GENERAL DYNAMICS
Electric Boat

Electric Boat NEWS

APRIL 2009

INSIDE

EB COMPLETES PRESSURE HULL OF SUBMARINE MISSOURI IN RECORD TIME

The pressure hull for the submarine Missouri (SSN-780) was completed in a record Virginia-class time of 64 weeks.

See story on page 2

A New Virginia-Class Record Is Set At EB

Electric Boat has set a new Virginia-class record in completing the pressure hull of the submarine Missouri (SSN-780).

Missouri reached "Pressure Hull Complete" in 64 weeks after the first module was received in Groton, down from 83 weeks for USS New Hampshire (SSN-778), 126 weeks for USS Hawaii (SSN-776) and 145 weeks for the first ship of the class, USS Virginia (SSN-774).

Mike Nowak, the ship's manager, said completing the assembly process on the USS Virginia, USS Hawaii and USS New Hampshire made a huge difference when pieces of the Missouri began arriving in Groton.

"The level of knowledge on the deckplates is what made the difference," Nowak said. "Our team has finished four pressure hulls now, and they really understand what has to be done to put a ship together. That's been a big contributor to our success."

Nowak said the shortened schedule is also attributable to the fact that the four major hull modules of Missouri were at a more advanced stage of completion than previous ships when they arrived in Groton, and they arrived in time to support a shorter schedule.

Chuck Martin, manager of planning, said Quonset Point employees focused on ensuring that material was available to sustain the momentum of construction. That allowed Quonset Point to ship section 2B-5 of Missouri, which contains crew berthing, 48 months after construction began, compared with more than 55 months on the New Hampshire.

"Quonset Point took seven months out of the construction span, and the section arrived in a more complete state," Martin said. "It was a question of focusing on the unit at Quonset Point, and allocating the resources when and where they were needed. Without a doubt, the units are coming to Groton faster, and at a higher state of completion."

The forward-most section of the ship, known as section 1-2A, came to Groton from shipbuilding teammate Northrop Grumman Shipbuilding in Newport News, Va., at a higher state of completion than any previous ship. Missouri's bow section arrived with the prerequisites checklist already completed; on previous ships, the checks were performed after the module arrived at Electric Boat. This enabled Groton workers to load the weapons module three weeks after the section arrived, compared with six weeks for New Hampshire.

"All three sites – Quonset Point, Newport News and Groton – had to work very closely together to make sure that the modules were here on time and that the planning and preparation work had been done to support quick assembly," said Nowak. "We really received a lot of support from Quonset Point and Newport News."

One challenge was to assemble Missouri while Electric Boat was in the midst of a $19 million renovation project in Building 260. The Carpentry Department, which coordinated the moves, managed to keep the ship schedule on track.

"This submarine has been moved around the main assembly building quite a lot in the last couple of months. We had some components in Bay 3 and some in Bay 5. All those moves were essential, and none of them could have happened without Dennis Wilcheck and his crew across three shifts," Nowak said. "They aligned three hull butts in three months. That was an incredible effort."

In the future, Virginia-class submarines will be assembled within a single bay of Building 260, which could provide additional opportunities to tighten up the schedule, Nowak said.

"Missouri really represented a tremendous team effort," Nowak said. "To hit 64 weeks, we couldn't have afforded to miss a single mark. But with everyone pulling together, we managed to stay ahead of the schedule."

Norwich Site Hosts Open House

Engineering Program Director Glenn Walsh describes Electric Boat's new Norwich engineering facility to a group of local, state and federal officials, who traveled to the site recently for an open house and tour. Some 400 employees are assigned to the site, located in the Norwich Office Park.

Earned Hours: Where We Stand

Electric Boat **NEWS**

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WELCOME TO ELECTRIC BOAT;

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

221 Melissa McDonald

226 Charles Cady
Aaron Edie
Benjamin Isbell
Casey Jacobs
Brian Kodzis
Reuben Miller
Michael Oloff
Serrano Ortiz
Paul Reutenauer III
Norman Spencer
Travis Sumpf
Paul Vincent

227 Michael Beatrice
Gerald Guess
Andrew Labrecque
Beriah Lewis
Jason Martel
Steven St. Laurent

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Earl Babcock IV
Wayne Barrows
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Jeffrey Bowser
Michael Georgantas
Albert Johnson
John Sanders
Dylan Wolk

230 Deon Bowen
Jeffrey Hewes
Dennis Kexel

241 Christopher Anderson
Gregorio Brucelis
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David Castanho
Joshua Coderre
William Cote
Acey Godfrey
Ryan Gooslin
Phillip Greaves
Jack Hage
Benjamin Holden
Kyle James
Craig Jones
Steven Kliilmaszewski
Thomas Maglio
James McCabe
Christopher Miceli
Nicholas Mynuk
Eric Simone
Keith Thomassen

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James Coon
Jeffrey Dumais
John Farnell
Wayne Haapala
Richard Harrington
Miles Lewis
Jon Morris
Thomas Racicot Jr.
Kenneth Rape
Steven Smith
Karl Sommers
Wesley Wright

243 Tate Bailey
Benjamin Cassidy
Brian Chiaradio
Crystal Cucca
Bronson Dean
James Deveau
Gary Houle
George Kelley
Kristopher Kelly
Jeffrey Littlefield
Johnny Missino
Christopher Morgan
Michael Morgera Jr.
Gregory Noyes
James Pendergast
Dennis Shelton
Preston Sutton
Robert Sylvia
Michael Tonucci
Mark VanMameren
Brian Williams
Mark Wydler

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Timothy Donnelly
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Cory Hanley
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Timothy Hill
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David Santarsiero
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Joshua Watson

246 Jared Gingerella
Jarrett Raffo

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Raymond Arruda
Robert Bachinski
Todd Capozza
Nichole Danis
Mark Davis
James DeBerardinis
Vincent Degray
Alberto Del Valle Jr.
Brett Egan
Erik Gordon
Kory Klimas
Hakim Ladipo
Keith Landry
Joshua Malia
Jason McCallum
Terry McKeen Jr.
Keith Michaud
James Morrison
Sean Mulvey
John Savage
Rickey Spann

256 Paul Chreiman

272 Nolan Epperson
Jay Morgan
Brad Schultz

341 Christopher Tolmie

355 Ernest Vacca Jr.

411 Daniel Merchant

412 Brandon Courcy
Matthew Harwell

428 Lucian Josefiak
Edwin Vasquez

446 James DeMay

449 Mark Baxley

452 Nicholas Cardona
Richard Gianfrocco
Savas Kiriakou

453 Sean Lezotte
David Simmons
Robert Spreng

472 Robert Mcelfresh
Earl Moore
Tracey Pugliese

492 Anton DePasquale

545 Richard Andrade
Daryl Poole

660 Nicholas Cervero
Lori Cormier
Joel Depot
Richard Haney
Nicholas Naylor

662 Jason Dickey
John Hartke
Andrew Turenne

686 Gary Whaley

707 John Blount
Jay Mochocki

Ralph Cherubin

Gary St. Vil

Shane Williams

Three EB Engineers Are Named Technology Lead-

BALTIMORE

Three Electric Boat engineers were honored as Modern Day Technology Leaders at the 2009 Black Engineer of the Year Awards Conference held here recently.

Recognized were Ralph Cherubin, an engineer in Weapons and Mechanical Systems (492); Gary St. Vil, an engineer on rotational assignment (210) as an area superintendent working on the USS Providence (SSN-719) Selected Restricted Availability; and Shane Williams, an engineer in Ship Systems Software Development (454).

Conducted by the Career Communications Group, the conference honors African Americans who have demonstrated excellence in science, engineering and technology, leadership in their communities and a commitment to help recruit and retain minority members in companies across the nation.

A graduate of Rensselaer Polytechnic Institute (RPI), Cherubin joined Electric Boat in 2002 and has worked in his department's mechanical systems group, focusing on the steering and diving and retractable bow plane equipment. Additionally, he was assigned as his department's SUBSAFE design review coordinator, responsible for ensuring that all groups conduct their individual design reviews and submit them for approval in support of critical ship schedule requirements. Cherubin is currently on loan to the Common Missile Compartment program, involved in the missile tube hatch locking system.

Conducted by the Career Communications Group, the conference honors African Americans who have demonstrated excellence in science, engineering and technology, leadership in their communities and a commitment to help recruit and retain minority members in companies across the nation.

St. Vil graduated from RPI with a civil engineering degree and is pursuing his master's degree at the school in mechanical engineering. He joined Electric Boat in 2003 as an engineer in the Internal Structures organization (494). More recently, he became a participant in the company's Career Development Rotation Program, initially assigned to the Quonset Point facility's Process Engineering Group. He also completed a rotation assignment as acting foreman in the Groton Pipe Shop. In another rotation assignment, St. Vil currently is engaged in the USS Providence SRA, helping keep the job on schedule and delivering the ship in the third quarter of this year.

Williams joined Electric Boat in 2002 as a security officer after graduating from Central Connecticut State University. While earning a master's degree in computer science from the University of New Haven, he was assigned as a management systems coordinator on the SSN-23 Multi-Mission Platform project, becoming an expert on several National Security Association secure software configurations. Williams now is a member of the Virginia payload tube development team, the Virginia information assurance group lead, the lead integrator for the SSN-23 processor working group and the company's subject matter expert on secure coding.

The honorees were selected by the editors of U.S. Black Engineer and Information Technology Magazine, and were profiled in a recent issue of the publication.

Fred Harris Assumes Chairmanship Of American Shipbuilding Association

WASHINGTON

Fred Harris, president of General Dynamics NASSCO, is the new chairman of the American Shipbuilding Association.

Harris became NASSCO president Jan. 1, 2006. Before that, he was senior vice president of programs at Electric Boat, where he was responsible for the execution of all submarine design, construction and repair programs.

Harris began his shipbuilding career at Electric Boat in 1973 as a senior engineer in the Trident ballistic missile submarine program. For his later accomplishments as program manager of the Virginia-class submarine design phase, Harris received the Maine Maritime Academy Outstanding Alumni Award in 2000; in 2002, he received the annual William M. Kennedy Award from the Society of Naval Architects and Marine Engineers. In 2003, he was included on Maine Maritime Academy's Wall of Honor for his accomplishments in the marine field.

He graduated from Maine Maritime Academy in 1967 with a bachelor's degree in marine engineering and holds a Coast Guard Chief Engineer's License of Unlimited Horsepower. In 1972, he received an MBA degree from Babson College.

The American Shipbuilding Association is the national trade association of the shipbuilding industry. ASA members include the nation's six largest shipyards and more than 100 companies engaged in the manufacture of ship systems and components, repair and technical services.

EBMA Honors 2009 Scholarship Winners

The Electric Boat Management Association announced its 2009 scholarship recipients at the organization's meeting earlier this month. The recipients are, seated from left, Kelsey Boch, daughter of Douglas Boch (449); Christine Nykyforchyn, daughter of John Nykyforchyn (409); Michaelina Deneka, daughter of John Deneka (495); Ellen Kintz, daughter of Thomas Kintz (275); Jaya Batra, daughter of Gautam Batra (463); Alexis Peters, daughter of Kenneth Peters (604); and Emily Cusack, daughter of Timothy Cusack (448). Standing are, from left, Steven Waslo (Caiulo), son of Anthony Caiulo (463); Ghalib Shaikh, son of Saeed Shaikh (433); and Stephen Britt, son of Dolores Britt (330).

NASSCO Delivers USNS Carl Brashear

SAN DIEGO

General Dynamics NASSCO has delivered USNS Carl Brashear (T-AKE 7) to the U.S. Navy. The ship is named in honor of the first African-American to qualify and serve as a Master Diver. Brashear's life story was portrayed in the 2000 movie Men of Honor.

Construction of the USNS Carl Brashear began in May 2007. NASSCO has incorporated international marine technologies and commercial ship-design features into T-AKE-class ships, including an integrated electric-drive propulsion system, to minimize operating costs during their projected 40-year service life.

With a cargo capacity of more than 10,000 tons, the primary mission of T-AKE ships is to deliver food, ammunition, fuel and other provisions from shore stations to combat ships at sea.

Including the Carl Brashear, NASSCO has delivered the first seven ships of the T-AKE class and has construction contracts for five additional ships. The Navy has also awarded contracts to NASSCO for the long-lead material for two more ships for a total class of 14 T-AKE vessels.

"As we pass the halfway mark for this highly successful U.S. Navy auxiliary program, the performance of the NASSCO team and the ships have been outstanding," said NASSCO President Frederick J. Harris. "As a result of numerous production and process improvements, we are delivering each hull more efficiently and with fewer man-hours than the previous one. And from all reports, the deployed ships have proven their ability to ably serve the fleet in their primary mission and in a variety of other roles."

USNS Wally Schirra is launched at NASSCO's shipyard in San Diego.

NASSCO Launches USNS Wally Schirra

SAN DIEGO

General Dynamics NASSCO recently launched the U.S. Navy's newest supply ship, USNS Wally Schirra (T-AKE 8), during a christening ceremony at the shipyard. The ship is named in honor of the fifth American launched into space, Navy Capt. Walter M. "Wally" Schirra Jr.

The senior Navy astronaut on active duty, Capt. Lee Morin, M.D., Ph.D., was the ceremony's principal speaker. Mrs. Josephine Schirra, the widow of Wally Schirra and the ship's sponsor, christened the ship by breaking the traditional bottle of champagne against the bow before the 689-foot-long ship slid into San Diego Bay. General Dynamics Chairman and Chief Executive Officer Nicholas D. Chabraja also spoke at the ceremony. About 1,500 people attended the ceremony, including former astronauts Bill Anders, Scott Carpenter, Jim Lovell and Tom Stafford.

Schirra (1923-2007) graduated from the U.S. Naval Academy in June 1945. After World War II ended, he trained as a Navy pilot and later became the second naval aviator to log 1,000 hours in jet aircraft. Chosen as one of the original seven American astronauts, he was the only person to fly in America's first three space programs: Mercury, Gemini and Apollo. He retired from the Navy and resigned from NASA in July 1969, and he later lived in retirement in San Diego.

USNS Wally Schirra is the eighth ship of the T-AKE class of dry cargo-ammunition ships for the Navy. NASSCO began constructing the ship in October 2007 and is scheduled to deliver it to the Navy's Military Sealift Command in the third quarter of 2009. When the Wally Schirra joins the fleet, its primary mission will be to deliver more than 10,000 tons of food, ammunition, fuel and other provisions to combat ships at sea.

Bath Iron Works Awarded $20 Million Contract for Destroyer Maintenance, Repair and Upgrades

BATH, Maine –

The U.S. Navy has awarded Bath Iron Works a $19.8 million modification to a previously awarded contract to perform Post Shakedown Availability (PSA) maintenance, repair and upgrade work for an Arleigh Burke-class Aegis destroyer homeported in Norfolk, Va. The existing contract was originally awarded in March 2005.

Work will be performed on USS Truxtun (DDG-103) by a Bath Iron Works-BAE Systems PSA team at the facilities of BAE Systems Norfolk Ship Repair in Virginia. Efforts will commence in September and are expected to be completed March 2010. Work will include engineering and management services; labor and procurement of material for system upgrades and correction of government-responsible deficiencies; performance of specified PSA work items, including tests and post-repair sea trials; and additional tasking to complete emergent repairs.

The BIW-BAE Systems team has previously performed four PSAs for Arleigh Burke-class destroyers homeported in Norfolk and two PSAs for destroyers homeported in Pearl Harbor, Hawaii. BIW has also performed PSAs in Jacksonville, Fla., and Seattle, Wash.

Jeff Geiger, president of Bath Iron Works, said, "This is a great opportunity for BIW and BAE Systems to extend the team's proven track record of on-schedule and on-budget homeport PSA performance. In the course of six previous efforts we've shown that we can come together and efficiently execute this type of work to the Navy's complete satisfaction. We're excited about going to work on USS Truxton and we view this award as another expression of confidence on the part of the Navy in our team's ability to get the job done."

Electric Boat Employees Help Students Explore Science And Engineering

With several Electric Boat employees volunteering their time to help students in the FIRST program, which promotes interest in science and engineering, the company has agreed to provide more significant financial backing to the program.

Peter Halvordson, vice president of Engineering, presents Sue Glasspiegel, regional director, Connecticut FIRST (For Inspiration and Recognition of Science and Technology), with a $5,000 check to support the recent regional robotics competition at the Connecticut Convention Center.

Peter Halvordson, vice president of Engineering, presented Sue Glasspiegel, regional director, Connecticut FIRST (For Inspiration and Recognition of Science and Technology) with a $5,000 check to support the recent regional robotics competition at the Connecticut Convention Center.

"This isn't about Electric Boat," Halvordson told the FIRST volunteers who gathered in the model room of Building 88 to witness the check-passing. "The reason we're here is because of you. If FIRST means this much to you, then it means something to the company as well."

The volunteers are the backbone of local initiatives such as the Ledyard High School Cyber Colonels, the Lyme-Old Lyme High School Techno Ticks, Colchester's Bacon Academy Robo Cats and Groton's Fitch High School Cyber Falcons, Glasspiegel said.

"I want to thank all of you," Glasspiegel told the volunteers. "We think FIRST is a great feeder organization for workforce development."

FIRST, founded in 1989 by inventor and entrepreneur Dean Kamen to inspire young people to participate in science and technology, has designed a variety of accessible, innovative programs for middle and high-school age students that build not only on science and technology skills, but also self-confidence, innovation and leadership skills.. Today FIRST engages approximately 37,000 high school students, 100,000 middle-school-age students, 64,000 volunteers and more than 2,000 corporate sponsors.

As Glasspiegel went around the model room looking for the person involved with FIRST the longest, most people pointed to Ray Slezycki (443), an electrical engineer, but he said it was actually his daughter, Stephanie Slezycki (435).

"She's the most senior, because she started first, and then brought me in," the senior Slezycki said. In addition, his daughter Caitlin is an electrical and computer engineer at Florida Atlantic University, and his son Michael is a chemical engineer. Both of them went through the FIRST program as well, he said.

But there were plenty of volunteers who have been active and could testify to the effectiveness of the program. They include Greg Morea, an engineering supervisor in Dept. 604, whose daughter Rebecca was captain of the Ledyard team this year, and has been accepted at Rensselaer Polytechnic Institute. Her acceptance letter noted her involvement in FIRST.

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HEALTH MATTERS

Bob Hurley, MD
Medical Director

Choices

I remember reading about a woman describing her recently departed father. Throughout her entire life when any bad outcome was reviewed by his eminence, he would shake his head, pity the poor unfortunate and convey as absolute wisdom that their fate was sealed by a singular lack of understanding. "Choices, it's all about choices" he would pontificate. His reliance on this was applied to all kinds of misfortunate circumstances, some of which were clearly not a matter of choice.

The writer humorously recounted numerous incidents – the car crash, the medical illness, the random injury or the toaster purchase that turned out poorly. To each, the Oracle explained that the miserable souls deserved their fate because after all, "choices, it's all about choices."

So it was more than a little disconcerting for her when she learned that her father, this paragon of virtue, had been jailed for embezzlement. His epiphany occurred while being led away in shackles when he was heard to admit, "I guess I made a bad choice."

Tobacco-Free EB

By now you've heard that Electric Boat has set Aug. 2 as the day the campus becomes entirely tobacco free. Some might be wondering what to do next. Well, there are many things you need to consider as you make plans to work in a tobacco-free environment. I would anticipate for some the first question to consider is whether quitting all tobacco products is worth the effort?

The U.S. Surgeon General answered that question many years ago by stating, "Smoking cessation represents the single most important step that smokers can take to enhance the length and quality of their lives." Nearly everyone knows that smoking can cause lung cancer, but few people realize that it causes cancers of the mouth, voice box (larynx), throat (pharynx), esophagus, bladder, kidney, pancreas, cervix, stomach, as well as leukemia.

But cancer is not the only significant disease associated with smoking. Recently pneumonia – an infection of the lung tissue – was placed in the same category as emphysema and chronic bronchitis as a chronic smoking disease. These chronic obstructive pulmonary diseases or COPD impair the ability to breathe normally and often lead to death.

Young people often think these are diseases affecting only the elderly. They're wrong. Emphysema and chronic bronchitis have been found in people as young as 40. The most important fact is this – more than one half of all smokers who keep smoking will die from a smoking-related illness.

Smokers are twice as likely to die from heart attacks as are non-smokers. And smoking is a major risk factor for narrowing of all arteries in the body including the arms and legs. Smoking also affects the walls of the carotid arteries which can cause strokes. Men who smoke are more likely to develop erectile dysfunction (impotence) because of blood vessel disease. Recent research suggests that ED may well be the first sign of peripheral vascular disease.

Think-Quit

Tobacco addiction is both a mental and a physical condition. For most people, the best way to quit will be some combination of behavior change, emotional support and Nicotine Replacement Therapy (NRT) / medications.

The American Lung Association says only 3 to 7 percent of smokers will be able to quit on their own. That's because they lack a structured program, the support of others and medicines. Many smokers will find it difficult to break the social and emotional ties to smoking while physically withdrawing from nicotine. The good news is that for those who choose to quit there are many sources of support available, both formal and informal.

Pick Up the Phone

The American Cancer Society's Quitline tobacco cessation program links callers with trained counselors. These specialists help plan a quit method that fits each person's unique smoking pattern. People who use telephone counseling are twice as likely to stop smoking as those who don't get this type of help.

Telephone counseling is also easier to use than some other support programs. It doesn't require driving, transportation, or child care, and it's available nights and weekends. Counselors may suggest a combination of methods including medicines, local classes, self-help brochures, and/or a network of family and friends.

Quitline is:

Connecticut: 1-866-363-4224
Rhode Island: 1-800-879-8678

Social Support

Former smokers report that support networks of family and friends were very important during their quit attempt. Co-workers, your family doctor and spending time with non-smokers and ex-smokers can also help your efforts to quit.

Members of support groups for quitters can be helpful to you as well. Nicotine Anonymous, for instance, is an open support group that offers a way to find others who are quitting tobacco. It also offers a long-term approach to quitting. Call the ACS at 1-800-ACS-2345 (1-800-227-2345) to find a support group in your area. Or call Nicotine Anonymous directly at 1-877-879-6422. Another local support group is Ledge Light Health District (860-448-4882, ext. 308).

Kick the Tires

How do you know what constitutes a good program? The best programs help you recognize triggers to smoking and your behavioral patterns. This approach – coupled with support systems and nicotine replacement/ medicines – represents the basics.

The best programs also include either one-on-one or group counseling. Intensity of the program is also a factor in successful quitting. Intensity can take the form of more frequent or longer sessions or a longer time period over which the sessions are given. So, if you choose a program outside of those offered by UnitedHealth or Electric Boat, please consider those that meet these guidelines:

▶ Sessions should last at least 20 to 30 minutes.

▶ The program should consist of at least four to seven sessions.

▶ Two weeks is the minimum time; longer is better.

▶ The leader of the program must be trained in smoking cessation.

▶ Look for national agency sponsorship:

- American Cancer Society
- American Lung Association
- American Heart Association
- Nicotine Anonymous
- National Cancer Institute
- Centers for Disease Control

Stop Smoking While You Sleep! Guaranteed!

Sadly, there are programs that are not based on science or are ethically challenged. Think twice about programs that:

▶ Promise instant, easy success with no effort on your part.

▶ Use injections or pills, especially those with proprietary "secret" ingredients.

▶ Charge very high fees – check with the Better Business Bureau if you have doubts.

▶ Are not willing to give you references from people who have used the program

▶ Do not address the physical part of addiction: Nicotine replacement therapy and other medicines.

Try and Fail

The facts are that with intensive, supportive and NRT/medication programs, the success rates for quitters may be as high as 20 to 25 percent. Despite these best practices, many smokers don't succeed on their first try. In fact, smokers usually need multiple attempts, sometimes as many as eight to 10, before they quit for good. So go easy on yourself if you backslide. You may need a different program, approach or medication.

EB Building Better Health is here to help you. Call Doria Sklar at 433-6391 for smoking cessation information. Alternatively, call UnitedHealth Care Advocate Mercedes Beres at 433-8272 or 401-268-2240, or email her at gdeb.wellness.advocate@optimumhealth.com. You also can go to myuhc.com for smoking cessation information. Spouses are invited to participate in EB cessation classes as well.

Remember, "Choices, it's all about choices."

Helping students

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Kenneth Borden, a principal engineer in Dept. 449, said that although all three of his children went to Fitch before the FIRST program was established there, he now has two grandchildren who could go there soon. He volunteers in the program in the hope that they will become interested.

Dawn Barrasso, a principal engineer in Dept. 210, was the newest FIRST volunteer, as a judge at the Connecticut competition.

Research has shown that FIRST participants are 50 percent more likely to attend college, twice as likely to go on to major in science and engineering, three times as likely to major specifically in engineering, and four times more likely to expect to pursue a career in engineering than a comparison group of high school students with similar backgrounds.

The Connecticut Regional Competition hosted 60 teams of students, teachers and mentors, the largest competition that the state has seen in its 11 years of hosting the event. This year's competition, "LUNACY," presented a series of challenges in which the students' robots competed on a 54-by-27 foot low-friction field that simulates the moon's surface.

Electric Boat's FIRST volunteers are:

Stephanie Slezycki (435)
Raymond Slezycki (443)
Jimmy Cook (435)
Christian Drew (435)
Huy Huynh (449)
James Corcoran (449)
Kevin Harrilal (449)
Ken Borden (449)
Greg Morea (604)
Jay Pealer (452)
Michael Schoenborn (414)
Angela Mock (604)
Dawn Barrasso (210)

Classified $

AUTOS/TRUCKS

HONDA ACCORD LX 1993. 4 door sedan, automatic, cruise control. 134.5 K miles. $1,500 OBO. 437-3489 after 5 PM.

MISCELLANEOUS

10 INCH table saw. Sears Craftsman Model # 113.298032. 1-HP motor, 3450 RPM. 110-120V. Replaced motor in October 2006. Best offer. 303-0296.

AMERICAN Girl Doll clothes and furniture. Fisher Price school house, Crissy Doll, 1960 Elvis Presley book, children's books, records and puzzles, Mickey Mouse earrings, new porcelain doll, toys. 401-596-5788.

HOT POINT heavy duty electric dryer. $100 OBO. Computer desk, $25 OBO. 437-3489 after 5 PM.

PRIVATE CHARTERS for groups of 1 to15. Multi species trips to fit your schedule. Day trips; night trips-Alligator Ledge. 460-8793. www.helenlll.com.

ROTOTILLER Troy Built. 5 HP Houres model. Original owner. Have plow to go on it. Needs work. $250. 445-0285.

TWO new blue gowns, sizes 6 & 14. Draperies for a picture window, new Wear Guard men's pants, size 44. Men's 3-piece suit, size large. 401-596-5788.

MOTORCYCLES

YAMAHA 2004. 650cc "classic", black, wire wheels, driving lights, passenger back rest, garaged, excellent condition, oil & filter changed. 5,670 miles. 57 mpg. $4,500. 303-7670.

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

CATEGORY *choose from*

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Boats
Computers
Furniture
Miscellaneous
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Pets
Real Estate / Rentals
Real Estate / Sales
Wanted

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

Internet Use

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

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

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

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

EB Ethics Director Frank Capizzano (860-433-1278) is 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.

General Dynamics Reports Strong Revenue, Earnings Per Share Growth in First Quarter

Revenues increase 18 percent
EPS from continuing operations increases 8.5 percent

FALLS CHURCH, Va

General Dynamics has reported first-quarter 2009 earnings from continuing operations of $593 million, or $1.54 per share on a fully diluted basis, compared with 2008 first-quarter earnings from continuing operations of $573 million, or $1.42 per share fully diluted. Revenues grew to $8.3 billion in the quarter, an 18 percent increase over first-quarter 2008 revenues of $7 billion. Net earnings for the first quarter of 2009 were $590 million, compared to $572 million in the first quarter of 2008.

"General Dynamics' performance in the first quarter of 2009 was very strong," said Nicholas D. Chabraja, chairman and chief executive officer. "Revenues grew at double-digit rates in all four segments of the company, with double-digit organic growth in our defense businesses, demonstrating the continued strength of demand among government customers for the products and services we deliver. The growth in Aerospace revenues is attributable to the acquisition late last year of Jet Aviation."

Margins

Company-wide operating margins for the first quarter of 2009 were 11 percent, compared to 12.3 percent in the year-ago period.

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Service Awards

45 years

226 William E. Crowley

40 years

243 Theron R. Tefft
271 Thomas E. Sliney Jr.
615 John F. Kennedy III
933 Ronald J. Arruda

35 years

100 Alan G. Evanuk
100 Philip E. Handfield
100 Donald L. Main Jr.
100 Herbert Yarhouse Jr.
227 Benjamin F. Holden Jr.
227 Juan J. Rodriguez Sr.
228 James H. Campo
229 Kevin A. Mullan
229 Grace L. Spencer
229 Daniel W. Zwolenski Sr.
243 William C. Ross
251 Leo H. Fletcher
271 James M. McCormack
271 Michael C. Servidio
330 Amy S. Almond
333 Henry L. Appleton
341 Glenn A. Babcock
355 Stephen T. Avery
403 Dominic Tranchida
423 George H. Gilmore Jr.
431 Robert L. Branch Jr.
431 Richard L. Russell
436 John L. Duarte
438 James L. Bell
438 Gary D. Dossett
452 Mark D. Irons
459 Frances D. Klick
507 John W. Warner
621 Denise Pillmear
642 Thomas H. Griswold
745 Jeffrey Allen Beers
921 Thomas M. Clarke
924 Richard F. Michalek
931 Tony C. Jones
935 John S. Nigrelli

30 years

241 Paul J. Petrus
252 Ambrose M. Deveau
272 Michael B. Dumas
341 John E. Suhr
412 Michael T. O'Brien
435 Stephen E. Smyth
438 John W. Schmidt
447 Aline Senior
452 Clifford A. Cranick Jr.
452 Charles M. Smith
456 Terry W. Prindle
461 Eric W. Cooper
915 Peter P. Dean
915 Jeffrey J. Graham
951 Donald E. Salisbury

25 years

100 James M. Hatt
100 James C. Kowalewski
226 David A. Goddette
243 Frederick Manter
246 Arthur B. Delmage
341 Todd A. Stiles
355 Robert D. Savini
419 James J. Hallisey
449 John P. Wollschlager
454 William J. Pawlik
454 Salvinu C. Vella
459 John C. Orlomoski
467 Richard J. Priestley
495 Ralph J. Ellis
545 Thomas E. Smotherman
604 James W. Hanson
670 Andrew F. Faiss
737 Arthur J. Palik
904 James L. Cranham
915 Peter A. Izzi
921 David J. Jaques

20 years

330 Lawrence E. Moore III
341 Karen L. Koch
403 Mary Frances Budzik
403 Homer D. Callicut
412 Avo E. Siismets
425 Francesco Gencarelli
427 Bruce A. Whewell
434 Lloyd Peckham
454 Jerry Wolstencroft
456 Scott D. Bailey
456 Michael B. Banno
462 Albert E. Kirwan
472 Ernest J. Lee Jr.
492 Paul J. Kokolsky
494 John F. Kovel
501 Mark R. Chartier Jr.
645 John W. Niland
797 Terrance M. Veazie
915 Albert N. Rossi
921 Gary D. Key
935 Pat J. Candeloro
935 Thomas P. Hazard
970 Scott M. Dion

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Marine Systems, however, increased operating margins by 90 basis points over the year-ago period to 9.8 percent, based on excellent performance on the Virginia-class, T-AKE, commercial product carrier, DDG-51 and DDG-1000 programs.

Backlog

Funded backlog at the end of first-quarter 2009 increased 23 percent from one year ago, to $49.2 billion. The company's total backlog at the end of the quarter was $71.1 billion, 43 percent higher than the $49.8 billion total backlog reported at the end of the year-ago period. In addition to the backlog, the estimated potential contract value, which represents management's estimate of value under unfunded indefinite delivery, indefinite quantity (IDIQ) contracts and unexercised options, was $17.9 billion at the end of first-quarter 2009.

Cash

Net cash provided by operating activities from continuing operations in the quarter totaled $154 million. Free cash flow from operations, defined as net cash provided by operating activities from continuing operations less capital expenditures, was $73 million for the period.

"Cash provided by our defense businesses remained strong in the quarter, while the Aerospace group was a user of cash. We expect this to correct itself through the remainder of the year, such that free cash flow should approximate net income by year's end," Chabraja said.

"Looking ahead, we remain confident that General Dynamics is well-positioned to maximize the value of our $71 billion backlog as we continue to focus on excellent program execution and value creation for our shareholders," Chabraja said.

GENERAL DYNAMICS
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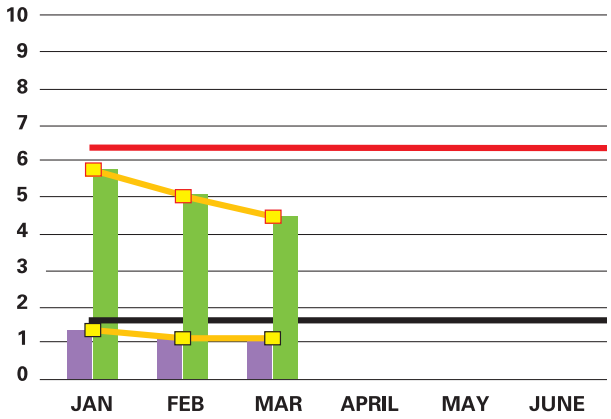

2009

ELECTRIC BOAT CORPORATION INJURY INCIDENCE RATES

RECORDABLE INJURIES FOR 2009 = 161
RECORDABLE INCIDENCE RATE YTD = 4.92 2009 GOAL = 6.27 or less
LOST WORK DAY CASE RATE YTD 2009 = 1.22 2009 GOAL = 1.68 or less

2009 LWIR MONTH
2009 RIR YTD
2009 RIR MONTH
2009 LWIR GOAL
2009 LWIR YTD
2009 RIR GOAL