

Electric Boat NEWS

FEBRUARY 2009

MTC President Ken DelaCruz, U.S. Rep. Joe Courtney (D-2nd District), Supervisor of Shipbuilding Capt. Les Elkin and Electric Boat President John Casey cut a ribbon to formally mark the completion of a \$19.2 million improvement project in Building 260.



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BUILDING 260 IMPROVEMENTS MAKE SUB CONSTRUCTION MORE EFFICIENT, IMPROVE EMPLOYEE SAFETY

In a ceremony held earlier this month, Electric Boat marked the completion of a \$19.2 million improvement project in the Groton shipyard's Building 260 that will make final assembly and test of Virginia-class submarines more efficient and cost-effective while improving employee safety and productivity.

According to President John Casey, the project will save more than \$81 million on remaining ships of the Virginia Class, providing a payback of more than 4-to-1 to the Navy.

"This is the future of shipbuilding in Connecticut," said U.S. Rep. Joe Courtney (D-2nd), who participated in the ceremony along with Supervisor of Shipbuilding Capt. Les Elkin and MTC President Ken DelaCruz. Courtney said the support of the Virginia program in Congress and the Department of Defense can be attributed in part to Electric Boat's continuing efforts to reduce costs.

DelaCruz, who recalled repeated climbs up and down scaffold stairs, said shipyard workers appreciate the improvements, particularly the elevators. "Every change here was designed with

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A view of the forward end of the submarine Missouri (SSN-780) from one of the work platforms built to improve construction efficiency in Building 260.

“ Investments in shipbuilding – such as this one – generate their own stimulus effect by helping stabilize employment in Connecticut, Rhode Island and Virginia. This effect actually extends throughout our nationwide supplier network, and will help our country recover from its current economic environment.”

– John Casey, president

continued from page 1

health and safety issues in mind,” he said.

“Investments in shipbuilding – such as this one – generate their own stimulus effect by helping stabilize employment in Connecticut, Rhode Island and Virginia,” Casey said. “This effect actually extends throughout our nationwide supplier network, and will help our country recover from its current economic environment.”

At the conclusion of a brief speaking program, Casey, Courtney, Elkin and DelaCruz cut a ribbon, ceremonially marking the completion of the improvement project. At that point, Director of Operations Mike Alu hit a button that sent a freight elevator up to the second level of one of the new work platforms.

The project was completed over an 18-month period as Electric Boat employees

and more than 40 contractors poured more than 950 cubic yards of concrete, erected 850 tons of structural steel, and ran 7,000 feet of piping and 15,000 feet of wiring inside Building 260.

Fixed platforms support construction of a submarine within a single bay, rather than moving modules several times during final assembly and test, eliminating the time and expense of dismantling and rebuilding staging alongside submarines each time they are moved.

The two bays that have been rebuilt support the Navy’s plan to double production to two submarines a year in 2011. In the newly configured Building 260, overhead service trays are being used to relocate cables and other utility lines that in the past have hindered access to the ship. New light fixtures are improving

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illumination 30 percent. New “mega-doors” on the east and west ends of the building protect workers from wind, snow and rain, as well as make welding more efficient.

The new work platforms, as well as freight and personnel elevators, will make it easier, quicker and safer to get material and workers on and off ships under construction, and the consolidation of nine tool cribs previously located around the shipyard into three new locations, including one within Building 260, will reduce the hours employees spend preparing for a job. 📍



Superintendent Ron Donovan (226) explains the benefits of the consolidated tool cribs that were part of the Building 260 improvement project to members of the media before the start of the speaking program.

Electric Boat **NEWS**

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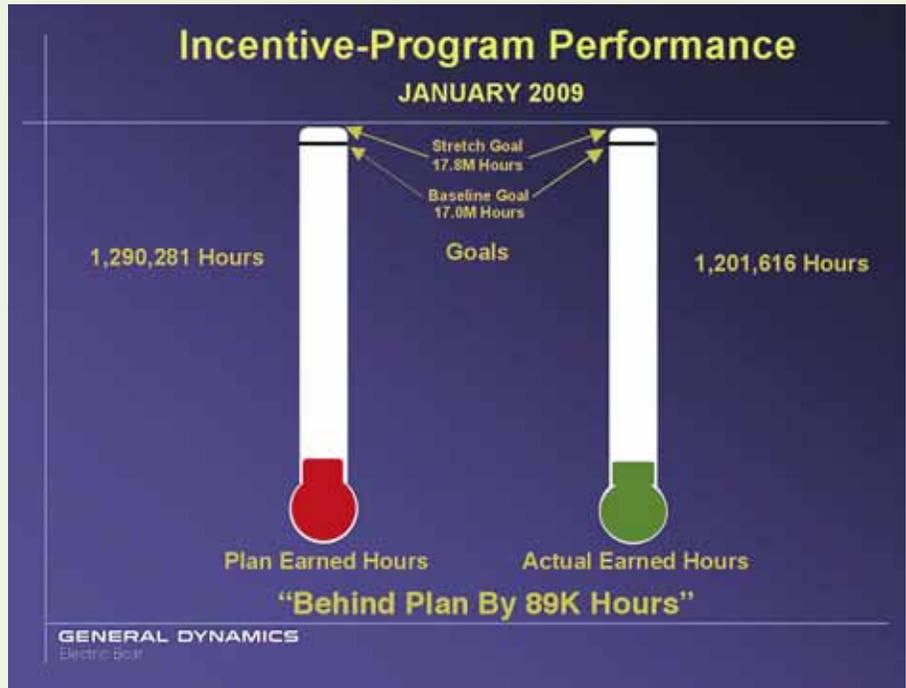
WELCOME TO ELECTRIC BOAT;

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

- | | | | |
|----------------------|--------------------|----------------------------|-----------------------------------|
| 230 Christopher Bell | William McCabe | Ed McTigue | Donald Lewis |
| Trinity Broughton | Cory Reed | Richard Messier | Michael Lumsdon |
| Allen Church Jr. | Jeffrey Shayer | Daniel Nolan | Ronald West |
| Edward Ferry | Joel Sheffield | Patrick O'Rourke | 428 Bradford White |
| Nicolas Goodwin | Keith Thomassen | James Palmer | David Bernard |
| Thomas Keena | Thomas VanNostrand | Joshua Pray | 433 William Johnsen |
| Alfred Kovalik Jr. | Christopher Wells | Steven Rockholz | Braden Swan |
| Matthew Maderia | John Wells | Joseph Schuyler | Jan Teves |
| Scott Marchione | Roy Wood | Donald Sims | 445 Gary Yingling |
| Stephen Martel | 242 Greg Adams | Mark Smith | 446 Mark Sasso |
| William Perry | David Allen | Sarah Spencer | Geoffrey Scherer |
| Bruce Rebello Jr. | Duane Allen | Chris Startz | 449 Garrett Brown |
| 241 Kenneth Ariosto | Daryl Alves | Gary Stone | 456 Chad Scott |
| Frederick Avery | Joseph Behm | Jeremy Sweatland | Paul Spencer Jr. |
| Thurman Banks | David Bettey | Matthew Taylor | Andrew T. Tefft |
| Carl Bernard | Leonard Brainard | Shane Taylor | 459 William Brunelle |
| Steve Brewster | Michael Brand | Jeffrey Travis | Matthew Dickin- son |
| Erik Bronson | Chriss Bridgman | George Viau | Leah Moors |
| Mark Buck | Jesse Broccoli | Andrew Wade | Robert Pesapane |
| Ariel Castillo | Richard Brown | Chase Zoglio | Brian Santangelo |
| Stanley Chappell | David Burbine | Christopher Borris | Jordan E. Sostre |
| Donald Coit | Ryan Carrier | Joseph Heck | Michael Waszkelewicz |
| Paul Connolly Sr. | Timothy Carson | Donald Latham III | 462 Chris Hanrahan |
| Thomas Corbett | Cecil Carter | Hector Martinez | Paul Healy |
| Daniel Cote | David Connors | 323 Michael Hayes | 464 Adam Goldschmidt |
| Werth Dean | Adam Crider | Horace Love | 492 Alexander Burns |
| Eric Doe | Ryan Decesare | 330 Ashley Williamsen | David J. Friedlander |
| Sean Dooley | Daniel Donovan | Thomas Achterberg | Jordan Timmerman |
| Frank Edwards | Ronald Durfee | 341 Julie Keefer | 505 David Berger |
| Michael Farm | Ronald Gaudlap | 403 Jeanne Moorton | Melissa Bruning |
| Steven Gardner | Lyle Gregware | Robert Szczepanski | Matthew Byington |
| Patrick Graser | Christopher Hatt | 412 Robert Kelm | 604 Sanikumar Patel |
| James Greatsinger | Bill Hoffman | 413 Anthony Guntermann | 613 Kimberly Gilbert |
| Jeffrey Henry | Trevor Holdridge | 415 Andrew Johnston | 644 Allan Dierman Louis Heller |
| Michael Howell | Mark Hultgren | 416 David Duerrwaechter | 705 George Bradstreet |
| Kyle James | Eric Irving | Stephane Gautier | Timothy Larson |
| Mark Janssen | Gezim Jazxhi | 424 Thomas Fournier | 797 Kay Haney |
| Derek Justice | Patrick Kennedy | 427 Matthew Christopher | |
| Jeremiah Kanter | Michael Kupka | Tanimu DeLeon-Nwaha | |
| Michael LaFountain | Joseph LaFalce | | |
| James Laird | Joseph Le May | | |
| Austin Lesse | Jason Leandri | | |
| Joseph Lugauskas | Ross Lever | | |

Retirees

- 228 **Richard E. Tyler**
34 years
Lead Bonder 1/C
- 229 **Samuel Santiago**
35 years
Welder-Struct. W/L
- 230 **Douglas R. Church**
33 years
Boom Crane Serv Engr 1
- 242 **Gary L. Moore**
28 years
Driller 1/C
- 251 **Emile T. Johnson**
35 years
Painter Spec.
- 321 **Joseph Almeida**
42 years
Inspector-Ele-QC 1/C
- 330 **Sina A. Bromley**
34 years
Administrative Clerk II
- 438 **Edward C. Prest Jr.**
34 years
Rad Con Serv Engr Lm
- 441 **Richard J. Girard**
26 years
Test Engineer Specialist
- 505 **Carol J. Brainerd**
14 years
Janitor
- 642 **Alan S. Hollandersky**
35 years
Blmaker Trade Tech
- 745 **Deborah D. Knight**
21 years
Purchasing Agent



Earned Hours Program Returns

2009

Electric Boat's earned hours program is now in its 10th year, continuing to provide employees with the opportunity to participate in the company's financial success.

"Assuming we make our financial goals for 2009, everyone will share in Electric Boat's accomplishments," said Finance Director Kevin Carroll. "It's an arrangement that benefits both company and employees."

This year, the base goal is 17 million hours. If this goal is met, each employee receives \$500 (minus withholdings).

There also is a stretch goal of 17.8 million hours. Meeting this goal is worth another \$250, for a potential total of \$750.

"We'll achieve the 2009 earned hours goal by meeting our cost and schedule objectives on Virginia-class new construction hulls, completing the USS Hawaii (SSN-776) Post Shakedown Availability and the USS Providence (SSN-719)

Selected Restricted Availability, performing to plan on the Virginia Design for Affordability program and performing on our engineering contracts," said Carroll.

Earned hours is a method Electric Boat employs to measure its cost and schedule performance. "Using this tool enables us to track our performance toward our annual goal on a monthly basis," Carroll said.

To be eligible for the incentive, employees must:

- ▶ Work 1,000 hours during 2009 (excluding absences of any kind).
- ▶ Be on the payroll as of Dec. 1, 2009, with the following exceptions:

- Employees who retire in 2009 must work at least eight hours in 2009.
- Employees who are laid off in 2009 must work at least 1,000 hours in 2009. 🗑️



1,000th Trident Patrol Is Commemorated

KINGS BAY, Ga. – Dignitaries and guests stand during the national anthem at the start of the 1,000th Trident Patrol Commemoration Ceremony at the Naval Submarine Base at Kings Bay. The ceremony marked the 1,000th Trident submarine patrol, which was completed by USS Wyoming (SSBN-742) on Feb. 11. A similar ceremony was held at the Trident base in Bangor, Wash., a week later. (U.S. Navy photo)



Electric Boat Salutes Employees For Military Service

At a recent ceremony in the Technology Center's 10th floor conference room, Electric Boat President John Casey and members of his staff honored 14 employees who returned from active military service during 2008. Recognized were, from left, Joseph Correia (274); Jonathan Meadows (545); John Desormier (445); William Medeiros (915); Michael Rushton (447); Joseph Beyer (493); Katherine Elson (453); Jason Brimlow (274); Michael Beaver (967); and Kurt Sprengel (967). Missing from the photo were Paul Kelly (230); Patrick Meehan (999); James-Jonathan Tregaskis (915); and Kevin Jackson (628). In addition, William Dodge (411) was cited for his support of deployed service men and women through fundraisers, which have raised enough money to send hundreds of care packages overseas.

MARINE SYSTEMS ROUNDUP

Shipway to Retire, Geiger Named BIW President

BATH, Maine

Jeffrey S. Geiger will succeed John F. Shipway as president of Bath Iron Works effective April 1. Geiger, who has been senior vice president of operations at Bath since March 2008, will report to David K. Heebner, executive vice president of Marine Systems at General Dynamics.

In announcing the transition, Heebner said, "Dugan Shipway, who is retiring, has been instrumental in transforming Bath Iron Works into one of the most efficient, productive shipyards in the United States. Since becoming president in 2003, he has implemented an aggressive effort to improve the processes and facilities at Bath, and has created an environment that encourages commitment and teamwork from a skilled workforce. We thank him for his service to General Dynamics, the Marine Systems Group and the people of Bath Iron Works.

"At the same time, we welcome Jeff Geiger to his new leadership position," Heebner said. "Jeff has worked at Bath Iron Works for nearly 25 years, and has been an integral part of the management team since 1993. Jeff understands the strengths of Bath Iron Works and its workforce, he understands naval shipbuilding and he understands our customers' expectations. I am confident Jeff will build on BIW's recent record of success as he leads Bath Iron Works into the future."

Geiger, 47, joined Bath Iron Works in 1984 as a production planner and since that time has advanced through a series of progressively more responsible positions in production engineering, production control, manufacturing engineering, planning and quality assurance. In those positions, he has had responsibility for all engineering, design, material procurement, planning, quality control, strategic planning, communications and business development at the shipyard.

Geiger is a member of the Executive Control Board of the National Shipbuilding Research Program and has served as a National Advisory Board member for the Naval Architecture & Marine Engineering Department of the University of Michigan. He is also on the Board of Directors of the United Way of MidCoast Maine. Geiger is a graduate of the University of Michigan where he earned bachelor's and master's degrees in naval architecture.

John F. "Dugan" Shipway became president of Bath Iron Works in April 2003 and a vice president of General Dynamics in May 2003. He had been vice president of full submarine support for Electric Boat since May 2001 and was responsible for business development for its submarine maintenance and repair operation. Shipway joined General Dynamics in July 2000 as Electric Boat's director of special projects. Prior to joining the

company, he served for 35 years in the U.S. Navy as a submarine officer and a military acquisition professional. In his last assignment, he was the director of the Navy's strategic systems programs. He retired from active duty in June 2000 as a rear admiral.

U.S. Navy Awards Electric Boat \$6 Million for Nuclear Submarine Services

The U.S. Navy has awarded Electric Boat a \$6.3 million modification to a previously awarded contract for management and support of nuclear-maintenance work for submarines homeported at the Naval Submarine Base in Groton.

Under the terms of the contract modification, Electric Boat will continue to operate the Nuclear Regional Maintenance Department (NRMD) at the submarine base through Sept. 30. The company will provide project management, planning, training and radiological-control services to support maintenance, modernization and repairs. A core group of about 25 Electric Boat employees is assigned to the NRMD, with surge groups of up to 100 shipyard employees assigned for short periods.

The contract was initially awarded in December 2005 and has a potential value of \$100.5 million over four years.

NASSCO Awarded Design Contract For Mobile Landing Platform Ship

SAN DIEGO

General Dynamics NASSCO has been awarded a \$3.5 million design contract for the U.S. Navy's Mobile Landing Ship (MLP) program.

Under the contract, NASSCO will develop a preliminary ship design based on Navy requirements. A contract for the detail design and construction of up to three ships could be awarded next year.

The MLP is a new class of auxiliary ship for the Navy's Maritime Prepositioning Force of the Future (MPF(F)) program. The ship is intended to serve as a transfer station or "floating pier at sea," improving the U.S. military's ability to deliver equipment and cargo to areas where port access is limited or unavailable.

Early requirements of the ship include the ability to land helicopters, a facility for the operation of air cushioned landing crafts (LCACs), and the capability for ship-to-ship transfer of equipment from large-draft prepositioning ships to others vessels, including T-AKE ships.

"We are pleased to be selected to design this revolutionary auxiliary ship," said Fred Harris, president of General Dynamics NASSCO. "We look forward to working closely with the Navy to further understand the requirements and ensure our team creates an affordable, effective MLP design."

NASSCO Awarded \$35 Million for Modernization and Maintenance of U.S. Navy Amphibious Ships

SAN DIEGO

General Dynamics NASSCO has been awarded two contracts totaling \$34.6 million by the U.S. Navy to modernize the amphibious assault ship USS Germantown (LSD-42) and maintain the amphibious transport dock ship USS Dubuque (LPD-8).

Under the first contract, valued at \$26.3 million, NASSCO will upgrade the Germantown's electrical generation and power distribution systems. The contract follows a \$100,000 award to NASSCO last July for preparatory work for the ship's modernization. Additional contracts are expected to be awarded for other hull, mechanical and engineering work. Modernization work aboard the Germantown began in December and is scheduled to end in August. The 610-foot-long ship was commissioned in February 1986 and is homeported in San Diego.

The second contract, valued at \$8.3 million, authorizes NASSCO to perform routine maintenance aboard the Dubuque. From mid-February through April, NASSCO will perform upkeep work on the ship's engineering plant and in crew living spaces. This contract is a follow-on award to a maintenance agreement for LPD-class ships previously awarded to NASSCO. The 570-foot-long ship was commissioned in September 1967 and is homeported in San Diego.

NASSCO employs more than 4,700 people and is the only major ship construction and repair yard on the West Coast of the United States. In addition to its ship repair business, NASSCO is currently building four T-AKE ships for the Navy and three product carriers for U.S. Shipping Partners L.P. 🏠



Director of Process Improvement Deneen Thaxton and Master Black Belt Marc Manintosh accept the iSixSigma organization's award for a supply-chain improvement project on behalf of the entire Electric Boat project team at a recent recognition ceremony in Miami.

Process Improvement Team Takes Prize For Trade Support Project

Electric Boat's Process Improvement organization has won a prestigious award for developing new methods to ensure that incoming purchased material is processed to better support the construction trades.

The award was presented by iSixSigma.com, an online content provider for the Six Sigma community. Specifically, Electric Boat won iSixSigma.com's award for the Largest Breakthrough Improvement Project in the Supply Chain category.

Deneen Thaxton, director of process improvement, and Marc Macintosh, master black belt – material flow value stream, accepted the award on behalf of the entire project team at a ceremony held last month in Miami. Additionally, the Electric Boat project was the subject of an article published in iSixSigma magazine last year.

According to Macintosh, incoming material at Groton and Quonset Point goes through a receiving process where it is analyzed, tracked and stored for use by shipyard workers. While much of this material does not require inspection or certification review, it was still being directed to receipt inspection analysts for evaluation.

A noticeably high backlog of material at receipt inspection prompted Electric Boat to develop a continuous improvement project focused on reducing the percentage of purchased material routed to receipt inspection, said Macintosh.

"The amount of material being sent to receipt inspection has been excessive since the 1990s, resulting in continuous expediting, high backlogs and increased processing costs," he said. "The primary goal of the project was to reduce the quantity of material sent to receipt inspection by 50 percent. A secondary goal was to reduce the backlog of material at receipt inspection by 25 percent," he said.

To execute the project, a cross-functional team was established comprising process owners and stakeholders from purchasing, supplier quality, receiving and

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HEALTH MATTERS

Bob Hurley, MD
Medical Director

My Newman

Those of you that are fans of the Seinfeld show will remember a character called “Newman.” He was Jerry’s neighbor and his most strident critic. Despite common friends, their relationship never improved. Not even a modicum of respect developed between the two. Too bad, because ... I’ve got my own “Newman.”

This guy just loves to stop by my aspirin booth whenever he can just to tell me how both he and his doctor think that taking an aspirin a day is one of the worst things in the world. I typically get involved in a 15 minute back and forth, attempting to point out the numerous benefits of this fully vetted preventive measure. Much like Jerry, I grit my teeth as I begrudgingly admit that the choice of starting or maintaining an aspirin program is best left to the individual and their personal physician. And yes, the recommendations are that individuals discuss the use of aspirin

in the context of known cardiac risk factors.

Yet no matter how eloquent and rational I am, Newman thinks taking an aspirin is totally worthless. At this point my guess is that he just enjoys telling me how misguided I am.

Well Newman, I’ve got another reason to consider taking a baby aspirin. I’m sure we can both disagree upon this one. If you are a loud snorer there is a good chance your risk of stroke and heart attack is higher compared to people who do not snore. That’s right; it is now considered an independent risk factor for these cardiovascular accidents.

Sound Meters Please

It’s a little disconcerting to the average person because whom among us doesn’t snore? Everybody snores to some extent at some point in their lives. One estimate is that between 15 and 54 percent of middle-aged adults snore. Another survey found that 40 percent of men and 24 percent of women snore regularly. One Hungarian study found that 37 percent of men and 21 percent of women have loud snoring with breathing pauses. In addition they found that a loud snorer has a 67 percent higher risk of stroke compared with people who do not snore. The heart attack risk is also increased by 34 percent in loud snorers. Quiet snorers catch a break in this study – no increased risk for stroke or heart attack was found.

Anatomy of the Snore

When sleeping on your back or to a lesser extent your side, the tongue falls backwards and the pharynx walls collapse, resulting in a partially or completely occluded throat. The air moving across this obstruction of soft oral tissue produces the “snore.” If completely blocked, breathing may cease for several seconds, repeatedly throughout the night. As the person struggles to breathe, blood pressure soars. This rise in blood

pressure in conjunction with the mechanical vibrations generated by the snore damages the endothelial cells lining the carotid arteries. These injured arterial sites attract cholesterol and calcium, which amass into calcified plaques that block blood flow to the brain.

A recent study performed in rabbits confirmed that vibrations from snoring are transmitted to the walls and lumen of the carotid arteries.

A team of researchers at UCLA took neck X-rays of men suffering from bad cases of snoring. They then compared these findings with the studies of men who did not snore. They found 21 percent of snorers had hardened blockages in their carotid arteries compared with only 2.5 percent of men from the non-snoring group. They concluded that the increased risk of stroke comes from the plaque-filled carotid arteries in the neck, not in other parts of the body. Worse, they surmise that the damage to the carotids typically is extensive.

But I’m a Dainty Snorer

Perhaps, but you better be realistic about this. Another new study correlated the severity of snoring with plaque formation. Researchers divided individuals into three groups: mild snorers who snored less than 25 percent of the night, moderate snorers who snored between 25 and 50 percent of the night and heavy snorers who snored more than 50 percent of the night. The presence of carotid atherosclerotic plaques increased with the severity of snoring. The results suggested that even minor snoring was associated with carotid plaques. Researchers found 20 percent for mild snoring, 32 percent for moderate snoring and 64 percent for heavy snoring.

I Think I’d Just Rather Stay Awake

But wait, I haven’t told you the really bad part yet. Our discussion began with the new research findings about snoring,

We haven't discussed the settled science regarding snoring. Snoring in and of itself is the most important warning sign of Obstructive Sleep Apnea (OSA). There is ample evidence that OSA (snoring with the cessation of breathing and resultant dropping of oxygen levels) results in a six-fold increase in heart attacks and strokes in patients that are untreated. OSA has also been implicated in short-term memory loss, Alzheimer's and dementia.

Risk Factors

The primary risk factor for OSA is excessive weight gain. The accumulation of fat on the sides of the upper airway causes it to become narrow and predisposed to closure when the muscles relax. Other risk factors are:

- ▶ Age: Loss of muscle mass is a common consequence of the aging process. If muscle mass decreases in the airway, it may be replaced with fat, leaving the airway narrow and soft.
- ▶ Male hormones can cause structural changes in the upper airway.
- ▶ Anatomic abnormalities, such as a receding chin
- ▶ Enlarged tonsils and adenoids, the main causes of OSA in children
- ▶ Family history of OSA.
- ▶ Use of alcohol and sedative drugs.
- ▶ Smoking, which can cause inflammation, swelling, and narrowing of the upper airway.
- ▶ Hypothyroidism, Acromegaly, amyloidosis, vocal cord paralysis, post-polio syndrome, neuromuscular disorders, Marfan's syndrome, and Down syndrome.

And our discussion wouldn't be complete if we didn't talk about the signs of stroke:

- ▶ Sudden numbness or weakness of the face, arm or leg, especially on one side of the body.
- ▶ Sudden confusion, trouble speaking or understanding.
- ▶ Sudden trouble seeing in one or both eyes.
- ▶ Sudden trouble walking, dizziness, loss of balance or coordination.
- ▶ Sudden, severe headache with no known cause.

Be prepared for an emergency

- ▶ Keep a list or program into your phone emergency rescue service numbers.

Take action in an emergency

- ▶ Not all the warning signs occur in every stroke. Don't ignore signs of stroke, even if they go away!
- ▶ Check the time. When did the first warning sign or symptom start? You'll be asked this important question later.
- ▶ If you have one or more stroke symptoms that last more than a few minutes, don't delay! Immediately call 911 or the emergency medical service (EMS) number so an ambulance (ideally with advanced life support) can quickly be sent for you.
- ▶ If you're with someone who may be having stroke symptoms, immediately call 911 or the EMS. Expect the person to protest – denial is common. Don't take "no" for an answer. Insist on taking prompt action.

And one final bit of advice, to reduce your chance of heart attack and stroke, have all significant snoring addressed by a sleep doctor or pulmonologist and consider taking an 81 mg baby aspirin daily ...

Newman 🍷



Inking The Deal

MTC President Ken DeLaCruz and Electric Boat President John Casey share a light moment while formally signing a 65-month labor agreement. Key members of the MTC and management negotiating teams attended the signing ceremony.

Classified

APPLIANCES

KENMORE heavy duty washer and Hotpoint 6-cycle electric dryer. \$100 each. 437-3489 after 5 PM.

REFRIGERATOR/FREEZER. Amana, stainless steel. 15 cubic ft with automatic ice maker. Excellent condition; purchased 2004; original cost \$700. Asking \$350. 599-8814.

AUTO PARTS

LEER fiberglass cover for Dodge Dakota truck bed. 1997-2004. 6-1/2 feet long. \$600 OBO. 691-0738 or 917-3383 after 5 PM.

AUTOS/TRUCKS

HONDA Accord LX. 1993, 4 door sedan. Automatic, cruise control, red. 134.5K miles. Excellent condition. \$2,400 OBO. 437-3489 after 5 PM.

MISCELLANEOUS

AMERICAN Girl Doll clothes and furniture. Wooden dollhouse furniture, new porcelain ballerina doll, new bicycle training wheels, Fisher Price dollhouse, metal Tonka dump truck. 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.

PIANO. Free small upright piano. You remove it from house. 445-0285.

ROTOTILLER. Troy Built 5 HP model. Original owner. Have plow setup for it. \$350. 445-0285.

TWO new blue gowns, sizes 6 and 14. Pocket watch for parts, Mickey Mouse earrings, roll of material for draperies, slipcovers or pillow covers. Children's books. 401-596-5788.

UCONN women's basketball,

1995. First championship 35-0 season. Autographed by the entire team and coaches. Includes two souvenir magazines, video and two sets of unopened team players cards. \$500. 642-6551.

REAL ESTATE / RENTALS

CAPE COD. Condominium. July 31 – Aug. 7. Accommodations for 6 people. 15 minutes from Hyannis, shopping, beaches, and golf courses! Rental fee - \$ 1,000 (negotiable). 442-1059.

CAPE COD Summer Rental. 4 bedroom cape in Falmouth. Fully outfitted and beautifully located on a quiet, dead-end street with convenient access to all the local attractions and beyond. \$1,000/wk. 572-0434.

MARTHA'S VINEYARD. \$1,000 to \$1,300/week. Sleeps 8, large yard, 1/2 mile to beaches, easy bike path access. Great for kids with nearby school playgrounds, basketball and tennis courts. 889-4192.

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

Quality and Testing

The quality of our products is crucial to our success. All of our products and services must meet appropriate inspection, testing and quality criteria in accordance with contract and government requirements. You should complete all test documentation accurately and promptly.

With respect to quality and testing, you have the following responsibilities:

- ▶ Take personal responsibility for ensuring product quality.
- ▶ Know which tests you must perform.
- ▶ Know how to carry out these tests.
- ▶ Record test results accurately.
- ▶ Know and follow procedures.

Report Quality and Testing concerns to your supervisor, union steward, human resources or QA Director Jim Noonan (860-433-2209).

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

Remember – when in doubt always ask. 

PROCESS IMPROVEMENT TEAM *continued from page 7*

inspection at Groton and Quonset Point. “The team’s role was to review the process, develop process flow diagrams, collect and analyze data to determine significant contributors, investigate and identify potential sources of those significant contributors, and develop and implement corrective action,” Macintosh said.

The team evaluated the results of the real-time data collection to determine the most significant causes of material being routed to receipt inspection. The root causes were subsequently identified and improvements were generated and implemented by the EB/CSC team. “Metrics put in place to track improved performance showed that the project achieved a 50 percent increase in material that correctly bypassed receipt inspection,” Macintosh said. That material previously had been routed to receipt inspection unnecessarily.

Macintosh said project savings and metric improvements are now tracked monthly and reported at the vice-president level. As a result of the team’s effort on this project, more than \$900,000 in hard savings have been realized.

The key team members were: Nancy Beckwith, Steve Labrecque, Bill Frydryk, Phil Pruett, Terry Lardner (now retired), Ray Schultheiss, Joe Branch (now retired), Carole Donnee (now retired), Kathie Sylvia (CSC), Peg White, Anne-Marie Luce, Alex Morales and Frank Chiaradio. 

Service Awards

45 years

- 341 Neal D. Mitchell Jr.
- 447 Kenneth W. Hamler

40 years

- 241 Edward W. Luther
- 243 Carl H. Kieburg Jr.
- 243 Robert J. Kubera
- 427 Jordan J. Correia
- 431 Allan D. Stanton
- 436 Robert R. Piccaro
- 545 Phillip V. Brown
- 663 Raymond C. Coon Sr.
- 795 Joseph F. Papalia

35 years

- 100 James A. Cardillo
- 100 David L. Peacock
- 100 William R. Savage
- 220 Kim A. Davignon
- 229 Stanley E. Dillon
- 243 Donald C. Champlin
- 246 Peter A. Sandt Jr.
- 272 Roland J. St. Jean
- 406 John E. Roberti Jr.
- 423 Margaret M. White
- 425 Paul V. Fontaine
- 438 Mark H. Nichols

- 447 Peter F. Kerttula
- 447 Edward A. Novak
- 452 Edward Andruskiewicz
- 452 Richard C. Felciano
- 452 Christine A. Lopez
- 456 Richard C. Crocker
- 456 John T. Lazur
- 459 Thomas E. Dahl
- 795 John B. Miller
- 903 Robert L. Theroux
- 911 John A. Martin III
- 921 Robert B. Diraimo
- 921 Richard C. Legge
- 935 Brian A. Gailey
- 962 David A. Gustafson Jr.

30 years

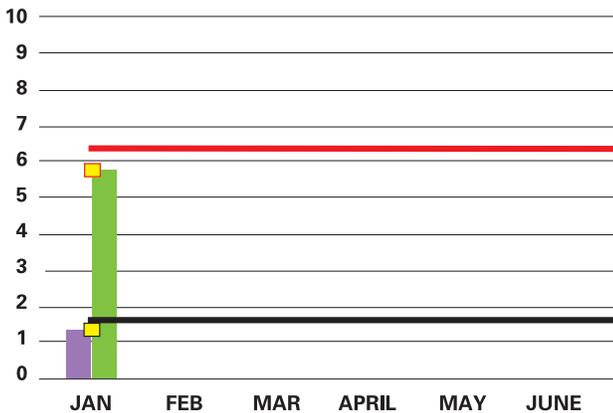
- 230 David R. Laplante
- 242 Sheridan R. Rand
- 243 Arthur L. Shaw
- 246 Ronald Nintean
- 272 Willie E. Brown
- 429 George A. Ballassi
- 449 Robin G. Snelgrove
- 456 Vito F. Servedio
- 459 Donald G. Tellier
- 496 Peter D. Canning
- 604 James A. Rives Jr.
- 650 Brian A. Hill
- 660 David J. Hull
- 950 Charles W. Doyle

25 years

- 229 Miguel A. Iturrino
- 251 Marie A. Treadway
- 252 Alfred W. Beaudoin
- 275 Kevin R. Levreault
- 341 James W. Duerr Jr.
- 411 Bhadrak B. Shah
- 425 Harlan W. McColley
- 431 John H. Chapman
- 448 Christopher E. Buffon
- 452 Catherine T. Lizzio
- 453 David C. Wilken
- 456 Michael P. Faucher
- 456 Thomas D. Zarbo
- 459 Michael E. Southwood
- 460 Thomas R. Flockerzi
- 462 Stephen D. Strader
- 463 Steven D. Ollhoff
- 505 Marcelo T. Ladia
- 602 Irma J. Streeter
- 604 Susan E. Yovino
- 901 Ronald R. Serpa
- 915 John J. Doyle
- 915 Gerald L. Fossum
- 915 Stephen R. Huftalen
- 915 Charles I. Rudolph Jr.

20 years

- 230 David L. Costello
- 242 Danny R. Melton
- 243 Paul S. Grohocki
- 251 Roger E. Benton
- 251 Glenn A. Bergman
- 251 Joseph A. Charrette
- 251 William J. Race
- 252 Richard Sevigney Jr.
- 252 Leo F. Wilson
- 271 Michael J. Mulford
- 278 Michael G. Odgers
- 400 Peter S. Schilke
- 404 Winifred Fishkin
- 411 Ricky P. Milnarik
- 427 John A. Peck
- 441 Richard C. Springman
- 447 Mario P. Cannamela
- 452 Ronald E. Dion
- 454 Anthony F. Attanasio
- 493 Walid J. Said
- 501 Michael J. Gosselin
- 545 Loisa L. Jackson
- 634 Kevin P. Hanrahan
- 650 Edward J. Tynan IV
- 901 Richard J. Costello
- 915 William H. Pierce



2009

ELECTRIC BOAT CORPORATION INJURY INCIDENCE RATES

RECORDABLE INJURIES FOR 2009 = **45**

RECORDABLE INCIDENCE RATE YTD = **5.56** 2009 GOAL = **6.27 or less**

LOST TIME CASES 2009 = **12**

LOST WORK DAY CASE RATE YTD 2009 = **1.48** 2009 GOAL = **1.68 or less**

