't have been better. Gross was assigned a seat in the class. "When I saw that Charlie Montalbano was the process owner I didn't hesitate to reserve a seat," said Deneen Thaxton, director of Process Engineering. "Charlie has always worked closely with Process Engineering, so we knew this was going to be a worthwhile investment."

Green Belts in training typically work in pairs. For this project, ventilation draftsman Pat Stevens was paired with Gross.

The two trainees quickly learned how challenging the first team meeting can be. Dennome recalled, "The first meeting was very awkward, with strong personalities in the room, sidebar discussions tak-

ing place, and nervousness about the outcome," Dennome said. "We were convinced that the current process was OK, and we challenged the trainees' abilities."

Mike Theriault, a team member on the project, provided some background on the old process.

"At the start of the Virginia-class program we developed drawing rules based on the way we were doing business. Back then we didn't have the ability to see the non-value added steps that were being instituted into the process. Until this project, we always managed that extra baggage despite the fact it was adding no value to the job at hand," he said. By following the structured Lean Six Sigma methodology, however, the team was able to clearly understand the inner workings of the process then in place. "The structured approach was beneficial," he said.

In another step to ensure success, Otto Bode and Steve Donohue from Quonset Point were contacted for their services because of the integral roles they played in this process.

"This project transformed the process by eliminating the non-value added steps," said Bode. "We can make changes faster to support construction now that the unnecessary steps are gone."

The involvement of the Green Belts Gross and Stevens was another important factor in the success of the effort. "With their facilitation and process mapping skills, Joe and Pat helped the team understand the bottlenecks in the existing process and where the opportunities to eliminate those bottlenecks existed," said Lee.

According to Dennome, "This process improvement sets the stage for the next ship design by eliminating much of the paper previously generated on Virginia Class. This was a minor change for Virginia Class, but it will be very important to the shipyard when we go to two boats per year."

When asked to describe the highlight of the project, Gross replied, "The day we completed the project and issued the directive to stop generating the non-value added paperwork and associated data entry made it clear to me the objective was met."

Stevens added, "The experience of working this project was very rewarding. As a relatively new MDA-represented employee, I recognized that working with this team was a rare opportunity. I can bring what I learned from this experience back into design."

Jeff Bregitzer, a Black Belt in Process Engineering and the mentor assigned to assist Gross and Stevens, provided his perspective: "This team did an exceptional job at completing the project. They met their objectives, and were great to work with."

Most importantly, said Montalbano. "This project brought the Quonset Point and Groton Accuracy Control groups a little bit closer.

"Traditionally it's hard to introduce change," he said. "The Lean Six Sigma tools and this project showed everyone that change can happen, and that it can happen quickly and relatively easily. The team did a great job." 🙌

**226 William E. Crowley**  
46 years  
Shipfitter 1/C

**251 Albert J. Daniels**  
33 years  
Painter 1/C

**355 Jerome J. Chadwick**  
37 years  
Planning Specialist

**355 Karen A. Papajohn**  
33 years  
Prod Planner

**410 Curtis W. Olsen**  
11 years  
Engineer Senior

**412 Francis B. Pendola**  
35 years  
Engineer Senior

**438 John W. Schmidt**  
31 years  
Engineer, Principal

**454 Peter J. Salmoiraghi**  
37 years  
Engineer, Principal

**496 Michael J. Coombs**  
34 years  
T/A Weight Estimator

**605 David F. Tela**  
27 years  
Public Affairs Sr Spec

**915 Henry A. Knight III**  
29 years  
M/T Tech II

**921 Paul J. Herchen**  
35 years  
Foreman

**933 Ronald J. Arruda**  
41 years  
Matl Svc Rep I

**935 Wayne A. Proulx**  
35 years  
Prod Supp Tech I

## Electric Boat Receives \$37 Million for USS Hartford Repair Work

The U.S. Navy has awarded Electric Boat a \$36.6 million contract modification for repair work on USS Hartford (SSN-768), a Los Angeles-class submarine damaged in a collision in March 2009.

Under the modification, Electric Boat will continue work on the complete restoration of USS Hartford, including fabrication and installation of a hull patch, bridge-access trunk, port retractable bow plane and the sail. In addition, Electric Boat will perform selected maintenance work on the submarine. If all options are exercised and funded, the total value of the contract will be \$86.9 million.

## Navy Awards Electric Boat \$10M for Sub Maintenance and Modernization Work

Electric Boat has received a \$10.2 million contract modification from the Navy to perform maintenance and modernization work on the USS Miami (SSN-755), a Los Angeles-class attack submarine.

Under the terms of the contract, Electric Boat will perform a Docking Continuous Maintenance Availability, which consists of repairs, maintenance work, alterations and testing. The work will take place at the Groton shipyard and involve more than 200 employees at its peak. Scheduled for completion by August 2010, the contract will be worth \$12.2 million if all options are exercised and funded.

## NASSCO Lays Keel of the USNS William McLean

**SAN DIEGO** – General Dynamics NASSCO recently laid the keel for USNS William McLean, the 12th ship of the Lewis and Clark class of dry cargo-ammunition ships (T-AKE). The ship is named in honor of the U.S. Navy physicist who in the 1950s pioneered the technology behind the Sidewinder missile, the first effective U.S. air-to-air missile.

Construction of the William McLean began in September 2009. NASSCO is scheduled to deliver the ship to the Navy in the third quarter of 2011. When it joins the fleet, the William McLean will be used primarily to stage U.S. Marine Corps equipment abroad by the Navy's Military Sealift Command.

The San Diego shipyard has already delivered nine T-AKE ships to the Navy and is under contract to build five additional ships, including the William McLean, for a total class of 14 T-AKE vessels.

## NASSCO Starts Construction of the USNS Medgar Evers

**SAN DIEGO** – General Dynamics NASSCO has begun construction of the future USNS Medgar Evers, the thirteenth ship of the U.S. Navy's T-AKE program.

The Medgar Evers is named in honor of the U.S. Army veteran and civil rights pioneer from Mississippi. The ship is scheduled to be delivered to the Navy in the second quarter of 2012.

## Bath Iron Works Awarded \$16 Million for DDG-1001 Advanced Material Procurement and Support

**BATH, Maine** – The U. S. Navy has awarded Bath Iron Works a \$15.9 million modification to a previously awarded contract for procurement of long-lead material and engineering, production and related -support services associated with the construction of DDG-1001.

The original contract was awarded in February 2008. Work encompassed by this modification is expected to be completed by July 2010.

BIW President Jeff Geiger said, "The Navy's execution of this contract modification is a sign of their confidence in what we are doing and the progress that we are making on the DDG-1000 program." 🇺🇸

# General Dynamics Reports First-Quarter 2010 Results

- ▶ Earnings from continuing operations increase to \$599 million
- ▶ Company-wide operating margins increase to 11.8 percent

## FALLS CHURCH, Va.

General Dynamics has reported first-quarter 2010 earnings from continuing operations of \$599 million, or \$1.54 per share on a fully diluted basis, compared with 2009 first-quarter earnings from continuing operations of \$593 million, or \$1.54 per share fully diluted. Revenues in the quarter were \$7.75 billion. Net earnings for the first quarter of 2010 were \$597 million, compared to \$590 million in the first quarter of 2009.

## Margins

Company-wide operating margins for the first quarter of 2010 were 11.8 percent, compared to 11 percent in the year-ago period. Aerospace and Combat Systems margin growth was especially strong, increasing by 240 basis points and 180 basis points, respectively.

## Backlog

Funded backlog at the end of first-quarter 2010 grew to \$47.4 billion, a 3 percent increase over the end of the fourth quarter 2009. Significant orders received include contracts valued at \$845 million for construction of two additional T-AKE combat-logistics ships and \$115 million for construction materials for an additional DDG-51 destroyer for the U.S. Navy, and \$515 million for Stryker vehicle production and support for the U.S. Army. The Information Systems and Technology group was awarded a contract valued at \$340 million to initiate production of the second increment of Army's next-generation on-the-move tactical battlefield network, called WIN-T. The Aerospace group saw strong order activity in the quarter, particularly among large-cabin Gulfstream aircraft.

The company's total backlog at the end of the first quarter 2010 was \$63.9 billion, and the estimated potential contract value was an additional \$17 billion,

which represents management's estimate of value under unfunded indefinite delivery, indefinite quantity (IDIQ) contracts and unexercised options.

## Cash

Net cash provided by operating activities in the quarter totaled \$210 million. Free cash flow from operations, defined as net cash provided by operating activities less capital expenditures, was \$150 million for the period.

"General Dynamics delivered a strong operational performance in the first quarter of 2010," said Jay L. Johnson, president and chief executive officer. "Operating margins across the company were steady or improving, demonstrating the benefits of our commitment to continuous improvement, and we saw good order activity across the corporation. On balance, General Dynamics delivered solid results, giving us a good first step down the path toward meeting our overall performance objectives for the year," Johnson said.

## FIRST QUARTER 2010 SIGNIFICANT ORDERS (UNAUDITED)

### Dollars in millions

We received the following significant contract orders during the first quarter of 2010:

#### Combat Systems

- ▶ Approximately \$515 from the U.S. Army for vehicle production, contractor logistics support and battle-damage assessment under the Stryker wheeled armored vehicle program.
- ▶ Approximately \$300 from the U.S. Marine Corps under the mine-resistant, ambush-protected (MRAP) vehicle program to provide 250 RG-31 vehicles, suspension kits and spare parts.
- ▶ Approximately \$100 from the Army to provide improved ribbon bridge (IRB) bays and accessories.

#### Marine Systems

- ▶ Approximately \$845 from the U.S. Navy for the construction of the 13th and 14th T-AKE combat-logistics ships, scheduled for delivery in 2012.

- ▶ Approximately \$115 from the Navy for long-lead material for the construction of an additional DDG-51 Arleigh Burke-class destroyer.

- ▶ Approximately \$65 from the Navy to continue to provide Advance Nuclear Plant Studies (ANPS) in support of hull, mechanical, and electrical (HM&E) systems. The award has a maximum potential value of \$185.

#### Information Systems and Technology

- ▶ Approximately \$390 from the Army under the Warfighter Information Network-Tactical (WIN-T) program for Increment 1 satellite communication equipment and low rate initial production of Increment 2 equipment.

- ▶ Approximately \$165 of orders for ruggedized computing and networking equipment under the Common Hardware/Software III (CHS-3) program, bringing the total contract value to more than \$2.1 billion.

- ▶ Approximately \$110 for the Joint Tactical Radio System (JTRS) Handheld, Manpack and Small Form-Fit (HMS) radio program, bringing the total contract value to approximately \$685.

- ▶ Approximately \$25 from the Army for Constructive Training Systems support. This five-year IDIQ contract has a maximum potential value of approximately \$390.

- ▶ Approximately \$30 from the Army to support the Medical Communications for Combat Casualty Care (MC4) Product Management Office. The contract has a maximum potential value of approximately \$150 over five years. 📄



# HEALTH MATTERS

Bob Hurley, MD  
Medical Director

## The Eye

As you may have guessed, it's difficult to examine the eye. Like many doctors, I experience a glare formed from the cornea and other layers of the eye, which act like mirrors, reflecting light back at the examiner. The bright light of the hand held ophthalmoscope results in small pupils which limits the evaluation. Fortunately, we have the slit lamp, a device that we (unfortunately) use nearly every day to evaluate the extent of eye injuries that present to the Yard Hospital.

The inventor of the slit lamp, Allvar Gullstrand, M.D. (1862-1930), won the Nobel Prize in Physiology and Medicine in 1911. Gullstrand used his understanding of the physiology of the eye and devised the optics for a new microscope. It incorporated two important advances – far more intense light and sharp focus of the beam, and the separation of illumination from the observation of the examiner. In testimony to his achievement, the slit lamp is an instrument that is still used in every ophthalmologist's office today.

### Avoiding the Slit lamp

Eye injuries of all types occur at a rate of more than 2,000 per day. In particular, an estimated 1,000 eye injuries occur in American workplaces alone. The Bureau of Labor Statistics (BLS) found that almost 70 percent of the eye injuries studied occurs from falling or flying objects, or sparks striking the eye. Under the Healthy People 2010 program, the nation's official public health agenda, the U.S. Department of Health and Human Services hopes to cut workplace eye injuries by up to a third over the course of this decade.

The best way to prevent eye injury is to always wear appropriate eye protection. The BLS reports that approxi-

mately three out of every five workers injured were either not wearing eye protection at the time of the accident or wearing the wrong kind of eye protection for the job. To be effective, eyewear must fit properly and be designed to effectively protect workers while they work. It is estimated that more than 90 percent of eye injuries could be prevented by the use of proper safety eyewear.

### On the Home Court

A recent national survey by the American Academy of Ophthalmology found that only 35 percent of respondents said they always wear protective eyewear when performing home repairs or maintenance; even fewer do while playing sports.

Sports and recreational activities cause more than 40,000 eye injuries each year and most of these are preventable. The majority of eye injuries occur in persons under 30 years of age. Children are especially vulnerable as they often have underdeveloped depth perception and may have difficulty judging the position of a flying ball. It's not uncommon for a child to misjudge a ball in flight, miss it, and take a blow to the face instead. Basketball and baseball cause the most eye injuries, followed by water sports and racquet sports.

### Types of Injury

Sports-induced eye injuries range in severity from mild scrapes of the cornea to severe trauma that can cause visual impairment or even blindness. Three types of eye trauma can result from sports injuries: corneal abrasion, blunt injuries and penetrating injuries.

Corneal abrasion is a scrape of the outer surface of the eye. It is usually is painful but not severe. In sports and recreation, the most common cause, is

a scratch from a fingernail.

Blunt injuries occur when impact from an object (tennis ball, racquet, fist, elbow, etc.) causes sudden compression of the eye. Mild blunt injuries sometimes only result in bleeding of the eyelids or a black eye. Also, a sub-conjunctival hemorrhage may develop. This involves bleeding from the delicate blood vessels of the conjunctiva, which lie on top of the white outer coat of the eye. Neither of these types of bleeding poses a threat to the eye itself. However, these injuries may be seen in more severe cases in which the eye is damaged. As symptoms of severe injury are not always obvious, it is crucial that all cases of eye trauma are thoroughly examined by an ophthalmologist.

One of the common results of more severe blunt trauma is bleeding in the front of the eye between the clear cornea and colored iris. This condition is known as a hyphema. In addition, blunt injury may cause a cut or tear of the eyelids, which may need special suturing. Also, the bony walls surrounding the eye may be fractured by severe blunt trauma. Severe blunt trauma also may damage important structures inside the eye, such as the retina or optic nerve, resulting in potentially permanent visual loss. Therefore, if you suffer a blunt injury to the eye, see an ophthalmologist as soon as possible.

Penetrating injuries occur when a foreign object pierces the eye. A common cause of these injuries in children is BB pellets. Also, a piece of glass from spectacles shattered during sports play sometimes can penetrate the eye. Penetrating injuries often cause severe, sight-threatening damage. They are true emergencies and must be evaluated promptly by an ophthalmologist.

**Eye injuries of all types occur at a rate of more than 2,000 per day. In particular, an estimated 1,000 eye injuries occur in American workplaces alone. The Bureau of Labor Statistics (BLS) found that almost 70 percent of the eye injuries studied occurs from falling or flying objects, or sparks striking the eye.**

#### **Warning Signs**

The warning signs of potentially serious eye injury include:

- ▶ Visual loss
- ▶ Bleeding on the surface or inside the eye
- ▶ Tears in the outer ocular walls
- ▶ A foreign body inside the eye

The evaluation of sports-related eye injuries is the same as for other types of eye trauma. More emergent injuries, such as head trauma with loss of consciousness, are always treated first.

#### **Treatment**

Prompt first aid after eye injury may greatly improve the chance of preserving vision. The recommended first aid involves placing a protective cover over the eye to prevent further damage. (If no shield is available, tape the bottom of a paper cup over the eye.) Seek emergency care as soon as possible. The type of treatment given depends on the injury. Surgery may be required to repair blunt or penetrating injuries.

#### **Prevention**

The best way to prevent an eye injury while involved in sports and

recreation is to wear specially designed protective eyewear. While these eye guards cannot eliminate risk, they greatly reduce the chance of ocular injury. Regular eyeglasses and contact lenses do not offer adequate protection from sports injuries. Glass lenses may even shatter and cut the eye.

If your child plays any one of a number of sports you need to know that it is up to you to protect their eyesight by purchasing and ensuring they wear eye protection when they play sports. Many children's sports leagues, schools and teams don't require children to wear eye protection. Parents must insist that children wear eye protection every time they play and set a good example by wearing eye protection themselves whenever they play.

In collision sports, total head and face protection is essential. A helmet in football and a face mask in hockey with built-in eye protection should be worn. In hockey the risk of eye injury is not so much from collision as from a flying puck. The standardization and use of face masks in amateur Canadian ice hockey reduced eye injuries by 66 percent.

Today, the standard eye guard designed for use at work and in sports such as racquetball, baseball and basketball is made of polycarbonate plastic. It's recommended that protective eye wear be properly fitted by an eye-care professional. Avoid open lenses, as a small ball traveling at high speed can be compressed through the opening and cause severe eye damage. Specific eyewear is available for just about all activities.

So, if you want to avoid being evaluated by Dr. Gullstrand's slit lamp device, I'd recommend that you wear appropriate eyewear for your activity. 🙌

# General Dynamics Appoints New Senior VP of Planning and Development

**G**eneral Dynamics has appointed Robert W. Helm as senior vice president of planning and development, reporting to Jay L. Johnson, president and chief executive officer.

In this position, Helm will be responsible for Government Relations, Strategic Planning, International Business Analysis and Compliance, Investor Relations and Communications. He will replace Phebe N. Novakovic, who has been appointed executive vice president of the company's Marine Systems group.

Helm was with Northrop Grumman Corp. for 21 years, most recently serving as corporate vice president for Government Relations. Prior to joining Northrop Grumman, he was vice president of business development, Space and Aviation Systems, with Honeywell Inc. Helm served as the assistant secretary of defense (controller) from 1984 until 1988. He was a White House staff member on the National Security Council during the Reagan administration and also served as the senior national security professional staff member on the U.S. Senate Budget Committee. 🌱

## EB Business Ethics and Conduct

### INTERNET USE

Supervisors and managers may permit internet use during non-working periods. However, internet access should not be used to support a personal business or political venture, violate any of the standards in the Blue Book, or in any way be an embarrassment to Electric Boat or General Dynamics.

You may never use the company's internet access to view, send or forward information that is sexually explicit, discriminatory, derogatory, illegal, profane or abusive.

Electric Boat may monitor or filter internet use in order to maintain and enforce company standards.

Be reminded that it is the responsibility of each employee to report internet concerns or abuse to his/her supervisor, manager, union steward or the Human Resources department.

EB Ethics Director Frank Capizzano (860-433-1278) is available to assist anyone regarding questions or issues that may relate to ethical decision making. The GD Ethics Hotline is available 24/7 and may be reached at 800-433-8442 or 700-613-6315 for international callers

**Remember – when in doubt, always ask.** 🌱

## MISSOURI continued from page 1

the Fleet Commander, and the crew becomes responsible for the safety and security of the ship.

“Today's our first day to be a ship,” Rexrode said.

It was a momentous day for the shipbuilders as well.

“For the last 60 months we've been focused on building the ship,” said Ship's Manager Mike Nowak. “Then you come to a day like today, when the flag goes up for the first time. It's a little bit of a different mindset than it has been. It reminds us it's really turning into a warship. There's pride on the part of the entire EB workforce, particularly on the part of the people who built it.”

But even with placing the ship in-service, and the delivery soon after sea trials, there's not a lot of time to rest, Nowak said.

“There's another ship in small pieces now that we'll have to go to after delivery,” Nowak said. “We look forward to that and to

doing it a little bit better.”

Missouri, which was more complete at floatoff last year (90 percent) than any previous ship of its class, was declared in service in its 60th month of construction, which shatters all previous records for the class.

Next up are sea trials. Delivery is expected this spring, eight months earlier than any previous Virginia-class submarine, and about 10 months ahead of its contract delivery date of April 30, 2011.

“It's a proud moment. We've come a long way,” said Foreman Ronald R. LaBrecque (244).

“It's a big deal to get to this point,” said Corey W. Estabrooks (251), “especially after you've seen the ship come in one piece at a time.” 🌱

# Service Awards

## 50 years

414 William W. Fitzgerald

## 45 years

428 William S. Litwin

## 40 years

403 Warren P. Lewis

## 35 years

221 Arlene D. Allard  
229 Shane A. Hodges  
229 John W. Nelkin  
229 Paul M. Turner  
244 George M. Murno  
320 Harold F. Ainscough  
355 Steven D. Rayhill  
404 Michael A. Trynosky

435 John P. Foley  
438 William L. Grenon  
459 Gary S. Hall  
496 David L. Champagne  
633 David J. Medeiros  
663 John F. Swidrak  
924 Donald G. Horton  
935 Robert J. Fitz  
935 Gary I. Smith  
957 Suzanne M. Lavoie  
957 Joseph L. Snow

## 30 years

230 John W. Pannoni  
428 Lorraine M. Laverdure  
431 Armand L. Allen Jr.  
433 Peter J. Adams  
446 Robert E. Harding  
452 Michael Jensen  
459 Bonnie A. Bailey  
492 Stephen B. Swan  
494 Andrew J. Bliss  
507 Denise P. Lusk-Connell  
601 William P. Lennon

626 Robert J. Regan  
642 Thomas J. Perrone  
901 Richard A. Riebe  
902 William Rego Jr.  
902 George A. Tabele Jr.  
904 Dean R. Pendleton  
915 David J. Woodard  
933 Charles H. Bagley Jr.  
935 Michael J. Ormond  
962 Paul N. Lamoureux

## 25 years

100 Robert M. Horne  
210 Denise A. Dostoler  
226 David C. Bridges  
410 Sandra C. Gabarra  
419 Mark J. Schroeder  
437 John E. Bozenhard  
438 Craig S. Ardel  
449 David A. Peikes  
452 James M. Carter Jr.  
452 Cheryl J. Vars  
460 Michele T. Allen  
472 Steven M. Huston

473 Mark S. Cika  
610 David E. Johnson  
641 Terence J. Fedors  
686 Tyrone R. Lawton  
702 James B. Cornwall Jr.  
911 Raymond C. Walker  
921 Donald J. Langlais  
935 Robert A. Cournoyer

## 20 years

230 Lawrence A. Williams  
252 Lawrence R. Grills  
333 Richard G. Myshka  
428 Christopher P. Roddy  
443 Paul H. Heller  
459 William N. Downie Jr.  
459 James F. Flyntz  
459 Joseph J. Scott  
686 Thomas C. Berl  
686 Jonathan L. Lathrop  
901 Gary M. Fox  
933 Deborah A. Lussier  
962 Joseph Demoura Jr.



# 2010

## ELECTRIC BOAT CORPORATION INJURY INCIDENCE RATES

- 2010 LWIR MONTH
- 2010 RIR MONTH
- 2010 LWIR YTD
- 2010 RIR YTD
- 2010 LWIR GOAL
- 2010 RIR GOAL

RECORDABLE INJURIES FOR 2010 = **165**  
LOST TIME CASES 2010 = **46**

LOST WORK DAY CASE RATE YTD 2010 = **1.50**  
2010 GOAL = **1.80 or less**

RECORDABLE INCIDENCE RATE YTD = **5.42**  
2010 GOAL = **6.20 or less**

