Electric Boat reached a major construction milestone on the submarine Mississippi (SSN-782), completing work on the pressure hull in less time than any previous ship of its class. Electric Boat achieved “pressure hull complete” three weeks faster than the previous Virginia-class submarine record. Additionally, work on Mississippi’s radar, hatches, sonar dome and piping systems is significantly ahead of the record schedule attained on USS Missouri, the most recent submarine delivered to the U.S. Navy by Electric Boat.
These accomplishments put Mississippi on track to reach two additional Virginia-class records: the highest state of completion when the submarine first enters the water and the shortest time span from construction start to delivery. The Virginia-class submarine program is considered one of the most successful U.S. Department of Defense procurement programs.

“The Groton waterfront team developed an aggressive final hull-erection schedule and executed flawlessly,” said Ship’s Manager Harold Haugeto. “This three-shift evolution could not have been accomplished without the strong commitment and drive of our talented and experienced work force. I’m very proud of the team.

“I am equally proud of the quality and completeness of the super-modules we received,” Haugeto said. “By applying the lessons learned from the previous hulls, we are achieving additional reductions in cost and schedule.”
TURNING YELLOW INTO GREEN
FOR CANCER SOCIETY

From left, Debbie Morrissette (341), Teresa Hamilton (460), Patty Furlong (275), Chris Dickson (275) and Nicole Desjardins (355) were among the 30 Electric Boat employees who sold daffodils recently to raise money for the American Cancer Society. This year, Groton employees contributed $13,400, making the company the top corporate fundraiser in Connecticut. Lisa Trolan (605) and Donna Havrilla (601) were the event’s co-chairwomen at Electric Boat. 🌼
GENERAL DYNAMICS REPORTS FIRST-QUARTER 2011 RESULTS

Earnings from continuing operations increase to $618 million

Company-wide operating margins increase to 11.9 percent

GENERAL DYNAMICS

FALLS CHURCH, Va.

General Dynamics has reported first-quarter 2011 earnings from continuing operations of $618 million, or $1.64 per share on a fully diluted basis, compared with 2010 first-quarter earnings from continuing operations of $599 million, or $1.54 per share fully diluted. Revenues increased over the year-ago period to $7.8 billion. Net earnings for the first quarter of 2011 were $618 million, compared to $597 million in the first quarter of 2010.

Margins

Company-wide operating margins for the first quarter of 2011 were 11.9 percent, compared to 11.8 percent in first-quarter 2010. Operating margins for Aerospace, Combat Systems and Marine Systems grew when compared to the year-ago period.

Backlog

Funded backlog at the end of first-quarter 2011 was $43.9 billion. The Aerospace backlog increased for a second consecutive quarter, driven by continued demand for Gulfstream aircraft. Combat Systems and Information Systems and Technology also received several notable orders in the first quarter, including $325 million from a foreign military customer for combat vehicle structures and $295 million for initial production of equipment for the second increment of the U.S. Army’s WIN-T next-generation battlefield communications network. The company’s total backlog at the end of the first quarter 2011 was $57.6 billion, and the estimated potential contract value was an additional $20.6 billion, which represents management’s estimate of value under unfunded indefinite delivery, indefinite quantity (IDIQ) contracts and unexercised options.

Cash

Net cash provided by operating activities in the quarter totaled $327 million. Free cash flow from operations, defined as net cash provided by operating activities less capital expenditures, was $266 million for the period.

“General Dynamics’ first-quarter performance reflects the stability and relevance of our defense programs and continuing demand for our global business-aviation products and services,” said Jay L. Johnson, chairman and chief executive officer. “By remaining focused on execution and leveraging the strength of our diverse portfolio, we delivered a solid first-quarter and remain on track for another strong year.”

First Quarter 2011 Significant Orders

(Unaudited) Dollars in Millions

General Dynamics received the following significant contract orders during the first quarter of 2011:

Combat Systems

► $325 from a foreign military customer for combat vehicle structures.  
► $155 from the U.S. Marine Corps for ammunition for the Expeditionary Fire Support System. The contract has a maximum potential value of $195 if all options are exercised. 
► $45 from the U.S. Army for training ammunition. 
► $35 from the Army for munitions demilitarization. The contract has a maximum potential value of $165 over five years if all options are exercised.

Marine Systems

► $55 from the U.S. Navy for engineering, design and technical services for the DDG-1000 destroyer program, bringing the total value in backlog to approximately $815.

Information Systems and Technology

► $295 from the Army under the WIN-T program for low-rate initial production of equipment under the second increment of the program. The second increment adds on-the-move command-and-control capabilities to the tactical communications network. 
► $100 from the Army for ruggedized computing equipment under the Common Hardware/Software III (CHS-3) program, bringing the total value in backlog to $230. 
► $90 from Austal USA for combat and seafame control systems for the next Littoral Combat Ship (LCS). Options to provide these systems for eight additional ships will be recognized as orders as they are exercised over the next five years. 
► $65 under the Mobile User Objective System (MUOS) program for development of the Navy’s next-generation tactical satellite communication system. 
► $55 for networking and computing products and support under the Network-Centric Solutions (NETCENTS) program, bringing the total value in backlog to $215. 
► $30 from the Army to operate its Supply Support Activity (SSA) in Kuwait. The contract has a maximum potential value of $175 over five years if all options are exercised.
EBMA SCHOLARSHIP WINNERS ARE ANNOUNCED

The Electric Boat Management Association (EBMA) presented its 2011 scholarship awards earlier this month. The recipients are, front row from left, David Scott, son of Kenneth Scott (413); Marisa Moody, daughter of James Moody (658); Shanelle D’Alessio, daughter of Douglas D’Alessio (409); and Kelly O’Toole, daughter of James O’Toole (448). In the back row from left are Michael Nykyforchyn, son of John Nykyforchyn (409) and Janice Nykyforchyn (412); T. Samuel Todd, son of Scott Todd (467); Matthew Pavlos, son of John Pavlos (686); Ian Mace, son of Earl Mace (275); and Paul Kintz, son of Thomas Kintz (275). Missing from the photo is Briana Minicucci, daughter of Jay Minicucci (494).
There are many similarities between submarines and spacecraft, former astronaut and U.S. Navy Capt. Heide Stefanyshyn-Piper told a standing-room-only crowd of Electric Boat engineers during EB Technical Excellence Week last month.

For instance, both types of vehicles are designed to operate in environments that are hostile to human life, so they must be reliable and robust enough to get people there and back safely.

“Knowing when you blast off, or when you pull away from port, that the people who built it, that’s what they want to do, is important,” Stefanyshyn-Piper said, because it inspires faith in the product.

In addition, both communities – submarine designers and builders, and their counterparts at spacecraft companies – have to wrestle with incorporating the correct technology, striking a balance between being aggressive enough to ensure the technology is not outdated before it deploys, while carefully managing the risks associated with new technology.

When you are in space, or on a submarine deployment, you have to make sure you pack the spare parts and tools you need to fix whatever problems might develop, because you don’t have access to whatever you left back home.

Even the work cycles are similar, with a tour on the space station being about six months, the same as a submarine deployment – though on the space station there is no possibility of port calls, she said.

On the other hand, there are some significant differences, Stefanyshyn-Piper said. On the International Space Station, leaks let air out, and there is only a differential of seven pounds per square inch. “I can take a piece of paper, stick it over the hole, and the leak is stopped.” On a submarine, depending on the operational depth, water can come in with such force that extraordinary effort is required to stop it.

Stefanyshyn-Piper also showed a video of astronauts putting a 1,000-pound cabinet into place with virtually no effort in the weightlessness of the space station. “I’ll bet you wish that it was this easy to get things onto a submarine,” she said.

Selected as an astronaut candidate by NASA in 1996, Stefanyshyn-Piper completed two years of training and evaluation to qualify for an assignment as a mission specialist. She completed two space flights – STS-115 in 2006, and STS-126 in 2008 – logging more than 27 days in space, including 33 hours and 42 minutes of EVA (extra vehicular activity) during 5 space walks.

Heide Stefanyshyn-Piper retired from NASA in July 2009 to return to the Navy as chief technology officer at Naval Sea Systems Command.

Her talk kicked off seven workdays of events built around Technical Excellence Week, which Vice President for Engineering & Design Pete Halvordson said “is a great way to bring the community together to focus on what EB as an organization thrives from, and that is its technical excellence.

“A week and two days filled with presentations showcasing our technical expertise, while providing everyone in the organization an opportunity to see what their peers have been working on, helped to energize the entire team,” Halvordson said.

“Several external presenters came to share with us what our technical excellence means to them and how what EB does affects them in their missions at sea or in their work for NAVSEA,” he continued. “It was a great learning experience for all and a great way to come together as a community and share our knowledge and creativity.”

One of the key events of the week was “Junkyard Wars,” where teams of innovators built submarines from a standard set of equipment.

This year’s junkyard wars winning team was Fluid Operators, comprising Marc Liebenthal (413), Dan Zehner (413), Kyle Spivey (433), Christopher Tate (413), Ryan Twardowski (413), and Dan Giles (416). In all, more than 200 participants applied innovation and creativity to produce a surface craft that would traverse a tank while trying to avoid obstacles and collect payloads.
Dan Giles (416). In all, more than 200 participants applied innovation and creativity to produce a surface craft that would traverse a tank while trying to avoid obstacles and collect payloads.

The week also featured tours of two sites key to innovation at EB — the mechanical research and development laboratory in the Robinson Building, and the new office towers in New London where engineering and design efforts will be focused.

In a series of technical sessions, Electric Boat subject-matter experts discussed topics such as “Selecting Underwater Explosion Events for Submarine Design” (Chris Abate), an overview of the Concept Formulation or CONFORM effort (John Biederka) and “The USS Tullibee Shaft Failure – A Cautionary Tale” (Ray Greene).

Additionally, there were speakers from outside the company. These included Rear Adm. Dave Johnson, program executive officer for submarines; Cmdr. George Perez, commanding officer of USS New Mexico; and Cmdr. John McGrath, commanding officer of the submarine Mississippi, under construction in Building 260.

One of EB Technical Excellence Week’s biggest crowd draws is the Junkyard Wars competition. In this photo, Capt. Les Elkin, supervisor of shipbuilding – Groton, cheers on an entry developed by the “A Team,” as the vessel docks itself and boosts the team’s score to earn them 5th place. Also in the photo are, lower left with blue shirt, Adam Goldschmidt (464), “A Team” captain; Pete Halvordson, VP – Engineering; and Stephanie Slezycki (210), one of the event’s organizers.
Flowers, warm weather and baseball are all lovely associations with springtime. However, for some, springtime means allergy season and bothersome symptoms such as itchy skin, runny noses, watery eyes, coughing, and wheezy lungs. Some individuals have more than just bothersome symptoms—they can have severe or even fatal allergic reactions.

**Types of Allergic Diseases**

Allergies are an overreaction of the immune system to substances that would not cause a reaction in most people. Common allergic diseases include:

- **Allergic rhinitis**—hay fever, seasonal
- **Allergic asthma**—airway obstruction caused by an allergy—coughing, wheezing, chest tightness, or shortness of breath
- **Food allergy**—most common in young children with potential to outgrow—itching, swelling of lips or tongue, chest tightness, hoarseness, nausea, vomiting, decreased blood pressure, or loss of consciousness (anaphylaxis)
- **Drug/insect/latex allergy**—may cause anaphylaxis

**Methods of Entry**

Allergens, the substances that cause the allergic diseases, can enter the body several ways. Once inside the body, the allergens cause an immune-system reaction. Allergens can be:

- **Inhaled via nose or lungs**—airborne pollens such as trees, grass, or weeds, dust mite particulates, mold spores, cat and dog dander or latex dust
- **Ingested by mouth**—common food allergens are shrimp, peanuts, eggs, milk
- **Injected**—by either medical such as penicillin or insect venom such as bees
- **Absorbed through the skin**—such as poison ivy, sumac, oak, or latex

**Diagnosis**

Sometimes the diagnosis of allergic disease is very obvious, particularly if you develop hives or start sneezing every time you contact a particular substance. However, diagnosis is not always that simple. Your primary care provider will begin your evaluation with a medical history. If you have kept a log of signs and symptoms, then this is a good time to present your material. Your primary care provider will perform a physical exam with attention on your eyes, ears, nose, throat, chest and skin. Other testing may include pulmonary function or scans such as an x-ray of your chest. The easiest and least expensive technique for testing is skin testing. Patch testing can be performed to determine if a contact allergy exists by placing a small amount of the allergen on your skin and checking the area after 48 hours. If you are allergic you will develop a rash. Lastly, blood tests can detect antibodies and reactions to allergens.

**Treatment**

Treatment of allergies is threefold.

- **Avoidance**
- **Medication**
- **Immunotherapy**

Avoiding or minimizing exposure to the allergy source will prevent allergy symptoms. Keeping homes clean by dusting and vacuuming regularly—even hard to reach locations like ceiling fans and behind dressers and beds—helps control most symptoms. Make sure all carpets are steam cleaned and curtains and bedding are washed regularly. Avoid potential triggers like down pillows or blankets and keep mattresses in specially formulated bags. Try to reduce pet dander if you are bothered by cats or dogs.

Prescription and nonprescription medications can alleviate symptoms of allergies. The basic medicines are taken by mouth and consist of antihistamines and decongestants. Antihistamines can be prescription or non-prescription and are used to relieve sneezing and itchiness. Some antihistamines cause sleepiness. Decongestants are used to decrease swollen membranes, which relieves stuffiness.
Other medicines include eye drops, corticosteroids, cromolyn sodium or epinephrine for life-threatening anaphylactic attacks. All of these medications can be obtained at the EB Family Pharmacy in Groton or Quonset Point. The pharmacists can answer your questions regarding the best product for you — whether over-the-counter or prescription. The EB Family Pharmacy can be reached at 1-888-578-3457, or by email at ebrx@takecarehealth.com or ebgrton@takecarehealth.com.

Lastly, immunotherapy, in the form of allergy shots, can be used to try to gradually desensitize the person to the allergen. This is only effective for certain allergies and requires a physician.

If allergies are a problem for you or your family, make sure to take charge of the situation. First, change those areas that can be changed, such as your home environment. Second, check out the EB Family Pharmacy for guidance. Lastly, talk to your primary care provider for advice and medications that may make you feel better.

If you need help with allergies or any other medical condition, contact your primary care provider. If you do not have one, go to www.myuhc.com if you have United Healthcare insurance.

If you need further assistance or do not have Electric Boat coverage, you may contact Mercedes Beres the United Healthcare advocate at 860-433-8272 / 401-268-2240; Doria Sklar, the Groton wellness coordinator at 860-433-6391; or Erik Teter, the Quonset Point wellness coordinator at 401-268-2490.

Other health support programs for Electric Boat employees and dependents can be accessed by calling 866-642-3661 and speaking with one of the nurses. They are available 24/7. This resource provides information on general wellness, the company’s back program and pregnancy program, asthma, diabetes, congestive heart failure, coronary artery disease, chronic obstructive lung disease and congenital heart disease, as well as transplant information and cancer support.
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.
2011 ELECTRIC BOAT CORPORATION INJURY INCIDENCE RATES

- Recordable Injuries for 2011 = 130
- Lost Time Cases 2011 = 42
- Recordable Incidence Rate (RIR) YTD = 4.14
  2011 Goal = 6.06 or less
- Lost Work Day Case Rate (LWR) YTD = 1.34
  2011 Goal = 1.30 or less