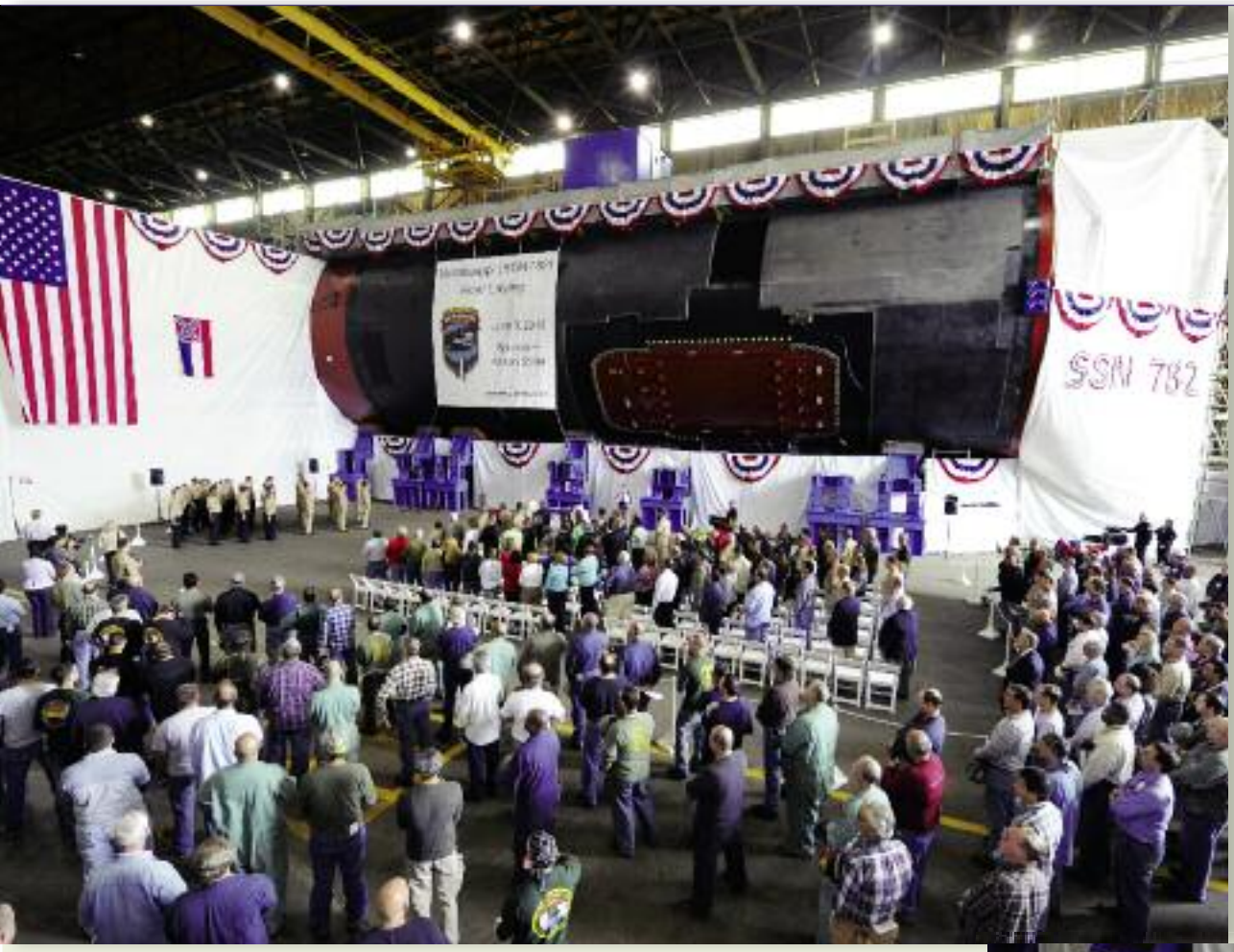
GENERAL DYNAMICS
Electric Boat

Electric Boat NEWS

JUNE 2010



An overall view of the Mississippi keel-laying ceremony at Quonset Point during the singing of the national anthem, which was performed by Mo Jorge.

At the conclusion of the keel-laying ceremony for the submarine Mississippi (SSN-780), Quonset Point welder Scott Fanning and Ship Sponsor Allison Stiller gather by the steel plate with Ms. Stiller's initials. The plate will be affixed permanently in the submarine.

ALLISON STILLER AUTHENTICATES KEEL OF MISSISSIPPI, 9TH VIRGINIA CLASS

Electric Boat welder Scott Fanning completed forming Allison F. Stiller's initials on a thick metal plate that will be mounted permanently in the submarine Mississippi (SSN-782) and stepped back to review his work.

Standing in front of a 100-foot long hull section that will eventually become part of

continued on page 2

INSIDE

As her father, welder Scott Fanning, removed his PPE, two-year-old Madelyn Fanning raced out of the audience area to be by his side.

KEEL LAYING continued from page 1

the USS Mississippi, Stiller, the ship sponsor and deputy assistant secretary of the Navy for Ships, indicated her approval by declaring the keel 'truly and fairly laid,' as a crowd of several hundred shipbuilders, Navy officials and guests roared approval. The keel laying ceremony for the ninth Virginia-class submarine was held earlier this month at the Quonset Point facility.

"Ladies and gentlemen, the initials of Ms. Stiller are now traced in steel – an enduring expression of the bond that exists between her, the submarine Mississippi and its crew," said EB President John P. Casey.

Stiller observed that Mississippi is derived from a Native American word that means "Father of the Waters," a particularly fitting name for a submarine. She said she is proud to begin her duties as sponsor of the ship under Secretary of the Navy Ray Mabus, a former governor of the ship's namesake state.

"I look forward to the many milestones that lie ahead," Stiller said during the ceremony. As a high-ranking Navy official, Stiller is in a unique position with respect to her ship. "I'm probably the only sponsor who routinely reviews earned value data for her boat," Stiller joked.

But she said she is looking forward to Mississippi setting a new standard for the Virginia-class Submarine program, which has already delivered several ships ahead of schedule and under projected costs.

"To quote Daniel Lawrence Whitney (otherwise known as Larry the Cable Guy), 'Get'er Done,'" Stiller concluded.

Rear Adm. William H. Hilarides, program executive officer for Submarines, said Mississippi should meet that challenge. The ship is already well on its way to beginning its sea trials earlier than any other ship in the class, and to be more complete than any previous ship at the same stage, he said.

Hilarides said in the early 1990s Stiller was acquisition manager for the Navy's New Attack Submarine program, which eventually became the Virginia Class. She left before the Navy distributed Plankowner certificates to the people who helped establish that office. Hilarides set matters straight by presenting her with a certificate at the keel laying ceremony.

Casey pointed out that June 9th marked the 51st anniversary of the launch of the world's first ballistic-missile submarine, George Washington, at the EB shipyard in Groton, and the 24th anniversary of the keel laying for the Tennessee, the ninth Ohio-class submarine.

"It's interesting to note how these three ships represent points in the evolution of submarine construction," Casey said. "George Washington was built the same way hundreds of previous submarines had been – the pressure hull was completed before it was populated with decks, wiring, piping and equipment.

"Tennessee was the ninth ship of the Ohio class, the first class to be produced in two locations – Quonset Point and Groton," Casey said. "At that time in the Ohio program, we were moving down the path of modular construction, shipping modules as large as 700 tons.

"Mississippi will be built in four sections, weighing as much as 2,000 tons, in a process that has reduced construction time by millions of labor hours," Casey said.

Matthew J. Mulherin, vice president and general manager of Northrop Grumman-Newport News, which builds half of each Virginia-class submarine under a teaming arrangement, said Mississippi upholds a proud Navy tradition. There have been four previous warships with that name, including a nuclear cruiser and a battleship built at Newport News.

Given that legacy, he predicted, "She will have a bright future and smooth sailing."

Earned Hours

Electric Boat NEWS

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WELCOME TO ELECTRIC BOAT

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

251 Paul Szollosi
323 Walter Madden
412 Emily Stumbris
Jennifer Wheeler
413 Christopher Bragg
Matthew Hammond
Jessica Lewis
Nicholas Meeker
Ryan Twardowski
414 Michael Brophy
Christopher Beaulieu
Mark Desjardins
Nodari Ivanov
Steven Kasner
Curtis Peterson
Ashley Rideout
416 Benjamin Adams
Michael Hartigan
Kurt Knuijt
Chris Miller

416 Ben Moberg
Daniel Obercon
Arrik Oswald
Jason Ovalles
Jarred Serpa
Cory Sullivan
Bryce Taft
Michael Zinn
427 Adam Binczewski
Trevor Deacon
Jay Guthrie
Jayson Lewis
Ricardo Martinez III
Daniel Ruegger
Jean Saintil
Bronius Sidabras
428 Kyle Rupert
Justin Smith
Mark Wolfgang

433 Benjamin Aldrich
John Kilfeather
Christopher Martinez
Christopher Scully
Andrew Vella
434 Jason D'ambrosia
Theodore Rudinsky
Nicholas Walsh
435 Joshua Jost
Nicholas McDermott
Joseph Misulia
437 Kelly Dixon
Brian Hickey
Matthew Nullet
Eliot Toy
448 John Grube
Brent Mckown
Donnie Thompson
449 Meaghan Allard
Sean Goggin

449 Zachary Milos
Dennis Scaglione
453 Julienne LaChance
456 Joseph Steady
459 Andrew Apicelli
Adam Hashem
Thomas Teixeira
462 Kevin McMahon
Anthony Senerchia
Daniel Turkosz
463 Eric DeStefano
Scott Dubois
Gregory Patella
Andrew Schicho
Brian Whitney
Carol Young
464 Michael Thompson
472 Stephanie Smith
492 Anthony Beeman
Stephen Curtis

492 Sara Hencken
Cory Korchin
Derek McKee
Alix Orton
Jessica Warda
493 Matthew Eddy
494 Dean Hunter
Michael Poveromo
Jason Williams
496 Brian Earley
Lyle Olson
650 John Conroy
660 Nicholas Davis
670 Ray Krause
Matthew Nickerson
737 Matthew Jones
Krysten O'Leary

ASME Honors Three Electric Boat Engineers

The Providence section of the American Society of Mechanical Engineers (ASME) has recognized three Electric Boat engineers for their professional accomplishments.

They and several other engineers from government and industry were honored at the local ASME chapter's annual recognition night held recently in Portsmouth, R.I.

"The technical excellence Electric Boat employees demonstrate every day serves as the cornerstone of the company's engineering and design expertise," said Ken Blomstedt, director of mechanical design and engineering. "These three engineers have worked long and hard to strengthen the company's technical leadership in the shipbuilding industry, and deserve to be recognized."

The ASME event represents one of the ways Electric Boat's Engineering organization honors its employees for their technical achievements, Blomstedt said. In additional to organizing the company's participation in the awards dinner, Blomstedt gave the keynote presentation, speaking on the Virginia Improvement Program.

The Electric Boat engineers recognized at the event were:

Ogden Carroll

Ogden Carroll. A principal engineer in Dept. 492, Carroll has demonstrated the ability to engineer and design systems to increase the payload launch and retrieval capabilities of the Navy's submarines. Specifically, he has led multidisciplinary teams and overseen contractors in the concept development of a new launch and retrieval system that will significantly enhance the capabilities of USS Jimmy Carter (SSN-23). In the process, he secured $60 million in funding. Carroll graduated from Lehigh University with a B.S. degree in mechanical engineering, and from Rensselaer Polytechnic Institute with an M.S. degree in the same field. He joined Electric Boat in 1994.

William Johnson

William Johnson. As an engineering supervisor in the propulsion plant steam valve group, Johnson has overseen the development of numerous valves for the CVN-78 aircraft carrier program, effectively resolving issues encountered during design, manufacturing and qualification testing. He also has implemented design changes to increase the affordability of Virginia-class components, and is now working to develop new valve concepts for the Ohio Replacement Program. Additionally, Johnson and other engineering supervisors are introducing improvements in the technical development programs for engineers and designers. A 15-year Electric Boat veteran, he earned a B.S. degree in marine engineering systems from the U.S. Merchant Marine Academy and an M.S. in mechanical engineering from Rensselaer Polytechnic Institute.

Peter Smith

Peter Smith. Smith's background in both new design and fleet support engineering provides him with a balanced perspective in developing submarine mechanical components. He was responsible for new steam valve and actuator components in the Seawolf Propulsion Plant Valve group, and later provided guidance to less experienced engineers as group leader in the Fleet Support Engineering section. The Navy has recognized his accomplishments in resolving issues with valves and actuators as vital to the submarine program. Smith is now lead component engineer in the Propulsion Plant Valve Group, engineering seawater valves, mentoring new engineers and redesigning valves for affordability. He joined Electric Boat in 1985 after graduating from the University of Connecticut with dual B.S. degrees in mechanical engineering and materials engineering.

EB President John Casey responds to reporters' questions following a press conference held to announce the company's intention to buy the Pfizer office complex in New London.

Electric Boat To Buy Pfizer Building In New London

Ending months of speculation, Electric Boat announced on June 21 that it had reached a preliminary agreement with Pfizer, Inc., to purchase Pfizer's office complex in downtown New London, Conn. Under an early occupancy lease agreement, design and engineering employees will move into a portion of the three office towers in July.

The transaction is contingent on the completion of a due diligence process to rule out any conditions that could prevent a sale and will accommodate growth in Electric Boat's engineering workforce.

"We have been coordinating closely with Governor M. Jodi Rell and the State of Connecticut, the city of New London, the U.S. Navy and Pfizer to determine if this site meets our needs, and the initial results are very encouraging," said John P. Casey, president of Electric Boat. "We appreciate the state's support, which was instrumental in making this transaction possible."

Engineers working on the Navy's next-generation submarine will be the first to move into the complex. They are expected to occupy two floors of Tower C in July. If the company proceeds with the purchase, the remainder of the 700,000 square-foot complex would be occupied in phases through 2011.

"When we looked at our facility requirements in the short term, and Pfizer's plan to move out of the building, they lined up very well," said Peter J. Halvordson, VP – Engineering. "It provides a quality workspace for our employees at the right time for our business."

The announcement generated considerable excitement on the part of state and federal officials who participated in a press conference announcing the planned purchase.

"Pfizer's announcement in 2009 that it was vacating its global research headquarters in New London and consolidating operations in Groton created enormous uncertainty throughout an entire community," Gov. M. Jodi Rell said. "The news caused understandable fears about individual career prospects and cast doubt on the economic promise of the Fort Trumbull redevelopment project.

"Today, however, we open a new and important chapter in that same community – we look on a brighter prospect for the same community and see a far rosier future for the local economy. EB's decision to purchase the former Pfizer facility for its own R&D center will create 700 engineering jobs, establishing a cen-

continued on page 6

USS Philadelphia Is Removed From Service

Ship was Electric Boat's First Los Angeles-Class Sub

Exactly 33 years after its commissioning, the first Los Angeles-class submarine built at Electric Boat was taken out of service at the Naval Submarine Base in Groton.

With eight loud clangs on the ship's brass bell, USS Philadelphia (SSN-690) was officially taken out of service June 25, 2010, 33 years to the day after its commissioning. Eventually, Electric Boat would build 33 of the 62 Los Angeles-class submarines, the largest class ever built for the Navy.

Rear Adm. Douglas J. McAneny, the seventh commanding officer of Philadelphia, returned for the ceremony, and noted that there were a total of nine Philadelphia commanding officers in the crowd.

He recognized members of the crew for the care they had taken right up until the ship left the fleet — he toured the engine room the day before decommissioning, and was very impressed at the conditions.

"It's still capable of executing every mission expected of a submarine," McAneny said.

Praising the craftsmanship embodied in the submarine, McAneny asked for a round of applause for the Electric Boat employees who constructed the ship a third of a century earlier. And he urged people to look at the Virginia-class submarines that are starting to populate the Groton waterfront.

"I can only wish, in my wildest dreams, that there will be 62 of those fantastic ships," McAneny said.

Electric Boat President John P. Casey noted after the ceremony, "Philadelphia had an exceptionally long and illustrious service in the United States Navy, a history forged by hundreds of crew members who worked long months far from family to keep our country safe.

"The fact that Adm. McAneny took the time during the decommissioning ceremony to recognize the contributions of the men and women of Electric Boat who built that ship — one of the 33 Los Angeles-class ships delivered from our Groton shipyard — should be a source of pride for every member of our shipbuilding team," Casey said.

The ship completed its final deployment in February 2010, conducting operations for U.S. Central Command. Cmdr. David S. Soldow, the final commanding officer of Philadelphia, said it was just as combat-capable as the day it was commissioned.

"Any other Navy in the world would be lucky to have half of what you see before you today," Soldow told the crowd, which included dozens of 'plank owners' — men who served on the commissioning crew — as well as others who served on it through its life.

"USS Philadelphia is a great ship with a proud legacy," McAneny said. Referencing Gen. George Patton's observation that wars are fought with weapons, but won by people, McAneny said it was Philadelphia's crews that made the ship great.

"Remember the sacrifices you endured, and the freedom you fought to pass on," McAneny said. "Thank you, and God bless you."

PFIZER BUILDING

continued from page 5

ter of excellence in the field of engineering that will help Connecticut develop and sustain a work force in this critical field. It also establishes a robust pipeline for future innovation."

The Department of Economic and Community Development will assist EB with a $15 million grant that will be phased over three years at $5 million per year. Funding may be used for construction, to buy equipment and for other eligible project-related activities. Because the New London facility is located in an enterprise zone, EB also may be eligible a five-year, 80 percent abatement on real and personal property taxes and a 25 percent corporate tax credit for 10 years.

U.S. Rep. Joseph Courtney, D-2nd Conn., called the announcement "a blockbuster development for the state of Connecticut."

Courtney and U.S. Sens. Christopher J. Dodd, D-Conn., and Joseph I. Lieberman, I-Conn., were critical to the passage of legislation in 2009 that provided $495 million for the Ohio Replacement Program. This year, they are backing a defense bill that contains $672 million to continue the work.

Courtney said their efforts have been successful because they have been able to demonstrate that "the finest workforce in the world — the men and women of Electric Boat — will be doing the engineering and design work."

Earlier this year, Electric Boat announced it was seeking office space to accommodate growth in its engineering workforce. In addition to requiring significant refurbishment, the existing space at Electric Boat is insufficient to house a larger engineering and design population. This move will enable the company to locate its engineering and design employees in modern office space at the best value to its customer.

Because Electric Boat's 18-month occupancy schedule fits with Pfizer's timetable to exit the New London site, the building complex will not spend any significant time unoccupied.

Electric Boat Family Pharmacy Formally Opens in Groton

The Electric Boat Family Pharmacy in Groton recently held a ribbon-cutting ceremony to mark its formal opening. Helping cut the ribbon are, from left, Beth Perry of Human Resources; pharmacist Frank Toce; Marney Hughes of Take Care Health, EB's partner in the operation of the pharmacy; State Rep. Betsy Ritter, co-chair of the House Committee on Public Health; EB President John Casey; and Bob Nardone, VP – Human Resources & Administration. Located at 60 Colver Ave. (off Long Hill Road/behind the Ledge Light Federal Credit Union), the pharmacy provides convenient access for employees, dependents and retirees covered by company health plans. If you haven't switched to the EB Family Pharmacy yet, your chance to save is now just a short distance away. Contact the EB Family Pharmacy's friendly, expert staff at: 1-888-578-3457, 1-860-405-0670 (FAX) or ebgrotonrx@takecarehealth.com.

Retirees

100 **Benjamin R. Goulet Jr.**
46 years
Machinist Trade Tech

100 **Lynn S. Johnson**
20 years
Ism-Lathes Large 1/C

210 **Phillip A. Ludlow**
38 years
Supervisor, Design

226 **Raymond P. Pelletier**
35 years
Shipfitter W/L

241 **Kenneth M. Mitchell Jr.**
31 years
Vulcanz Tech 1/C

243 **Lawrence K. Gavitt**
41 years
Pipefit-Sil Braz 1/C

243 **Richard W. Silvia**
39 years
Pipefitter 1/C

243 **Theron R. Tefft**
41 years
General Foreman

333 **William M. Poirier**
37 years
Warehouseman 1/C

355 **Cornelia J. Tefft**
33 years
Planning Specialist

460 **Lawrence Frankewicz**
40 years
Engrg Project Spec

460 **Raymond E. Mitchell**
41 years
Engrg Asst Project

691 **Curtis C. Roselle**
33 years
Prog Mgmt Coord Sr

761 **Jane E. Matthews**
26 years
Staff Assistant

901 **Raymond E. Bucacci**
33 years
Install Tech III

902 **Charles L. Asselin**
27 years
Install Tech III

911 **James H. Gardner Jr.**
35 years
Struct Fab Mech I

921 **George J. Andrescavage**
35 years
Superintendent

921 **Thomas W. Walsh**
34 years
Foreman

921 **Roy R. Wheeler**
35 years
Foreman

HEALTH MATTERS

Susan Andrews, MD
Medical Director
Quonset Point

Protect the skin you're in

What is the largest organ in the human body? The answer is skin. Skin covers and protects the internal organs of the body, serves as a barrier to germs, and prevents the loss of water and fluids. Skin also helps regulate the body temperature by regulating water and salt loss.

Ultraviolet rays are a type of radiation in sunlight that can penetrate and change skin cells. UVA is the most common part of sunlight that reaches across connective tissue and increases the risk of cancer. UVA rays cause cells to age and can damage the cells' DNA. Most UVB rays are absorbed by the atmosphere's ozone layer, so fewer of them make it to your skin – but they still damage skin cells. UVB rays cause direct damage to skin cells' DNA. UVC rays are the most damaging, but they do not reach the ground, and so have the least influence on skin cancers.

To keep the public informed about exposure to ultraviolet radiation, the National Weather Service and Environmental Protection Agency have created the UV index. This predicts potential UV exposure levels based on cloud cover, time of day, time of the year, and elevation. The level is expressed as a number between one and 15 – the higher the number, the greater your exposure.

Skin cancer is the most common of all cancers, accounting for half of all cancer in the U.S. According to the National Cancer Institute, 40 to 50 percent of Americans who live to age 65 will have skin cancer at least once. Basal and squamous cell skin cancers are located at the base of the outer layer of skin in the keratinocyte. Melanoma is a cancer that starts in the melanocytes, which are the cells that produce skin coloring. Basal and squamous cell cancers typically are located on sun-exposed area such as the head or neck. They are related to the amount of sun exposure a person has had. Melanomas occur anywhere on the body and are less common than basal cell or squamous cell skin cancer, but more serious. Basal cell or squamous cell cancers have a very high cure rate. Melanoma is more likely than other skin cancers to spread to other parts of the body, but can be cured if detected early.

Do any of the following factors that increase risk for skin cancer apply to you?

- Unprotected and/or excessive exposure to ultraviolet radiation
- Fair complexion
- Occupational exposures to coal tar, pitch, creosol, arsenic, or radium
- Personal or family history
- Multiple or atypical moles
- Severe sunburns as a child

Have you improved your sun protective behaviors?

Fifty eight percent of adults over age 25 reported taking one or more of these precautions to protect their skin.

1. Using sunscreen
2. Wearing sun protective clothing
3. Seeking shade

Despite slight improvements in sun protective behavior among adults, the American Cancer Society says the number of skin cancer cases has been increasing over the last few decades.

Should skin screening be a routine part of your Primary Care Providers exam?

The U.S. Preventive Services Task Force says there is not enough evidence to recommend for or against routine screening to detect skin cancers early. However, fair skinned people age 65 or older, people with atypical moles, or people with more than 50 moles are at greater risk of developing melanoma. Clinicians should remain alert for skin abnormalities when conducting physical examinations for other purposes. During your yearly physical exam, tell your primary care provider if you've observed warning signs for melanoma, such as a spot that changes in size, shape, color, or looks odd.

The following can help you remember what to look for, and discuss with your provider.

- **A is for asymmetry**, between one half and the other half

- **B is for border** that is irregular, ragged, notched, or blurred
- **C is for color** that is not consistent with some brown, black or red
- **D is for diameter** — a spot is larger than 6 mm, 1/4 inch or the size of a pencil eraser. Other signs include a sore that won't heal, spread of pigmentation, redness or new swelling beyond the border, change in sensation and change in the surface of a mole.

What can you do for yourself or your family to prevent skin cancer?

Just remember to "slip, slop, slap, wrap" to help protect yourself from harmful rays.

Slip on a tightly woven shirt or one with added UV protection. Both children and adults can buy swim suits with UV protection from their neck to their toes.

Slop on the sunscreen. The higher the SPF number, the more the protection from UVB rays you receive. Reapply after one to two hours, sooner if you are swimming or sweating. Products with avobenzone, ecamsule, zinc oxide or titanium dioxide provide some protection against UVB and UVA rays. Check the expiration date on the sunscreen. Sunscreen should be thrown out after two to three years if no expiration date is found or sooner if the sunscreen is exposed to high temperatures. If the sunscreen irritates your skin, try a different type.

Slap on a hat. Hats with neck flaps or large brims provide the best protection. The bigger the brim, the more protection it offers. Baseball hats do not protect the ears or neck, but are better than nothing.

Wrap sunglasses around your face to protect your eyes from cataracts and the thin skin around your eyes from sun damage. Make sure the sunglasses have a coating on them to protect against UVA and UVB rays.

Avoiding the sun at mid day or seeking shade helps protect you. Since children spend more time in the sun than adults, they need extra protection. Don't forget to avoid non-sun sources of UV radiation, like tanning beds, since these rays are just as dangerous as natural rays.

Employing these measures will help you avoid a bad outcome from too much sun. The EB family pharmacy in Groton and Quonset carries various types of sunscreens and can order other types if you have allergies. Call 1-888-578-3457.

At your yearly physical exam, make sure to discuss any changes in skin findings with your primary care provider. This physical exam will also enroll you into the It All Counts program, which encourages everyone to see a primary care provider. The other ways to enroll in It All Counts are by attending a Know Your Numbers/House Call session, using the EB Family Pharmacy, or participating in an EB smoking cessation program.

Both Groton and QP have optical shops that provide sunglasses as well as safety glasses and regular prescription glasses.

If you need help finding a dermatologist near you, call Mercedes Beres, the United Health Care advocate (401-268-2240 or 860-433-8272). She can help you obtain skin care as well as enroll you in disease management programs for diabetes, congestive heart failure, cardiovascular disease, and pulmonary diseases such as asthma and COPD.

Take full advantage of Electric Boat's health-care support services and become a healthier person.

EB Business Ethics and Conduct

OUTSIDE EMPLOYMENT

Before you accept outside employment, consider if this second job could create a conflict of interest with your work here or negatively impact your ability to do your job.

Taking a second job can be tricky because you may not always see clearly where your loyalties should lie.

You should not accept outside employment with our competitors, suppliers, or customers.

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

Remember – when in doubt, always ask.

GD Recognizes Ahern, Duba For Engineering Achievements

Tim Ahern

Greg Duba

General Dynamics has recognized two Electric Boat engineers for their engineering achievements and advancement of the corporation's technical capabilities.

Tim Ahern (604) and Greg Duba (446) were honored at GD's 12th Annual Engineering Excellence and Innovation Awards Conference held recently in Falls Church, Va.

Ahern is the lead technical architect for Electric Boat's Next Generation Integrated Product Development Environment (IPDE) implementation. In this role, Ahern led the development of the Integrated Ship System Engineering (ISSE) environment to support multi-discipline system engineering.

This environment provides a common user interface to create engineering schematics, computer-aided engineering (CAE) analyses (steady-state realm analyses), single system simulations and multi-discipline/system simulations, as well as system diagrams and simulations for electrical and fluid system engineering analysis.

It is expected that the simulation and analysis tool used to perform electrical and fluid system analysis in this environment will be capable of performing up to 80 percent of the system analyses that Electrical and Fluids System Engineering performs today, allowing for standardization of several analysis tools used at Electric Boat.

Duba is a principal engineer in Integrated Power Systems. Specific examples of his achievements include design and manufacture of 2,350 and 3,000 horsepower permanent magnet (PM) motor drives; and 3,000 hp PM motor drive test facility design and development, as well as conceptual designs of permanent magnet motor drives at power levels in excess of 25,000 horsepower.

Duba has been working with Gamesa Corp. to apply this technology toward the development a three-phase, multi-circuit 4.75 megawatt permanent magnet wind generator. This generator would be part of a power converter system that converts the mechanical power from the wind turbine into electrical power, and then delivers it to the electrical grid.

Duba was one of the primary leads to integrate the redesigned generator with the power converter and control system to meet performance requirements. This generator is one of the world's largest rated wind turbines and provides a significant improvement in generator power density.

Service Awards

45 Years

100 Richard D. Romagna
321 Roland W. Tobey
355 Joseph R. Gendron
452 Paul L. Olivier
456 Kenneth G. Brevard Jr.
459 Raymond Micklich

40 Years

229 Albert M. Copice
241 Robert A. Mashuta
243 Anthony S. Alfiero
274 James E. Simmons Jr.
330 Betty J. Blocker
355 Coley Mabine
545 Michael J. Komorowski

35 Years

242 Charles Martin
341 Neil D. Fichtelberg
341 Paul W. Murray
355 William R. Vanmameren
420 Kevin H. Murphy
449 Theodore James, Jr.
453 Cortland G. Bryant
459 William R. Neal
501 Albert L. Leandri
604 Kenneth C. Gauthier
915 Steven A. Young
921 David A. Barile
924 Kenneth D. Lineham
931 Paul A. Duarte
933 Ronald V. Tanzi
935 John J. Gagliardi
935 Michael H. Jubin
935 Glenn T. St. Jean
936 Albert A. Lavigne

30 Years

226 Jeffrey L. Berman
229 David A. Strickman
230 Norman Bessette
246 Paul J. Price
251 Kim B. Kenyon
251 Norma L. Malbaurn
251 Neftali Sostre
272 John A. Depietro
330 Charles E. Whitford
330 Brenda L. Wiltrout
341 Lee P. O'Connell
427 Joseph G. Gramlich Jr.
431 Paul E. Japp
431 Clay C. Wild
452 Kevin J. Cooper
459 Frank Bressette
459 Michael J. Dumsar
492 William M. Maxwitat
501 Rodney D. Barnes
601 John V. Leonard Jr.
645 Kenneth J. O'Brien
663 Terry S. Blanco
686 Kurt A. Hesch
707 Thomas J. Manfredi
921 Saul W. Thompson
933 Joseph N. Anctil
951 Robert E. Pichette
967 Bruce N. Snow
969 Gail R. Pagano

25 Years

243 Douglas J. Doty
243 Paul A. Psimer
243 Albert J. Santos
252 Jimmy J. Verrill
427 Gregory J. Kudrick
427 Lawrence P. Ryken
448 Christian B. Wink
454 Roger A. Codding
454 Daniel M. Eischen
472 Alan R. Schwedt
495 Joseph F. Hurlock
496 James A. Ainscough
545 James T. Mortimer Jr.
650 Sandra L. White
702 Michael J. Condry
702 Parag A. Shah
742 Todd V. Garrelts
901 Ronald A. Lussier
902 Timothy P. Murphy
915 Michael J. Burke
915 Timothy D. Corr
951 Steven J. Donahue

20 Years

241 John E. Banta Jr.
251 Samuel C. Haskins
341 Scott A. Knowles
409 Brian D. Hall
414 Stephen F. Hayes
435 Christopher J. Capozzoli
452 Gregory J. Niles
453 James M. VanDyke
456 Steven M. Chzaszcz
459 David V. Clyde
495 Jeffrey T. Blevens
604 Steven F. Burnham
604 Jeffrey A. Freeman Jr.
604 James R. Stapleton
650 Adrian P. Hart III
742 Jeffrey N. Johnson
902 John S. Kakela
921 Frank J. Burton

GENERAL DYNAMICS
Electric Boat NEWS

2010

RECORDABLE INJURIES FOR 2010 = **295**
LOST TIME CASES 2010 = **84**

RECORDABLE INCIDENCE RATE YTD = **6.05**
2010 GOAL = **6.20 or less**

LOST WORK DAY CASE RATE YTD 2010 = **1.72**
2010 GOAL = **1.80 or less**

ELECTRIC BOAT CORPORATION INJURY INCIDENCE RATES