

DECEMBER 2006



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The third ship of the Virginia class, Hawaii (SSN-776), departs the Electric Boat shipyard Nov. 30 to begin its initial sea trials. Hawaii successfully completed the trials two days later.

Casey Looks Back On 2006; Forward To 2007

For Electric Boat, 2006 was a difficult but ultimately successful year.

So said EB President John Casey at the company's annual business briefing for local, regional and state leaders from Connecticut and Rhode Island. Two sessions were held – one in Groton and one later in the day at Quonset Point.

New maintenance and modernization work combined with new design work obtained over the course of the year enabled the company to post strong business results, while minimizing the number of job reductions, compared with

forecasts made a year ago, said Casey. A total of 1,442 jobs were eliminated, 688 of them through layoff.

Looking forward, Casey said, Electric Boat will continue to contract in response to market conditions and expects to drop in population from 9,500 employees to about 8,500 by the end of 2007. That decrease should occur through normal attrition. Furloughs will be used to manage short-term work load reductions in Groton.

According to Casey, highlights of the past

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Hawaii Is Put Through Its Paces; Successfully Completes Initial Sea Trials



With an upright broom signaling a successful sea trial behind him, Hawaii's commanding officer Cdr. David Solms directs the docking of the ship upon its return to Groton.

Tugboats gently nudge Hawaii to its dock following the completion of its sea trials Dec. 2.

As the submarine Hawaii (SSN-776) approached the Electric Boat shipyard in the waning light on Dec. 2, the broom affixed to the sail signaled the success of the ship's initial sea trials.

A few minutes later, after the submarine tied up to the south wing wall, that success was further emphasized as the EB participants in the trial disembarked the third Virginia-class ship wearing matching Hawaiian shirts in the rapidly cooling air.

At a brief speaking program, Adm. Kirkland Donald, director of Naval Nuclear Propulsion, described the results of the trials, which were completed ahead of schedule in just over 48 hours.

"We exercised the ship through the full range of speed and depth," said Donald. "Her propulsion plant was fully exercised, and many of the ship systems that support the crew and the ship's warfighting mission were also tested thoroughly.

"I'm pleased to report that the trials were successful," he said. "I'd like to commend Captain (David) Solms and his fine crew, who took this ship to sea for the first time and operated superbly under very challenging conditions and a very aggressive agenda.

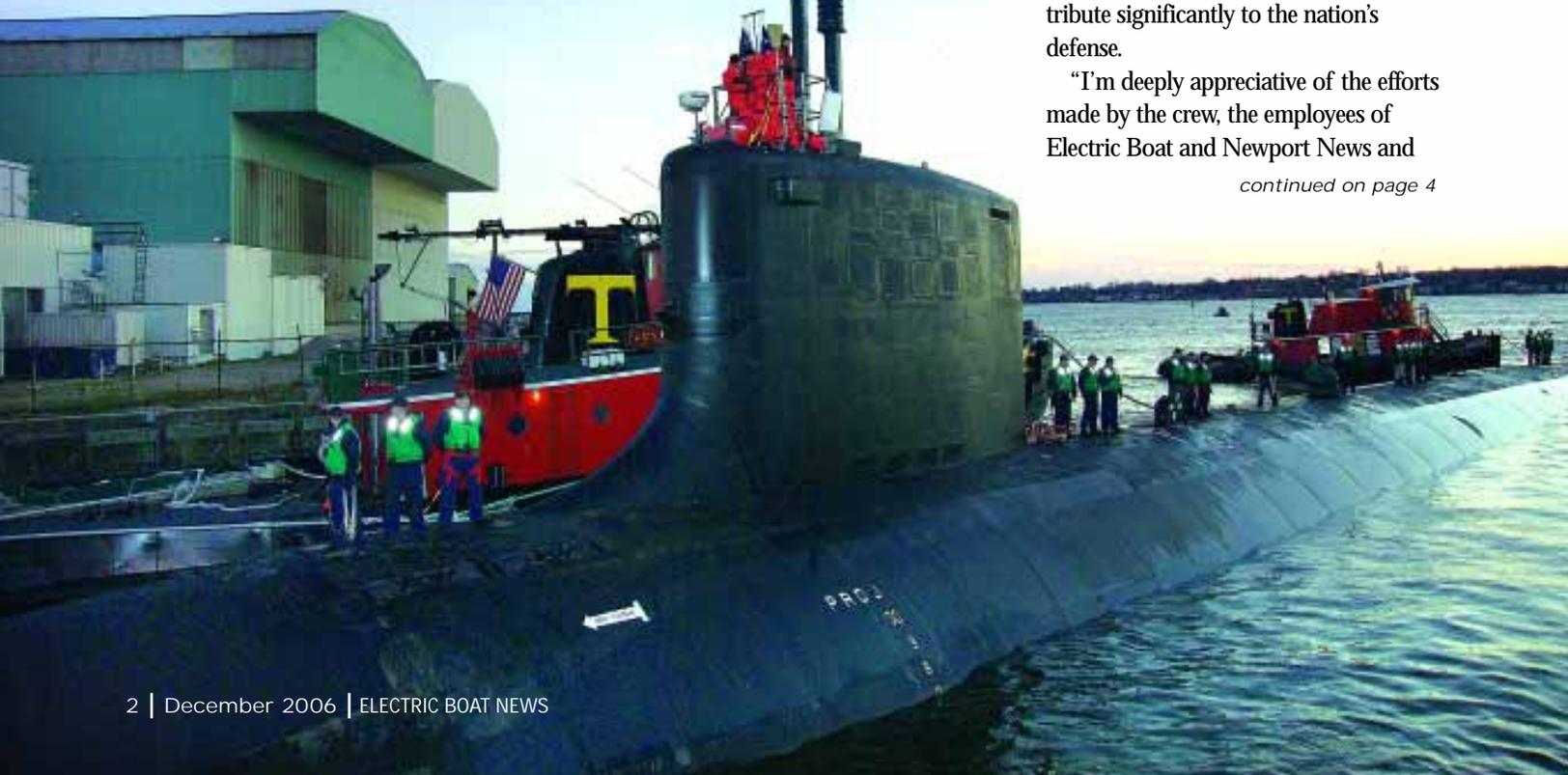
"I'd also like to commend John Casey and the members of the shipbuilding team at Electric Boat and Northrop Grumman Newport News. This is a magnificent ship ... it's the ship the Navy needs, and you've done a great job. To all of you, well done."

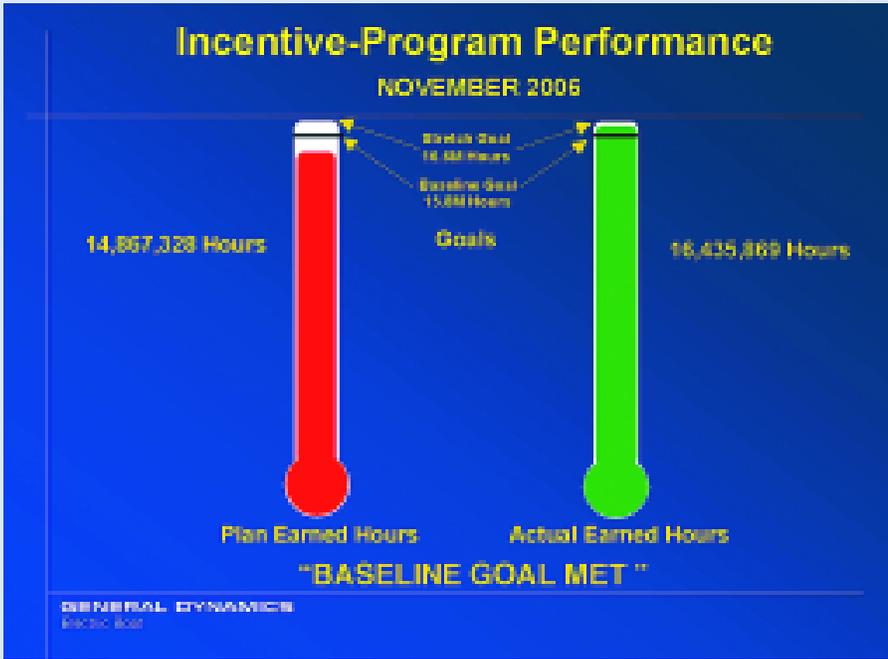
Cdr. David Solms, commanding officer of Hawaii, expressed pride in the performance of his crew and the shipyard employees taking part in the trials. "I can't say enough great things about our partnership and how proud I am of the crew for the great work they've done," he said.

Noting that Hawaii and the Virginia class have been designed to incorporate new technologies as they emerge, EB President John Casey said the ships will advance the Navy's undersea warfare capabilities in the 21st century and contribute significantly to the nation's defense.

"I'm deeply appreciative of the efforts made by the crew, the employees of Electric Boat and Newport News and

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Earned Hours • Where We Stand

continued from page 1

year included the successful sea trials of Hawaii (SSN-776), and the pending completion of the Post-Shakedown Availability for USS Virginia (SSN-774). Additionally, he said, the corporation approved a \$65 million investment to renovate Graving Docks 1 and 2, providing Electric Boat with the facilities required to remain in the repair business for decades to come.

In the maintenance and modernization segment of the business, EB completed a Dockside Selected Restricted Availability on USS Miami (SSN-775) in October and will begin a similar job on USS Albany (SSN-753) in January. That work will take place at Norfolk Naval Shipyard in Virginia. Also in January, the company will start Post-Shakedown Availability work on USS Texas (SSN-775), the second Virginia-class submarine.

Three of the four conversions of SSBNs to SSGNs – USS Ohio, USS Florida and USS Michigan – are now complete; with USS Georgia scheduled for re-delivery in the third quarter of 2007.

Casey emphasized to the officials the

importance of Electric Boat's continuing participation in submarine technology development and described the company's involvement in the Navy/Defense Advanced Research Project Agency (DARPA) project known as Tango Bravo (technology barriers). The company is now working in three areas – shaftless propulsion, external weapons, and x-plane control surfaces.

In addition, EB is engaged in the Virginia Design for Affordability program, which is intended to reduce the cost of a Virginia-class ship to \$2 billion, and is developing concepts for the next submarine design.

Looking forward, Casey said, the company must continue to perform on its backlog of work and improve margins. EB also must capture new business, specifically by supporting a construction rate of two Virginia-class ships per year, securing new design initiatives and obtaining maintenance and modernization work. ⚙️

Electric Boat **NEWS**

Dan Barrett,
Editor

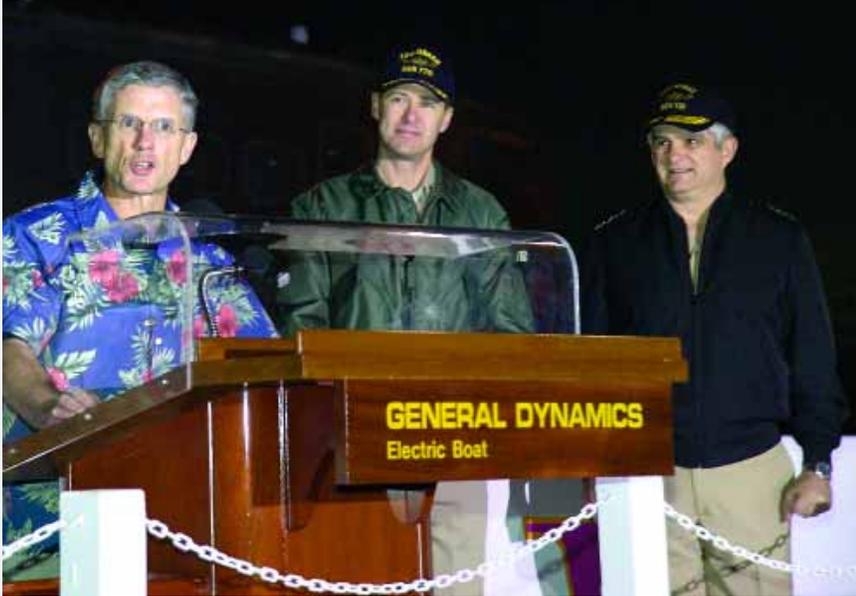
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Bedecked in an Aloha shirt, Electric Boat President John Casey addresses employees who greeted the return of Hawaii from its sea trials. In the center is Cdr. David Solms, the ship's commanding officer; on the right is Adm. Kirkland Donald, director of Naval Nuclear Propulsion.

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the vendor base to get Hawaii ready for sea," said Casey. "You put in thousands of hours – many of them on Saturdays, Sundays and nights – to make this occasion possible.

"This ship will soon join the first two Virginia-class submarines and become part of the finest fleet of submarines in the world," he said. "And it could not have happened without the Navy/industry team that has put in so much effort. We can all be proud of what we've accomplished."

Chris Miner, director of test engineering for Newport News and the senior representative of that shipyard during the trials said, "Commander Solms and his crew demonstrated what we all know – that we have the absolute finest Navy submarine crews and that they're the best of the best.

"I'd also like to acknowledge that the teaming arrangement between EB, Northrop Grumman, the Navy and our suppliers continues to provide positive impact on these ships," Miner said. "Congratulations to all the teams for the dedication and hard work they put in to get us to the successful completion of this event." 🇺🇸

Virginia-class characteristics

Displacement: 7,835 tons

Length: 377 feet

Beam: 34 feet

Payload: 40 weapons; special operations forces; unmanned undersea vehicles; Advanced SEAL Delivery System (ASDS)

Weapons Launch: Four 21-inch torpedo tubes; 12 vertical launch system tubes

Weapons: Tomahawk land-attack missiles; Mark 48 advanced capability torpedoes

Crew: 134 officers and enlisted men

Ships of the class

USS Virginia (SSN-774) – delivered by General Dynamics Electric Boat

USS Texas (SSN-775) – delivered by Northrop Grumman Newport News

To be delivered by Electric Boat:

Hawaii (SSN-776)

New Hampshire (SSN-778)

To be delivered by Northrop Grumman Newport News:

North Carolina (SSN-777)

New Mexico (SSN-779)

The four other ships under contract have not yet been named.

NASSCO Launches USNS Alan Shepard

SAN DIEGO

General Dynamics NASSCO earlier this month launched the U.S. Navy's newest resupply ship, USNS Alan Shepard (T-AKE 3). The ship is named in honor of the first American astronaut in space and is the first U.S. Navy ship ever to be named after an astronaut.

John H. Sununu, a three-term governor of New Hampshire and former White House Chief of Staff, was the principal speaker for the ceremony.

Ship Sponsor Laura Shepard Churchley, the eldest daughter of Shepard, christened the ship. Two former Apollo astronauts – William Anders and Eugene Cernan – were also in attendance. Anders is a retired chairman of General Dynamics.

A native of Derry, N.H., Shepard (1923-1998) joined the Navy in 1944 and was selected as one of the original seven Mercury astronauts in 1959. He made two space flights, including the third successful lunar landing. He spent his post-NASA career in business and for several years ran the Mercury Seven Foundation, a non-profit organization now called the Astronaut Scholarship Foundation, which provides college science scholarships.

USNS Alan Shepard is the third ship of an expected class of 11 dry cargo-ammunition ships for the Navy. NASSCO has contracts to build eight T-AKE ships. The first ship of the class, USNS Lewis and Clark, was delivered to the Navy on June 20. The T-AKE class incorporates international marine technologies and commercial ship-design features, including an integrated electric-drive propulsion system, to minimize operating costs over its projected 40-year service life.

Construction of USNS Alan Shepard began in September of 2005. The ship is scheduled to be delivered to the Navy's Military Sealift Command in the summer of 2007. When it joins the fleet, the ship's primary mission will be to deliver food, ammunition, fuel and other provisions to combat ships at sea. The ship has modular cargo holding and handling systems onboard and can carry more than 6,600 tons of dry cargo and nearly 23,500 barrels of fuel. 🇺🇸

BEATS SCHEDULE

Electric Boat Re-delivers SSGN Michigan,

The USS Michigan was re-delivered to the Navy at Puget Sound Naval Shipyard on Nov. 22 after highly successful sea trials, two weeks ahead of what was considered an ambitious schedule when the SSGN program was funded at Electric Boat in 2002.

“It’s a transformational program that was executed in an extremely short period of time, on cost and on schedule right from the start, and now the latest ship is

delivered two weeks ahead of schedule and under budget,” said Larry A. Runkle, SSGN/Overhaul and Repair Program manager. “The program has been hugely successful.”

Rear Adm. William Hilarides, program executive Officer, Submarines, said the entire conversion program, to modify four older Ohio-class submarines to an SSGN configuration, has achieved remarkable results.

“The entire team, General Dynamics Electric Boat, Puget Sound Naval Shipyard, Norfolk Naval Shipyard and the Program Office should be proud of their accomplishments,” Hilarides said.

Brian M. Wilson, SSGN Program Puget Site manager, said the Michigan’s tightened timetable was achieved despite the fact that the work package was changed to include some modifications to the lockout chamber that many thought would extend the schedule, or require the ship to return to the shipyard.

“We finished it before the Michigan left, which kept us from leaving the shipyard with this deferred production work,” Wilson said. “We decided in December 2005 after undocking to target an early delivery, and managed to keep ahead of the schedule from that point on. We pushed the people, and they went for it.”

EB has already re-delivered the USS Ohio and the

USS Florida, so completion of major construction work on the Michigan leaves only the USS Georgia unfinished. That ship is expected to rejoin the fleet in 2007.

“We had a lot of lessons learned from the Ohio that we incorporated into the Michigan, and the teaming relationship with Puget was well established by the time we started,” Wilson said. “That allowed us to overcome the challenges and deliver ahead of schedule.”

He said he also stayed in close touch with Dexter White, who manages the SSGN program at Norfolk Naval Shipyard, which was assigned the Florida and Georgia refuelings, taking place concurrently with the conversions.

“Any time we had a problem, we made sure his team understood it and could benefit from our lessons learned,” Wilson said. “And he did the same thing for us. It was a continuous exchange, and great teamwork.”

There were over 1000 people at the Puget site working on the conversion at the height of the program, including 495 EB employees – 146 of them relocated from Groton or Quonset Point. Wilson said in March 2006 he briefed everyone on the workload. Despite the fact that people knew for most employees, the end of the Michigan conversion project meant the end of their jobs, there was never a slowdown.

“The whole team knew what we were facing, but they kept their eye on the target,” Wilson said. “I was very impressed with how everyone kept working as hard as they could towards the goal, despite knowing what they did.”

Although most of the people received their notices in early December, Wilson said a small contingent of people will be needed for continued work at Puget. Last summer, after its re-delivery early in the year, the Ohio came to Puget for an availability, and the Puget team worked on availabilities in Pearl Harbor and Bangor, Wash.

“There is work to support these boats, but at a much lower level,” Wilson said. “We still have about 120 people in Bangor doing planning yard, engineering, logistics, planning support and some waterfront execution, and we will be doing support work through November 2007 for the SSGNs and USS Jimmy Carter. I’m hopeful that we can keep a long-term presence there.”

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EB Team Completes CCSM On 778 Boat Ahead Of Schedule

The Electric Boat team finishing and testing the PCU New Hampshire (SSN-778) command and control systems module in the COATS building had hoped to finish up its work by Christmas Eve 2006, but before the Thanksgiving shutdown the work was done.

"We got it done before the holiday – just a different holiday," said Karl A. Lado Jr., chief test engineer, Combat Systems. "It's great when you can take that much time out of the schedule."

While holding to an aggressive timetable, the 778 team achieved a greater level of completion on the CCSM than any of the four Virginia-class modules previously tested in the COATS building.

During a month-long trial Navy officials put the combat, sonar and radio suites through rigorous checks. In addition, for the first time, the radio room was integrated with all other systems, and the weapons-launch console was brought through testing sooner than ever before.

"Not only did they test every system, they went further than any module before in integrating all of the systems," Lado said. "They completely exercised every system in the module as though they had spent 30 days at sea."

Richard Lamarre, test engineer, Combat Systems, said because the design was evolving even as the CCSM was being finished, it took a significant effort to keep the program on track. Engineers came down to the COATS building on a regular basis not only to check on the installations, but to collaborate with deckplate workers who suggested improvements.

"I've never seen operations, the trades, test, planning and a lot of other groups working together to get through some-

thing the way we did on this job," Lamarre said.

Paul J. Petrus, outside electrician foreman, said in one of the most technology-dense sections of the ship known as the "13-bay," where 13 structurally integrated enclosures are loaded with electronics gear, it was a tremendous challenge to make sure everyone got the internal wiring harnesses and connectors they needed at the proper time to avoid ripping equipment out for rework.

"I know a little about the 13-bay," Petrus said with a smile, so he worked extensively with the design experts to make sure the work was properly sequenced.

Lado said the results were impressive. "It takes a lot of hours out of the process to have the engineers and the trades working that closely, versus what it would have taken if they sat in their office and we sat in our office and passed paper back and forth," Lado said. "Whatever they did, they did it right the first time, which was all we had time for. When we lit off the systems, everything worked the way that it was supposed to."

It would have been easy for the job to have fallen behind schedule. The 778 CCSM arrived in Groton in October 2005, and the systems were installed in the COATS building on March 27, 2006, with initial "lightoff" set for April 1. Although that seemed like a very ambitious deadline, it went off on time.

Thomas E. Veitch of the Combat / Weapons Integration Test Team (449) said the Navy had scheduled a 30-day Demonstration Test Assist, or DTA. The test team included vendors and crews from Submarine Group Two, Development Squadron 12, the USS Virginia and the PCU North Carolina (SSN-777).

Based on the results of that test, the EB Non-Propulsion Electronics Systems

Joint Test Group decided that it met all requirements for the COATS test plan and could proceed to the end load phase.

"For the level of change that took place, both internal and external, it was pretty amazing that when we were done, we were done. We didn't have to go back and do any major rework," said Christopher G. Stewart, an Outside Electrician General Foreman. "Everybody stepped up to the plate. It would have been easy to miss something, but we had multiple eyes on every system, and it worked."

The combat systems team validated the New Hampshire's software and hardware configuration, which was critically important because it is the first ship of Block II, with a half dozen systems modernized and upgraded from previous ships. In addition, USS Virginia, USS Texas (SSN-775), PCU Hawaii (SSN-776) and North Carolina will all be upgraded to the new configuration during their post-shakedown availabilities.

The capabilities resident in the COATS building are also allowing the Navy to train crews on the new systems before installing them on the boats.

"Otherwise, the Navy would be sending some of the men to different locations for training, and the crew training would be fragmented," Lado said.

Testing the radio room 18 months before a ship goes to sea will mean significantly less risk in final days of building the ship as well, he said.

"When you're dockside, you don't want to be fixing, you want to be delivering," Lado said. "This is a big step forward in shortening the construction schedule." 🙌



Electric Boat volunteers Yvonne Miranda (428) and Ed Koretski (456) help prepare Christmas packages for troops in Iraq and Afghanistan.

EB Employees Play Santa, Send Care Packages To Troops Deployed In Iraq, Afghanistan

What began as informal employee initiatives to send care packages to fellow Electric Boat U.S. military personnel in Iraq and Afghanistan has evolved into a highly organized effort that will result in packages shipped to about 250 troops and in some cases their K-9 partners stationed overseas in time for Christmas.

According to Bill Dodge (411), one of the organizers, it all began in the fall of 2004, when departments in Building 197 began holding floor lunches to raise money and collect items to assemble into care packages.

Recently, the effort expanded significantly with a goal to assemble and ship 100 care packages for Christmas. The luncheon was moved into the third floor conference room in the Technology Cen-

ter and Aramark, Electric Boat's food-service provider, joined in by supplying the hot dogs and other food at cost and cooking them at no charge. Frito-Lay of Norwich donated chip products and the Norwich WalMart collected wish-list items and enabled customers to sign Christmas Cards to be given to U.S. military personnel.

The goal, said Dodge, was to ship 100 packages to troops for Christmas. Between the employee financial contributions and the donated items, however, enough items were gathered to fill almost 200 boxes. Additionally, 55 soldiers were "adopted" by Electric Boat employees and friends, who each assembled and shipped a care package to a specific Connecticut Army National Guard soldier serving in Afghanistan.

On Dec 1, "Friends at Electric Boat" Christmas care packages were prepared by Electric Boat volunteers and shipped to 42 EB-sponsored troops, 43 Navy personnel deployed individually from the submarine base in Groton, and the remainder to Connecticut Army National Guard personnel in Afghanistan. Additionally, items for K-9 team were sent to three separate locations. Each box contains toiletries, snacks, hot chocolate mixes, signed Christmas cards, DVDs, phone cards and other Christmas treats. Mailing and phone card costs for 100 of these packages were covered by a \$1930 contribution from the Employees Community Services Association with the remainder of the Troop Support costs paid through EB employee and "friends" donations. 🐾



Bob Hurley, MD
Medical Director

HEALTH MATTERS

Melancholy. Now there's a word I haven't spoken aloud in several years. Yet, each Sunday as the family and I drive by what was once the Norwich State Hospital it seems to be the most apt description. As we pass the decaying older buildings, invariably someone comments on their sad state. And each week I spend the remainder of that travel time silently debating the issues of centralized mental health care versus the fragmented, deinstitutionalized care we have today. Although I have significant doubts the Norwich model is better, I do have concerns about the latter. Norwich followed a model created by the Arabs in the eighth century and serviced a population by segregation; the other, born out of a time of civil and individual rights, first bloomed and now is failing. Until time and wiser men sort out the correct path for treatment, Norwich State Hospital will remain a stark reminder of our need to treat the category of diseases labeled mental illness.

More than 43 ago, President Kennedy signed the Community Mental Health Centers Act of 1963 which envisioned a nationwide network of centers to treat the mental health needs of all Americans. The CMHC goal was to provide services based upon the resources of that

community. By design, the Act created a division in authority and shift of control over Americans' mental health from the states to the federal government.

As with all plans there were unforeseen consequences. As part of the original vision, those housed in large institutions were returned to the community. And in that regard, the Act was quite successful. Over the next 15 years, the U.S institutionalized population dropped by two-thirds in concert with the establishment of more 500 CMHCs. With this shift to the local community, the severely mentally ill inundated the CMHCs. The proportion of resources required to treat these and other priority populations reduced the ability of these centers to treat more common and less severe conditions such as depression. Recent funding cuts by federal, state, and local officials have nearly eliminated the full spectrum of mental health care. With reduced funding and stiffening competition for those that remain, it is feared that the CMHC's will fail. And with their potential failure goes the dream of bringing mental health treatment to the community as well as the removal of the stigma attached to mental illness so long associated with places like Norwich State Hospital.

Depression: What You Should Know

Approximately 20 percent of the U.S. population suffers from a mental illness in a given year. Mental illness crosses the divide of class, religion, race or other perceived differences as we are all at risk. No one is immune. Of the mental illnesses, depression is the most common and affects more 19 million people. With the lack of affordable, accessible care and lingering prejudice, fear and ignorance, only 23 percent of individuals diagnosed with depression are being treated.

When doctors talk about depression, they mean the medical illness called major depression. Someone with major depression has symptoms like those listed below, every day, all day, for two weeks or longer. If you're depressed, you

may also have headaches, other aches and pains, stomach problems, and problems with sex. An older person with depression may feel confused or have trouble understanding simple requests.

Depression seems to be related to a chemical imbalance in the brain that makes it hard for the cells to communicate with each other. Depression also seems to run in families but also can be linked to events in your life, such as the death of someone you love, a divorce or a job loss. Taking certain medicines, abusing drugs or alcohol or having other illnesses also can lead to depression.

Symptoms of Depression

- ▶ Weight gain or loss
- ▶ No interest in things you used to enjoy
- ▶ Feeling sad or empty
- ▶ Crying easily or crying for no reason
- ▶ Feeling slow or restless and not being able to sit still
- ▶ Feeling worthless or guilty
- ▶ Thoughts about death or suicide
- ▶ Trouble thinking, remembering things, or focusing on what you're doing
- ▶ Trouble making decisions
- ▶ Problems sleeping, especially in the early morning, or wanting to sleep more than usual
- ▶ Feeling tired
- ▶ Feeling numb emotionally, perhaps even to the point of not being able to cry

Diagnosing depression

If you're having symptoms of depression, be sure to tell your doctor so you can get help. The sooner you get treatment, the sooner the depression will go away. You shouldn't feel embarrassed or ashamed if you're depressed. If your physician isn't aware of all of your symptoms, it's difficult for him or her to make a diagnosis. There are many effective ways to treat depression. Once you tell your doctor how you're feeling, he or she may ask you questions about your symptoms, health, and family health his-

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Navy Recognizes USS Virginia For Early Operational Accomplishments

Rear Adm. Cecil D. Haney, commander of Submarine Group Two, did his executive officer tour on the USS Asheville (SSN-758) not long after its September 1991 commissioning, but his tour ended before the ship's first deployment.

So he sympathized when then-Chief of Naval Operations Adm. Vern Clark lamented a few years ago about the time it takes to get a ship through construction, shakedown cruise and post-shakedown availability.

Then the USS Virginia embarked on an unprecedented deployment just months after its commissioning, long before its PSA, and changed everything, Haney said as he presented the ship with a Meritorious Unit Commendation.

The commendation, signed by current CNO Adm. Michael G. Mullen, said Virginia "performed beyond all expectations" during what should have been its shakedown period, from October 2004 to December 2005.

"Your team, standing here today, set the standard for others to follow," Haney told Cmdr. Todd Cramer, commanding officer of the Virginia, as he presented him with the pennant that goes along with the award.

It's tough enough for a ship with an 18-month Inter-Deployment Training Cycle to get ready for a mission, Haney said, so "I can just imagine the kind of pushups you had to do to make this deployment."

Haney noted that the ceremony itself was a tribute to the flexibility of the Virginia as a modern warship, taking place in a torpedo room that, within hours, was reconfigured to host the gathering of most members of the crew.

The ceremony had originally been planned to take place on the pier but was moved aboard the ship because of the bitter cold weather. Virginia's torpedo room is designed to be able to be emptied quickly in the event that it needs the space for a Special Forces mission.

Cramer said a ship typically would not earn its first Meritorious Unit Commendation for years after its commissioning,



STSSA Joshua Galaway raises the Meritorious Unit Commendation pennant on board USS Virginia (SSN-774) during morning colors. (photo by Lt. Mark Jones)

because it wouldn't perform a mission worthy of one until after its PSA.

"This is very unusual," Cramer said. "But having watched this ship, and watched this crew, it's well deserved. It's a crew that has really done something unique, different from what has been done in the past."

He said the award was not only a tribute to the crew, but to the men and women of Electric Boat and the rest of the team that helped to put Virginia to sea on a schedule that was determined before the first steel was ever bent.

"As the admiral told the crew, this ship was well designed and well built, so that gave us the opportunity to go and do what we did," Cramer said.

Virginia has only just begun its operational life, and there's no resting on its laurels, Cramer told the crew.

"We need to go out, work hard, play hard, and do the best job that we can. I know there are a lot more challenges ahead, and we have to meet them." 🙌

- 220 **Antone J. Previt**
40 years
Sr. Admin. Control Analyst
- 246 **Harlan A. Trudeau**
38 years
Foreman
- 272 **Thomas A. Toland**
36 years
STO Sv. En. Meh. Sp.
- 411 **Allan W. Anderson**
32 years
Logist Tech Aide
- 435 **Robert A. Vanbibber**
46 years
Design Tech-Mech
- 449 **Earl Du Back**
20 years
Engineer, Principal
- 449 **Raymond B. Stanley**
27 years
Engineer, Principal
- 453 **George J. Brousaides**
15 years
Mech Sr. Designer
- 453 **Thomas S. Soderberg**
34 years
Mech Sr. Designer
- 501 **Edward S. Hill**
30 years
Maint. Pipefitter 1/C
- 545 **Penny J. Stanley**
25 years
Admin/Control Analyst
- 819 **Edward J. Allen**
38 years
Welder - Pipe 1/C
- 854 **Brian J. Shea**
32 years
Supt. Asst - Site
- 860 **Gary E. Singer**
33 years
Superintendent-Site
- 921 **Karl W. Antonevich**
30 years
Struct Fab Mech. I
- 951 **Jose S. Figueiredo**
31 years
Eng. Analyst

Classified \$

AUTOS

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FULL SIZE bed with new box spring & mattress, 9-drawer bureau and mirror. Good condition. \$150 OBO. 401-348-6769, leave message.

MISCELLANEOUS

MEN'S suede coat. LL Bean, size 42, new condition, \$85. 376-8768 after 6 PM.

REAL ESTATE RENTALS

LONGBOAT KEY, FL. For rent, 2B/2B condo. Washer/dryer, carport, on canal, next to park, walk to semi-private beach. \$600 per week - \$2,000 per month. 401-783-1273.

REAL ESTATE SALES

CAPE CORAL, FL land. One waterfront property. One across street from water and one corner double lot for single or duplex dwelling. 401-348-6769, leave message.

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.

WANTED

TIRED of your Harley motorcycle parts kicking around? Looking for stock parts or old parts. Will con-

sider Japanese bike parts. 822-1531.

UNICYCLE. Good condition, reasonable price. 447-1791, ext. 5098.

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tory. Your doctor also may give you a physical exam and do some tests.

Treating depression

Depression is treated with medicines or counseling, or both. Medicines called antidepressants can be used to treat depression. They fix the chemical imbalance that causes depression. Antidepressants work differently for different people. They also have different side effects. You might start feeling better as quickly as one week after you start taking the medicine. But you probably won't feel the full effects for about two months. You may have side effects at first, but they tend to get better after a couple of weeks.

Getting Through Depression

If you've been diagnosed with depression here are some tips to help you during your recovery period.

- ▶ Pace yourself. Don't expect to do everything you normally can. Set a realistic schedule.
- ▶ Don't believe all of your negative thinking, such as blaming yourself or expecting

to fail. This thinking is part of depression. These thoughts will stop as your depression goes away.

- ▶ Get involved in activities that make you feel good.
- ▶ Do not make major life decisions when you're depressed. If you must make an important decision, ask someone you trust to help you.
- ▶ Avoid drugs and alcohol. Both worsen depression and can cause dangerous side effects with your antidepressants.
- ▶ Physical activity may improve your mood. Exercising four to six times a week for at least 30 minutes each time is a good goal. But even less activity can be helpful.
- ▶ Try not to get discouraged. It will take time for your depression to go away.

How long will I need medicine?

How long you'll need to take the medicine depends on your depression. Your doctor may want you to take medicine for six months or longer. You need to take the medicine long enough to reduce the chance that the depression will come back. Talk

with your doctor about any questions you have about your medicine.

Will I need to go to the hospital?

Depression usually can be treated through visits with your doctor. Treatment in the hospital may be needed if you have other medical problems that could affect your treatment or if you're at high risk for suicide.

Inside the Hospital

Perhaps you've wondered what it looks like inside the old Hospital. If you go to: www.opacity.us/image3705_silent_scream.htm you'll get a sense of what it looks like.

If you wish to explore the Community Mental Health Centers in Connecticut, information is available at: www.dmhas.state.ct.us/lmha.htm

And please consider your family doctor or the undersigned, as one in five of us will need assistance today.

- ▶ Center for Work and Family, 860-437-2188
- ▶ United Behavioral Health: 1-866-743-6551, enter access code: 11060. 

Service Awards

45 years

330 Andrew L. Cardente
355 Francis W. Jutkiewicz
452 Allen J. Whewell

40 years

252 Michael A. Rourke
462 John J. McCann
935 Ronald P. Fullam

35 years

411 Paul F. Stauffer
431 Frank J. Toscano Jr.
857 George D. Duryea III

30 years

226 Lionel E. Daniels
242 Michael L. Fowler
243 John J. LaChance Jr.
272 Matthew D. Lincoln
330 William J. Converse
355 Ian A. MacCrae
404 David M. Zinewicz
434 Frank E. Roseman
449 William J. Scott
452 Ronald A. Lastella
459 Paul J. Macari
496 Robert J. Hartley
551 Robert J. Johnson
604 Thomas C. Rando
901 Donald A. Roberts
903 Richard R. Comeau
904 Earl F. Fenn Jr.
904 Richard A. Ladyga
904 Wendy L. Foley
904 James W. Livesey
904 Robert C. Marshall
904 Ronald W. Roderick

904 William A. Simonelli
904 Donna M. Farrea
904 John J. Iannetta
904 Edward C. James III
915 Joseph E. Paquin
915 Roland L. Audet
915 Martin K. Williamson
921 Daniel T. Major
933 Francis T. McGinn
957 Daniel C. Casale
970 William L. Turner

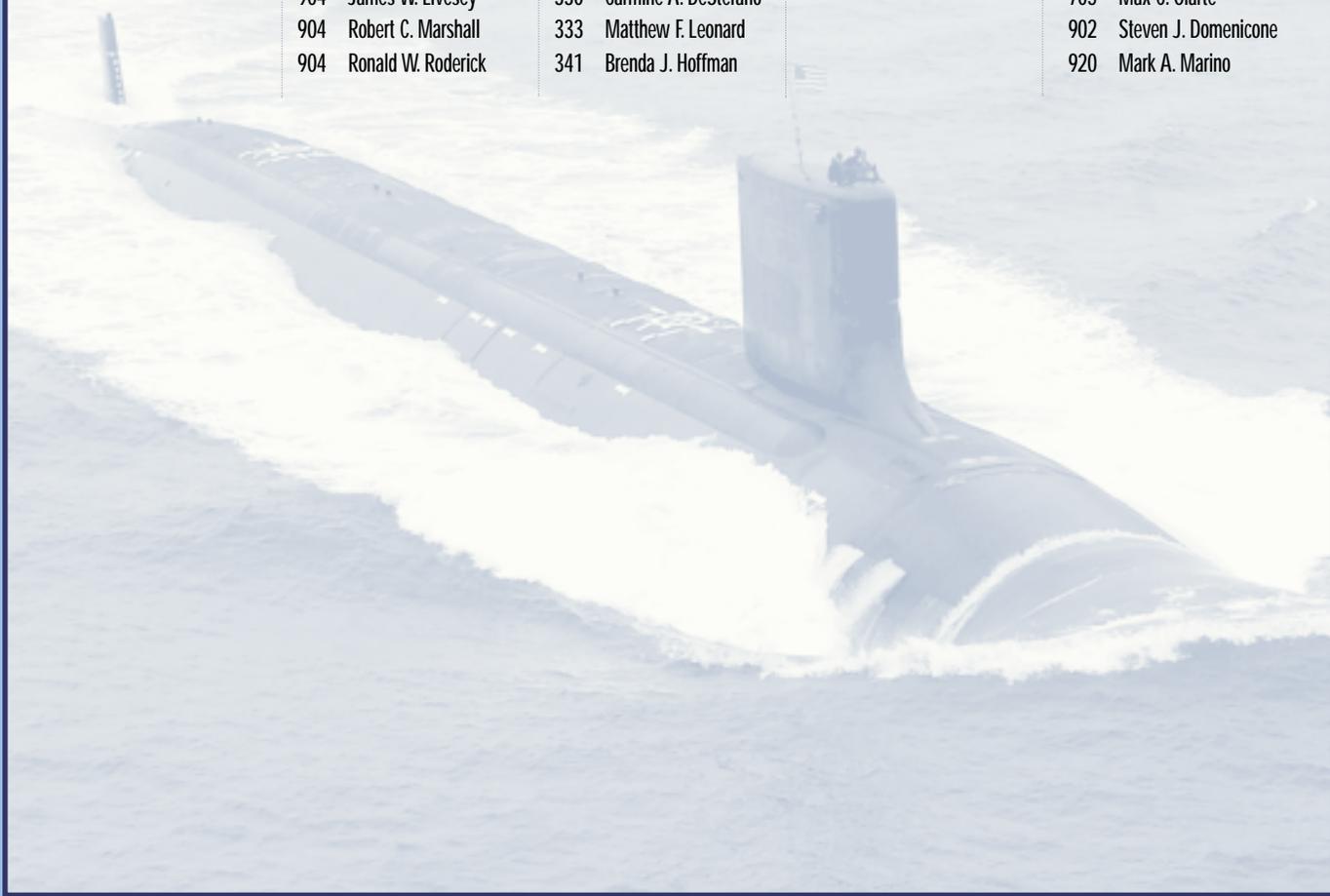
25 years

226 John G. Elias
229 Jeffrey A. Myshka
241 Martin G. West
241 Alan E. Haroskewicz
242 Steven P. Sorrento
243 James J. Kincade
321 Mark S. Douton
330 Carmine A. DeStefano
333 Matthew F. Leonard
341 Brenda J. Hoffman

341 Walter W. Lamb II
341 William G. Maychek
355 Dean G. Bodington
355 Michael J. Maynard Sr.
404 James A. Roberts
414 Bernard G. Pothier
438 Fredrick Barth
441 Mark R. Brenek
452 Peter A. Comforti Jr.
455 Carrie D. Pfeiffer
456 Frank J. Sanzi
459 Gary D. Maheu
459 James Lubinski
459 Thomas A. Fawthrop
459 Guy E. St. George
902 Paul A. Laramee
915 Gregory C. Archambault
915 Charles A. Brown
957 Michael L. Hall

20 years

229 William H. Gilliard
243 Scott A. Peters
330 Stephen A. Eldredge
403 Keith E. Griffin
428 Craig A. Blanchard
429 Mark C. Williams
437 Joanne T. Basile
452 Steven C. Mulhern
452 Robert C. McClung
453 Pamela Harvey
455 Teresa Morales
456 Tony Mercado
459 Daniel J. Perrotta
496 Marilyn Moran
601 Terrie A. Pangalinas
604 Joseph J. Franchinaq
610 Thomas M. Gatheral
660 Charles Mond
702 David A. Howley
705 Max C. Olarte
902 Steven J. Domenicone
920 Mark A. Marino



ELECTRIC BOAT CORPORATION 2006 INJURY INCIDENCE RATES

RECORDABLE INJURIES FOR 2006 = 848
 RECORDABLE INCIDENCE RATE YTD = 8.4 2006 GOAL = 8.7 or less
 LOST TIME CASES 2006 = 233
 LOST WORK DAY CASE RATE YTD 2006 = 2.3 2006 GOAL = 2.6 or less

