

JANUARY 2009

Historic \$14 Billion Submarine Contract Is Signed

Executives from the Navy, Electric Boat and Northrop Grumman Shipbuilding gathered at EB's Washington Engineering Office Dec. 22 to sign a \$14.1 billion contract to build eight Virginia-class submarines that will be ordered over the next five years. Shown standing are, from left, Rear Adm. William H. Hilarides, program executive officer – Submarines, and John P. Casey, president of Electric Boat. Seated are, from left, Todd Rollins, Naval Sea Systems Command; Kevin Carroll, EB director of finance, and Tom Johnston, Northrop Grumman Shipbuilding.



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CASEY SEES PROMISING FUTURE FOR ELECTRIC BOAT

The outlook for Electric Boat is the brightest he has seen during his tenure as president. That was the assessment of EB President John Casey during an interview earlier this month with Electric Boat News.

Casey said he based his statement on the company's backlog – which now extends to 2019 – the organization's success in meeting its financial objectives and promising opportunities for new business.

Referring to the historic \$14 billion contract awarded in December to build eight Virginia-class submarines, Casey said, "It will provide the stability that will enable us to attain additional production efficiencies, particularly when we begin building two ships per year in 2011."

While the company will face the challenge of a cyclical construction workload for a few more years, employment levels should rise – first at Quonset Point, then at the Groton shipyard, he said.

"The Block III contract will provide good jobs in Connecticut, Rhode Island and Virginia as

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The Block III Contract: Getting the Message Out

Electric Boat President John Casey responds to a question from the media during a press conference held in the Technology Center last month to discuss the \$14 billion Block III contract for eight Virginia-class submarines. Also participating in the press conference were, from left, Rear Adm. William Hilarides, program executive officer – submarines; U.S. Sen. Christopher Dodd (D-Conn.), U.S. Sen. Joseph Lieberman (I-Conn.); U.S. Sen. Jack Reed (D-R.I.); U.S. Rep. Joseph Courtney (D-Conn.); U.S. Rep. James Langevin (D-R.I.); Ken Delacruz, president of the MTC; U.S. Sen. Sheldon Whitehouse (D-R.I.) and Bob Canova, president of the MDA-UAW.

continued from page 1

well as across the country as Virginia program suppliers prepare for the increased production rate,” he said. “This is the kind of economic stimulus generated by investments in shipbuilding, and will help the nation recover from the difficult economic environment it’s now facing.”

Casey attributed the contract award to these factors:

- ▶ The ability of the Electric Boat work force and the Virginia program team to attain significant cost and schedule reductions.
- ▶ The support of the congressional delegation, and
- ▶ The heightened recognition among the military’s combatant commanders that sub-

“ All of these achievements and activities are attributable to the talented and committed people of Electric Boat. We can’t afford to rest on our laurels, but I’m confident that we have the right individuals and the right teams in place to continue our success. ”

– John Casey, president

marines are playing an increasingly important part in joint warfare with their ability to employ intelligence, surveillance and reconnaissance capabilities in conjunction with their strike, Special Operations support, anti-submarine and anti-surface ship roles.

Another significant development late in 2008 – overshadowed to a degree by the Block III award – was the award of a five-year, \$600 million contract to design a common missile compartment for the next generation SSBN for both the Royal Navy and the U.S. Navy, Casey said.

“This contract is particularly important because it represents the beginning of the next major submarine design for both coun-

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tries," he said. "We've reopened the Shaw's Cove facility in New London and are working cooperatively there with representatives of the UK Ministry of Defence, UK industry and both navies."

Electric Boat's engineering and design organization is continuing its support of DDG-1000 and CVN-21, the next generation destroyer and carrier, Casey said, adding that about 400 employees assigned to surface ship work have moved to a new location in Norwich. This work is important because it helps the company maintain its design and engineering skills and competence.

Additionally, Electric Boat technologists are engaged in the development of shaftless propulsion, which offers several advantages including more flexible interior arrangements and reduced costs, and electric actuation of control surfaces, which would reduce acquisition and life-cycle costs in a variety of applications, including X-stern planes for submarines.

At the same time, the company is leading a government/industry team working on the Underwater Express program, which aims to demonstrate a stable and controllable high-speed underwater transport using supercavitation. The team is now in the process of designing, building and testing a quarter-scale supercavitating underwater vehicle controllable at speeds up to 100 knots, said Casey.

"There are other potential activities we're pursuing or analyzing at this time," Casey said. "One is the commercial nuclear market. We're trying to understand where we might best fit in that industry."

"We're also working closely with the Navy to understand the capabilities that will be required to replace the Advanced Seal Delivery System (ASDS) with what's called the Joint Multi-Mission System," he said.

Another area Electric Boat is engaged in is the development of enhanced submarine payloads and sensors, Casey said. "We have an internal group working with outside development specialists on the integration of these payloads and sensors with existing and future submarine platforms."

In the Maintenance and Modernization part of the business, the company continues to perform well, said Casey, noting that this work is required to sustain critical shipyard skills.

By meeting delivery schedules, Electric Boat maximizes the availability of submarines to the fleet and helps support Virginia program cost goals. Because of EB's performance, Casey said, the Navy will invite the company to compete for five additional Selected Restricted Availabilities at the Groton submarine base between 2010 and 2012.

And in a move intended to increase its presence in the Pacific, Electric Boat last year acquired a surface ship repair business that works closely with Pearl Harbor Naval Shipyard. With the Navy planning to base 60 percent of its submarine fleet in the Pacific, the acquisition is expected to eventually enable the company's maintenance and modernization business to support that shift, Casey said.

"All of these achievements and activities are attributable to the talented and committed people of Electric Boat," Casey said. "We can't afford to rest on our laurels, but I'm confident that we have the right individuals and the right teams in place to continue our success." 🍷

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WELCOME TO ELECTRIC BOAT;

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

- | | |
|----------------------|----------------------|
| 221 Kara Hooks | 459 Stephen Corona |
| 242 Mark Hultgren | Diana Kahl |
| 330 Kelli Grey | Dharmesh Sankharia |
| 403 Susan Bartlett | 462 Michael Litvinov |
| 413 Michelle Giles | Andrew Proper |
| Nicholas Zieske | 464 Stephen Gnade |
| 414 Alexander Dickau | 492 Kyle Mullane |
| 415 Talha Shahid | Frank Pearson |
| 429 Derrique Shand | Jordan Utt |
| 433 Marc Alessandria | 496 Brendan Carr |
| Matthew Schrag | Austin French |
| 436 Richard Cutler | 505 Jason Evans |
| 448 Richard Amato | 613 Mary Anne |
| 449 David Bowlus | Hightower |
| Daniel Boyle | 626 Stephen Johnson |
| Nathaniel Gedney | Stephen Schick |
| 452 Michael Falcone | Alison Smyth |
| Denver Updegrave | 642 Karen Armstrong |
| Michael Whitfield | Michael Fuller |
| 453 Zachary Hart | Ruth Hvarre |
| Andrew Pupillo | Glen Morron |
| 456 William Ducharme | |
| Bret Gagne | |
| Ryan Kasem-Beg | |



The Virginia-class attack submarine *New Mexico* (SSN-779) is christened in front of nearly 1,700 guests and crewmembers. Cindy Giambastiani, the ship's sponsor and wife of retired Adm. Edmund P. Giambastiani, christened the submarine during a ceremony at Northrop Grumman Shipbuilding.

U.S. Navy photo

New Mexico, Sixth Virginia-Class Submarine, Is Christened

THE SIXTH submarine of the Virginia Class, *New Mexico* (SSN-779), was christened last month at Northrop Grumman's Shipbuilding sector here.

The ship sponsor is Cindy Giambastiani, who broke a bottle of American sparkling wine across the submarine's hull. Mrs. Giambastiani is the wife of Adm. Edmund P. Giambastiani, USN (ret), the seventh vice chairman of the Joint Chiefs of Staff.

"When I look at this amazing submarine, I can't help but think of those three words – duty, honor and country – and especially the first: duty, said Mrs. Giambastiani. "It's what calls people to service. It's also what calls the men and women of Northrop Grumman and Electric Boat to build the safest, highest-quality and most technologically advanced ships in the world for the United States Navy," she said.

"Building great ships is a team sport, and we are certainly proud of our teammates – the shipbuilders of the Northrop Grumman Shipbuilding-Newport News and General Dynamics Electric Boat," said Adm. Kirkland H. Donald, director

of Naval Nuclear Propulsion. "You continue to set high standards of craftsmanship and efficiency that set you apart as leaders in both the shipbuilding community and in your local communities as well."

Electric Boat President John Casey also participated in the ceremony's speaking program.

"We all should be proud of what we've accomplished to reach this milestone in the life of the submarine *New Mexico*," he said. "The success we've achieved so far is a direct reflection of the extraordinarily effective working relationship that exists between all of the participants in the Virginia program.

"It's also a reflection of the Navy's confidence in our ability to develop and implement a number of process improvements and construction methods that have reduced the cost of Virginia-class ships.

"I'm very grateful to the Navy for endorsing these new approaches – and predict many others will come – which increase shipbuilding efficiencies and productivity," said Casey.

As an example, *New Mexico* will be the first Newport News ship delivered to

the Navy with 100 percent of its hull coatings applied during new construction – a long-term objective that is now becoming reality.

"This is a positive development for the Virginia program for two reasons," Casey said. "First, we reduce costs by performing the work while the ship is being built. Second, *New Mexico* and subsequent ships will spend more time operating with the fleet, since the time required to apply hull coatings has been eliminated from post-delivery work periods.

"Using a new facility at Quonset Point built specifically to apply these coatings, the shipbuilding team has taken another crucial step in support of the Navy's goals for the Virginia submarine program," said Casey.

Mike Petters, president of Northrop Grumman Shipbuilding and host of the event, said, "Tradition is an important part of our heritage as shipbuilders. ... It says so much about our professionalism, our commitment to quality and our sense of accountability. No matter whether our job title is welder, manager, foreman, vice president, construction superintendent or president, first and foremost we are shipbuilders."

U.S. Rep. Heather Wilson, who represents New Mexico's first district, served as the keynote speaker for the ceremony.

Other ceremony participants included U.S. Rep. Robert Wittman, (R-Va.); New Mexico's Prospective Commanding Officer, Cmdr. Mark A. Prokopius; Ms. Allison Stiller, deputy assistant secretary of the Navy for ship programs; Rear Adm. William Hilarides, program executive officer for Submarines; Vice Adm. Jay Donnelly, commander, Submarine Force; and Adm. Giambastiani. 🍷

Three EB Women Are Finalists In Innovation Awards Program

The Connecticut Technology Council, the state's technology trade association, has named three Electric Boat employees as finalists in its 2009 Women of Innovation awards program, which recognizes professional women and students for innovation and leadership in science, technology and engineering.

In the Large Business Innovation and Leadership category, the Electric Boat finalists are Nancy Beckwith, manager of supplier quality and a Lean Six Sigma black belt; and Patricia Lombardo, an engineering specialist in Dept. 434.

Beckwith oversees two departments with about 35 employees and is responsible for ensuring that purchased material meets contract requirements. She also serves as Electric Boat's representative on the General Dynamics Quality Council. Her accomplishments include the development of process metrics and a matrix to resolve significant vendor material quality issues

As a Lean Six Sigma black belt, she participated in a project to reduce the errors in mechanical design drawings with final savings totaling nearly \$178,000. Beckwith also authored a leadership development plan for black belts and assisted in the development of the Lean Six Sigma infrastructure.

Lombardo, the subject matter expert



Patricia Lombardo



Danielle Merrick



Nancy Beckwith

for Virginia-class submarines' air revitalization components, is responsible for the design, qualification, operation, and maintenance of the Integrated Low Pressure Electrolyzer (ILPE), a state-of-the-art oxygen generating and gas management plant as well as other atmosphere quality maintenance and monitoring equipment and ventilation fans at Electric Boat.

The operation of these components uses various advanced processes including electrolysis of seawater, mass spectrometry and infrared sensing. Lombardo maintains a working knowledge of these processes, and provides technical support to multiple shipbuilder disciplines with information about the design, performance, arrangement, and installation of the equipment.

In the Research Innovation and Leadership category, the Electric Boat finalist is senior engineer Danielle Merrick. Working in the Weapons and Mechanical Systems Group, Merrick has helped transform the submarine into an undersea aircraft carrier by developing a method to launch and recover an unmanned aerial vehicle from a D-5 missile tube.

Currently, Merrick is leading a large multi-company team of engineers and Navy operators in the identification of new submarine capabilities to be integrated into a single platform. These efforts are expected to revolutionize submarine capabilities, enabling secure operations in challenging threat environments. ♦



Heart Association Recognizes EB

Electric Boat Medical Director Dr. Robert Hurley, left, Wellness Coordinator Doria Sklar, second from right, and VP of Human Resources Bob Nardone, right, receive the American Heart Association's Platinum Award from Tracy Brazelton, the association's regional vice president. The award was given in recognition of the company's Building Better Health program.

MARINE SYSTEMS ROUNDUP

Electric Boat Receives \$35 Million Navy Contract For USS Providence Maintenance And Modernization

Electric Boat has received a \$34.9 million contract from the U.S. Navy to perform routine maintenance and modernization work on the USS Providence (SSN-719), a Los Angeles-class attack submarine.

Under the terms of the contract, Electric Boat will perform a Selected Restricted Availability, which consists of repairs, maintenance work, alterations and several major systems upgrades. The work will take place at the Groton Shipyard and involve up to 300 employees at its peak; it is expected to be completed by September 2009.

NASSCO Delivers First Of Class Product Carrier

SAN DIEGO

NASSCO earlier this month delivered the first ship of its new line of product carriers to U.S. Shipping Partners. The ship was named the Golden State in a christening ceremony at the NASSCO shipyard.

NASSCO began constructing the Golden State in August 2007. At a length of 600 feet, the ship has a cargo capacity of approximately 331,000 barrels and will be used to carry petroleum and chemical products between U.S. ports. The ship is named in honor of the State of California.

“NASSCO completed the Golden State six months ahead of our original



USS North Carolina Arrives At Shipyard For PSA

Anthony Grillo (501) helps guide USS North Carolina (SSN-777) into Graving Dock 1 as it arrives earlier this month at the Groton shipyard for its Post-Shakedown Availability. The PSA comprises maintenance, repairs, alterations, testing and other activities and will involve more than 500 current employees at its peak. Scheduled for completion in March 2010, the work has an estimated total potential value of \$70 million.

schedule, under budget, while simultaneously meeting or exceeding all quality requirements,” said Fred Harris, president of NASSCO. “The completeness and superb material condition of this first-of-class ship reflects an outstanding start to the Product Carrier program at NASSCO.”

NASSCO also began construction of its fourth product carrier, which will be named Empire State in honor of the State of New York. The shipyard is scheduled to lay the Empire State’s keel in May and deliver the ship to U.S. Shipping Partners in the first quarter of 2010. The San Diego shipyard is under contract to build a total of nine product carriers.

EB Awarded \$10 Million For Submarine Base Support

The U.S. Navy has awarded Electric Boat a \$10.25 million contract modification to continue operating the New England Maintenance Manpower Initiative (NEMMI) at the Naval Submarine Base in Groton.

Initially awarded in October 2006, the five-year contract has a potential value of \$201.8 million if all options are exercised and funded.

Under the terms of the contract, Electric Boat will provide a wide range of overhaul, repair and modernization services in support of nuclear submarines, floating dry-docks, support and service craft, and other platforms and equipment at the submarine base. About 270 Electric Boat employees are engaged in the work. 🇺🇸

Designers, Engineers Move Into Norwich Site

For Debbie Ridley, a 27-year Electric Boat employee working as an arrangement senior specialist in Dept. 459, the New Year meant a lot more than a new calendar – she started it in a new building, in a new town.

Ridley was one of almost 400 designers and engineers who left their Groton offices on Dec. 23, and returned to work Jan. 5, in EB's newest quarters at 243 Vergason Ave. in the Norwich Industrial Park.

"They did a great job fixing everything up, moving all the stuff over. There were no problems," Ridley said. "It's a nice change, very clean in here, a really well planned space, with better parking and new phones and nice furniture."

David Ciemier (410), fluid systems supervisor, spent 26 years in Groton and always figured he would retire from there, but found himself unpacking his family photos and reference books at 6 a.m. on Jan. 5, when everyone moved in. By 7 a.m. he was back at work.

"My commute used to be about 35 minutes, and now it's 45, but one nice thing about this office is there are no bad parking spots," Ciemier said. "And it really went very smoothly. We started

planning several weeks before the move," he said. "It was a huge effort, a great challenge with a lot of hurdles, but it really paid off when you see how well it went."

But while Ciemier and others are commuting further, for some the new office means less time on the road each day. That includes Robert F. Gannon, a design supervisor in Dept. 452, who lives in Sterling. He's driving 16 miles less each way, each day.

"The only thing I'll miss is my window – I had a window seat in Building 197. But other than that, this is a much nicer facility," Gannon said. "This is much nicer space."

Peter Halvordson, vice president of Engineering, said as engineers and designers were added over the last couple of years, the Groton offices were getting cramped. The new Norwich site will not only relieve the strain, it will leave some offices empty so the company can begin renovating those spaces to modern standards, and rotating people into renovated spaces as they are finished.

The Norwich office also has a training room with about four times as much space, including nine dedicated work stations, as well as conference rooms and an Electronic Visualization Suite.

"This will really facilitate a collaborative work environ-

ment, which really is the way we want to be doing business," Halvordson said. "It best meets the needs of the people and the company."

Greg Angelini, director of combat and weapons systems, said when the Groton buildings were constructed, designers still used drafting boards and slide rules. Utility needs and environmental requirements – high powered computers use a lot more electricity and throw off a lot more heat – were taken into consideration when the Norwich spaces were renovated.

"Bruce Hart and Paul Williams (from operations) did a great job on the renovations, from painting and wiring to updating the phone systems and installing the partitions," Angelini said.

"Also, most people really made sure they weren't moving anything that didn't need to be moved," Angelini said. "That took a month or two, just cleaning up before the move. But it meant we moved a lot less material."

Glenn Walsh, CVN 21 design program manager, said operations mapped out the new spaces several weeks in advance, assigned everyone a space, and distributed maps to everyone who was going to be moved before the holiday shutdown. Then all the material was moved during shutdown, and people reported to the new office on the first working day of the new year.

"From the perspective of the employees it was pretty much a two-day event – one day packing for the move, and then unpacking when they came back from shutdown. By 7:30 the first day, a lot of people were already at work," Walsh said.

"The few issues that we had were mostly related to last-minute changes in office assignments – as much as possible we tried to accommodate people who wanted to swap spaces," Walsh said. "But those were minor issues and we got through them pretty easily."

Angelini worked closely with other departments to facilitate the move as well. The purchasing department arranged to bring in a caterer, Old Tymes, to offer breakfast and lunch, as well as a bank of vending machines from Aramark and a local catering truck.

Pat Bullard (417) principal program representative, who helped to coordinate the move, said he also appreciated the support he received from the Marine Draftsmen's Association in the weeks leading up to the move.

"We brought everyone in up front, they were all on the teams from the start, and that was a huge factor in the success that we had," Bullard said. "Everyone worked together, and as a result things went as smoothly as anyone could have expected." 🍷

Almost 400 designers and engineers left their Groton offices on Dec. 23, and returned to work Jan. 5 in EB's newest quarters at 243 Vergason Ave. in the Norwich Industrial Park.



HEALTH MATTERS

Bob Hurley, MD
Medical Director

Magical Thinking

I can remember clearly the moment when I stopped believing in magical thinking – that irrational belief that one can bring about a circumstance or event by thinking about it or wishing for it. That thought process met its demise a short time after my participation in a drama involving three boys, a football and several small to medium-sized rocks. The Fates decided to offer two additional variables – an errant kick and a garage roof. I won't bore you with the details of the deliberations that led to our group logic. Suffice it to say that all present agreed that freeing the football from the roof should involve the aforementioned rocks.

Now some may immediately point out the inherent dangers in using these tools of choice. And to those, I would counter that in the early stages of extraction we had enough

success to merit staying the course. Several of the tosses made enough contact that we jostled the ball, but not quite enough, which in turn only stiffened our resolve.

Psychology

Magical thinking is considered normal in preschool children and in some pathologic states. It's thought that magical thinking resides in our more primitive and thus "illogical" thoughts. Functionally it allows one's fantasies to assuage the bluntness of reality.

We survive in the world when we are able to identify regular or routine cause-and-effect scenarios. Magical thinking arises when we ask our brains to ascertain uncertain or obscure events. The brain has the natural tendency to go beyond the information presented before it. In turn, it supplies us with a bevy of hidden forces, causes and meanings.

Overweight, Obesity and Magical Thinking

Many people exhibit magical thinking that the fat that surrounds their bellies will do no harm. Or that science will come up with a pill that will rev up their metabolism so they can lose weight. In addition, many believe that they possess the innate tools to treat obesity. A 2006 survey performed in Connecticut found that more than 70 percent of Americans who are trying to lose weight are following their own diet plans and have no interest in seeking a doctor's help. One-third tried dietary supplements such as pills and powders that have no proven benefit. Although unregulated by the FDA and without warning labels or statements of efficacy, these supplements "promise" to burn fat, boost metabolism or melt pounds without exercise. Now that truly is magical!

The facts are that there is no safe way to lose more than a pound or two a week and no proof that unregulated, over-the-counter products help at all.

Cause and Effect

The American Heart Association has placed in the record their scientific position in regards to obesity. They have defined it as simply too much body fat.

If you have too much fat – especially in your waist area – you're at higher risk for health problems, including high blood pressure, high blood cholesterol, diabetes, heart disease and stroke.

Obesity is now recognized as a major risk factor for coronary heart disease, which can lead to heart attack. Some reasons for this higher risk are known, but others are not. For example, obesity:

- ▶ Raises blood cholesterol and triglyceride levels.
- ▶ Lowers HDL "good" cholesterol. HDL cholesterol is linked with lower heart disease and stroke risk, so reducing it tends to raise the risk.
- ▶ Raises blood pressure levels.
- ▶ Can induce diabetes. In some people, diabetes makes these other risk factors much worse. The danger of heart attack is especially high for these people.

Even when there are no adverse effects from the known risk factors, obesity by itself increases risk of heart disease. It also harms more than just the heart and blood vessel system. It's a major cause of gallstones and can worsen degenerative joint disease.

Obesity is mainly caused by taking in more calories than are used up in physical activity and daily life. When people eat too many calories, or too much saturated fat, trans fat and cholesterol, their blood cholesterol levels often rise. That raises their risk of heart disease.

How is Body Fat Measured?

Waist circumference measurement and body mass index (BMI) are the recommended ways to estimate body fat. A high-risk waistline is 35 inches or higher for women, and 40 inches or higher for men.

The body mass index formula assesses body weight relative to height. It's a useful, indirect measure of body composition, because in most people it correlates highly with body fat. Weight in kilograms is divided by height in meters squared (kg/m²). Or multiply weight in pounds by 703, divide by height in inches, then divide again by height in inches.

- ▶ BMI values less than 18.5 are considered underweight.
- ▶ BMI values from 18.5 to 24.9 are normal.
- ▶ Overweight is defined as a body mass index of 25.0 to less than 30.0. A BMI of about 25 kg/m² corresponds to about 10 percent over ideal body weight.
- ▶ Obesity is defined as a BMI of 30.0 or greater than or about 30 pounds or more overweight. Extreme obesity is defined as a BMI of 40 or greater.

MeanwhileIn Hiding.... Far Away.... All is Well

There are several variations to the reports of that day that my best offering met the huge plate glass picture window located a little too closely to the football on the roof. There is no substantiation that the five-year-old culprit was found hiding in the basement feverishly wishing the window had not truly been broken.

No, a much more sober individual greets you today and he agrees that the scientific evidence chronicling the American obesity epidemic is actually true. I

also think that we practice far too much magical thinking when we reassure ourselves through thoughts, words, or actions that our obesity will not end in diabetes, arthritis, hypertension, stroke, heart attack – and premature disability.

Cause and effect is still in place. There is no room for magical thinking. The good news though is that everybody can lose weight. But you'll probably need to have realistic expectations of one pound a week. And if you tried in the past and failed? No, you're not cursed nor are you the recipient of some ill-defined problem. You didn't try long enough or effectively enough.

We Can Help

EB Building Better Health in conjunction with United Healthcare can help. We recommend that you:

- ▶ See your doctor for a physical and tell them you want to lose weight.
- ▶ Change your diet to include five servings of fresh fruits and vegetables every day.
- ▶ Limit your intake of fats, sugars, carbohydrates and meats.
- ▶ Walk or aerobically exercise for 30 minutes or more each day.
- ▶ Join Weight Watchers or another organized program.

Electric Boat offers Weight Watchers on campus three different times during the week. Contact Doria Sklar at ext. 36391 for more details. To explore United Healthcare offerings for weight management, contact Mercedes Beres, our new United Healthcare advocate. She is available by phone or appointment. Contact her at ext.38272, or 401-268-2240. ☺

Retirees

- 330 **James R. Peterson Jr.**
43 years
Plng Spec Sr – Matl
- 452 **Daniel R. Kandell**
14 years
Piping Sr Designer
- 459 **C. Edward Matthews**
14 years
Arrgt S/Dsn Sr Spec
- 921 **Gerard E. Laliberte**
32 years
Struct Fab Mech I
- 921 **Robert V. O'Brien Jr.**
25 years
Struct Fab Mech I
- 924 **Clarence J. Berard**
33 years
Install Mech I
- 935 **Arthur J. Tucker Jr.**
33 years
Prod Supp Tech I

EB Completes 2009 Strategic Plan

Electric Boat has completed its Strategic Plan for 2009. The plan reiterates the company's vision to be the Navy's preferred provider for all submarine programs, naval nuclear propulsion plants, and undersea warfare systems integration.

The plan also identifies key focus areas for 2009 where efforts will be concentrated to achieve our strategic objectives.

The plan is available on the internal web site, <http://www.ebnet.gdeb.com>, under the Strategic Plan link at that site. Employees who do not have access to the site can obtain copies of the plan from Strategic Planning (629), ext. 38095. ☺

Classified

AUTO PARTS

SET of tires and wheels. Toyo Proxes FZ4, PFXZ4, 225 X 40 ZR 18 92W, bolt pattern 5X114.3, lug nut is 12mm X 1.5 IN. Custom Konig wheels. Tires have 500 miles on them. Bought a new car and these do not fit. Asking \$500 for the set. 449-0403.

MISCELLANEOUS

AMERICAN Girl Doll clothes & furniture. Wooden dollhouse furniture. New ballerina porcelain doll, metal Tonka dump truck, Elvis doll. Children's books, records and puzzles. Afghan. Crutches. 401-596-5788.

FIREWOOD (seasoned), mostly red oak. Cut, split and delivered for \$200 a cord. Before 5 PM, call 715-1299; after 5 PM, call 401-377-9055.

SERVICE for four Haviland china set. 28 pieces. Men's new Wear-guard car coat, size XXL. Roll of fabric for draperies or slipcovers, \$10. Lamps. 401-596-5788.

SNOWMOBILE Ski-Doo Touring 380. 1998. Freshly rebuilt, hand warmers, reverse, perfect condition, runs excellent. \$1,650. 564-2223

MOTORCYCLES

YAMAHA motorcycle TTR230. 2006. Electric start, aftermarket exhaust, freshly tuned, perfect condition, runs great. \$2,500. 564-2223.

REAL ESTATE / RENTALS

PAWCATUCK apartment for rent. Newly renovated. 2nd floor. In town. Off-street parking, appliances with hookups for washer & dryer. Heat & hot water included for \$850 (first, last, security deposit & references). No smokers; no pets (subject to pet guidelines). 599-2084.

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

CATEGORY choose from

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

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

Maximum of two 25-word ads per employee per issue. Please include your name, department and work extension with your ad (not for publication).

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

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

EB Business Ethics and Conduct

Making Tough Decisions

The information contained in the General Dynamics Standards of Business Ethics and Conduct "Blue Book" will help you work through most difficult business issues and dilemmas. But if the answers to some problems may not be obvious, take the extra time to think through these questions:

Think of this as our Ethics Quick Quiz –

- ▶ Have I reviewed the facts carefully?
- ▶ Have I used the resources available to me?
- ▶ What are the issues?
- ▶ Have I thought carefully about my options?
- ▶ What are the consequences of my choices?
- ▶ Will my decision stand the test of time?

EB Ethics Director Frank Capizzano (860-433-1278) is also available to assist anyone with questions or issues that may relate to ethical decision making regarding the use of information technology. The GD Ethics Hotline is available 24/7 and may be reached at 800-433-8442 or 770-613-6315 for international callers who wish to report an ethical violation.

Remember – when in doubt always ask. 

EB Celebrates Technical Excellence During National Engineer's Week

Electric Boat will celebrate technical excellence during National Engineer's Week, Feb. 16-20. Throughout the week, the Engineering and Design community will host a variety of recognition events and lectures focused on the technical achievements of the company throughout the last year. Presentations will be given by current and former commanding officers, government representatives, and members of Electric Boat's technical staff.

An agenda for these events will be available shortly, so stay tuned! 

Daffodil Days Approaching; Spring Can't Be Far Behind

Electric Boat is again participating in the American Cancer Society's annual Daffodil Days fundraising campaign.

If you'd like to be a canvasser, contact Lisa Trolan, 433-6193, or Donna Havrilla, 433-8369. The last day to order will be March 2. Delivery of the flowers will be made during the week of March 16.



Service Awards

45 years

100 Benjamin R. Goulet Jr.
951 Wayne M. Ure

40 years

229 Charles E. Sprague
242 Steven A. Giesing
243 Tommy D. Vickers
251 Efrain Mendez
341 Keith A. Gould
355 Frederick C. Butts
423 Thomas J. Dumais Jr.
428 Alan F. Clarke
452 Daniel M. Castano
795 John P. Sior

35 years

100 John F. Timm
227 Clarence Hill
229 William H. Berger
229 James E. Clemens
229 Alan T. Smith

242 Andrew J. Miller
248 Patrick K. Bearden
248 Charles H. Monte
272 Harold M. Rice
321 John F. Lang
333 William A. Rebello
341 Mark S. Panosky
433 Joseph J. DeSandre
449 Peter W. Champagne
449 John G. Dodge III
452 Valentina Mandybur
459 Francis J. Ledoux Sr.
460 James R. Hull
467 Michael B. Kennedy
496 Kenneth A. Walker
604 James J. Hicks Jr.
604 Donald S. Slawski
648 Dayton T. Trehern
921 Marvin J. Taul

30 years

226 James B. Quinn III
241 Arthur H. Caporale
241 Robert W. Rossi
242 David E. Russ

246 Margaret M. Fowl
246 John J. Sylvester
251 George S. Dunnack
252 Thomas W. Bassett
252 Jay M. Lopriore
252 Sidney H. Petrie
322 James M. Costello
415 Kevin B. Johnston
449 Nicholas J. Pedro
452 John W. Casagrande
453 Reginald G. Neto
459 Arthur J. Hocking
460 Michael J. Rzewuski
472 Mark A. Lloyd
501 Joseph L. Causey
601 John P. Casey
604 Robert A. Bunting
604 David L. Giambattista
915 James E. Bridges
915 Robert G. Gauthier
936 Dennis A. Orlando

25 years

226 Morris C. Page Jr.
243 Daniel J. Nelson

330 Kevin J. Oles
355 Peter J. Nulty
403 Patricia C. Rychlec
431 Jeffrey P. Page
447 Charles B. Shindell Jr.
449 Joseph W. Nimley
452 Robert E. Gannon
456 Edward T. Burke
459 Anthony C. Giordano Jr.
459 Steven L. Minick
495 Jeffrey L. Fout
545 Keith R. Coppin
545 Frank S. Kovalik
604 Laurie A. Brodhead
904 Peter D. Slowinski
915 Daniel C. Blair
915 Ronald E. Kingsborough
921 Dennis R. Taillon
950 Pamela F. Thimas

20 years

251 Johnny L. Horton
252 Wayland W. Hedding III

341 Charles H. Lamphere
355 John S. Rowe
404 Russell J. Christy
416 Thomas A. Lambert
421 Alexander Morales
431 Philip J. Piasecki
431 Sheryl D. Williams
436 Lisa A. Hayward
445 Mickey E. Davidson
449 Edwin D. Randolph
452 Karen V. Heroux
459 John D. Argarin
459 Robert K. Dion
460 Kenneth A. Laporte
473 Judith M. Ruthko
496 Jonathan J. Cumberlander
496 Jose A. Defreitas
604 Kenneth R. Fast
915 Richard S. Bradley
921 James A. Goggins

New Marine Systems Leader Tours Electric Boat

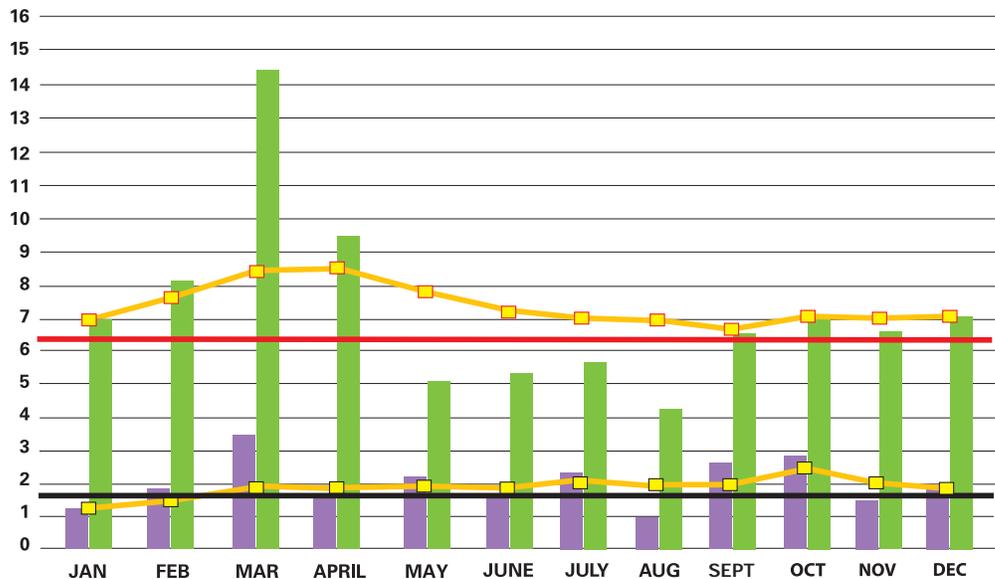
Al Smith (229) explains the capabilities of Electric Boat's computerized welding and plasma arc system to David K. Heebner, center, General Dynamics new executive vice president - Marine Systems, during his recent tour of the company's facilities. At right is Bob Burkle, general foreman in Dept. 229.



2008

ELECTRIC BOAT CORPORATION INJURY INCIDENCE RATES

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



RECORDABLE INJURIES FOR 2008 = **730**
 RECORDABLE INCIDENCE RATE YTD = **6.92**
 2008 GOAL = **6.35 or less**

LOST TIME CASES 2008 = **213**
 LOST WORK DAY CASE RATE YTD 2008 = **2.02**
 2008 GOAL = **1.70 or less**