The rain was pouring when Deputy Assistant Secretary of the Navy Allison Stiller arrived at Electric Boat Oct. 13 to witness the float off of Mississippi (SSN-782) but she declared confidently, “It’s going to stop raining soon.”

Sure enough, by 8:15 a.m. the sun was shining. At 8:37 a.m., Stiller, the sponsor of Mississippi, gave the order: “Let’s flood Graving Dock Three,” and Ron Gravell and Steve Webb began turning the valve wheels furiously. Water started gushing from the large-diameter pipes at the top of the dock, and the eight-hour process of floating off the Mississippi began.

“This is a thrill,” Gravell said. “This has been our life for the

continued on page 2
FLOAT OFF
continued from page 1

last year-and-a-half. We’ve got our heart and soul into this ship.” Now on track to set a record as the fastest ship delivered in the Virginia program, the Mississippi will be christened in a shipyard ceremony Dec. 3.

“This has been a great team,” he said. “You don’t get here this fast without a great team. Unlike the Red Sox, we really came together at the end.”

“I’m proud to have been asked to take part in this,” said Webb. He noted that his son is an enlisted person aboard another Electric Boat-built submarine, USS Maine (SSBN-741), in Bangor, Wash. “He’ll be proud to see his dad putting another sub in the water for him.”

Cmdr. John McGrath, Mississippi’s commanding officer, explained to Stiller that from now until the delivery of the ship, probably in the first quarter of 2012, the pace for the crew changes from a run to a flat-out sprint.

“This is probably the most hectic time for us, when we come out of the building. The whole way we do business changes,” McGrath said.

Stiller later wrote in her blog, “I work for the Navy, and my ‘day job’ is all about building ships. But today, I got to do something really special that’s not part of my normal routine because I’m also privileged to be the sponsor for the Virginia Class Submarine Mississippi (SSN-782). “General Dynamics Electric Boat in Groton, Conn., invited me, as the submarine’s sponsor, to help with the ‘float-off,’ which is when the boat is put in the water for the first time,” she continued. “I’ve been fortunate to be part of other milestones for Mississippi and her crew – my initials are on a metal plate welded inside the hull from the keel laying ceremony in June 2010, and I visited with the wonderful officers and crew this past August to see how the boat was progressing. Every time I see this boat, I am amazed again by the skilled work that goes into building such a complex fighting machine. And today was certainly no exception. To witness Mississippi moving from the land where she’s been built since Electric Boat and Huntington Ingalls Industries first bent steel to begin her construction in

. . . process improvements such as land-based steaming have helped save time and money in the ship-delivery process, one of the factors that persuaded Congress to double submarine production to two per year.
February 2007, to the sea – her permanent home – was truly exciting.

“Watching this process from my role as a sponsor has made me appreciate even more that amazing teamwork between Navy and builder to bring our boat to life,” Stiller continued. “What a great Navy day and terrific way to celebrate the Navy’s 236th birthday!”

Later that morning, Stiller participated in a recognition ceremony for the “Steam Team,” the shipyard group that developed a new land-based steaming program to test engine-room equipment on ships before they are launched. Typically from 28 to 33 days were required to complete steaming using the steam barge in the graving dock. Mississippi finished in 16 days.

Electric Boat President John P. Casey noted that last spring he hadn’t even seen a purchase order written for the boiler equipment used in the process, and now Mississippi is in the water with the steaming completed.

“I am really impressed with what you were all able to do here,” Casey said. John D. Holmander, vice president – Virginia program, said process improvements such as land-based steaming have helped save time and money in the ship-delivery process, one of the factors that persuaded Congress to double submarine production to two per year.

“We have created a flywheel of innovation, and it’s picking up speed,” Holmander said. “But it also takes the right crew to execute the plans. You can have the best idea in the world, and if you don’t have a great team behind it, it’s going nowhere,” he said.

“We can probably do a little better than 16 days, although cutting the time by 50 percent on the first try is pretty significant,” Holmander said.

Director of Operations Michael Alu said the Mississippi represented an extreme challenge to the waterfront crew, because they were trying to beat the performance on the Missouri, which shattered all schedule records, while incorporating innovations that had never been done before such as land-based steaming.

“The real challenge, though, is going to be on North Dakota (SSN-784),” Alu said, “because we’re going to do even better on it.”

Mississippi Ship Manager Harold Haugeto said it’s important to note that all four modules arrived at Groton from Quonset Point and Newport News Shipyard with virtually no off-loaded work and in a final painted condition, with no major quality issues.

“This allowed the scheduled final assembly and test activities to be accomplished as planned,” said Haugeto. “Without any significant setbacks, this team carried the momentum forward and completed many other non-critical path items that accumulated in a completion state higher than any other Virginia-class submarine to date,” he said.

“Shipbuilding is a team venture. Every person on every shift counts and their input matters,” Haugeto said. “On display during the roll-out of the Mississippi was 7,200 tons of submarine, but almost 10 million hours of effort. I have had the pleasure of seeing this ship come together the whole way and am amazed at the talent and dedication of the people who made it happen.”
At a banquet held this month to recognize their contributions to Electric Boat and the nation’s defense, 49 employees with 40 years of service joined the ranks of Distinguished Shipbuilders. Seated, from left, are Thomas Sudol, Calvin Sebastian, Harry Martinez, David Carlson, William Danusis, Robert Sedotti, Rinaldo Pazzaglia, Bernard Payne, Deborah Wisniewski, James Wilson, Paul Galipeau, Richard Partelo. In the middle row are, from left, William Terranova, Michael Alu, John Gifford Sr., Dana Caviggia, James Procius, Robert Smith, Richard Clairwood, Paul Bergel Jr., William Babbitt, Maurice Moreau, Gale Hoy and John Alden. In the top row are, from left, Eugene Netze, Alan Larkin, Noel Brehant, Alvin Daniels, John Sanquedolce, Ralph Whitney, Thomas Korzenowski, Burton Gischner, William Batzle, Donald Stenz and John Connolly. Honorees not in photograph: Diane Amburn, John Boyer, Evelyn Bryant, Charles Cox, Edward Delaney, Frank Glynn, Ronald Johanson, Paul Kazlauskas, Thomas Larrivee, James Osborne, Mark Rayer, Ronald Reed, William Startz and Richard Zirger.

49 EMPLOYEES RECOGNIZED AS DISTINGUISHED SHIPBUILDERS
General Dynamics has reported third-quarter 2011 earnings from continuing operations of $665 million, or $1.83 per share on a fully diluted basis, compared to 2010 third-quarter earnings from continuing operations of $649 million, or $1.70 per share fully diluted. Revenues in the quarter were $7.9 billion. Operating earnings were $998 million, an increase of 3.3 percent over third-quarter 2010.

Net earnings for the third quarter of 2011 were $652 million, compared to $650 million in the year-ago period. Net earnings on a per-share, fully diluted basis were $1.80 in the current quarter, an increase of 5.9 percent over the year-ago period.

**Margins**

Company-wide operating margins in the quarter grew to 12.7 percent, an increase of 60 basis points over third-quarter 2010. The growth in operating margins was driven by improvement in the Information Systems and Technology and Marine Systems groups.

**Backlog**

Funded backlog grew in three of the company’s four business groups, increasing by 3.7 percent in third-quarter 2011 to $45.9 billion. Total backlog, which includes both funded and unfunded orders, grew by 2.5 percent in the quarter, to $58.5 billion.

The Aerospace group’s funded backlog increased $358 million in the third quarter on the strength of continued international demand for Gulfstream’s portfolio of aircraft. The $1.3 billion increase in funded defense-related backlog was supported by several significant orders in the quarter, including a $1.8 billion award to Marine Systems for two DDG-1000 Zumwalt-class destroyers, as well as a $565 million contract for construction of a DDG-51 Arleigh Burke-class destroyer, which includes an option for an additional ship. Similarly, Combat Systems was awarded a $250 million order to produce 115 Stryker vehicles with the new double-V-hull configuration, and a $205 million order from the U.S. Marine Corps for upgrade kits for mine-resistant, ambush-protected vehicles.

In addition to the total backlog, the company’s estimated potential contract value grew by 28.7 percent over the end of the second quarter, largely on the strength of a $5.7 billion increase in the Information Systems and Technology group. Estimated potential contract value is management’s estimate of the ultimate value of unfunded indefinite delivery, indefinite quantity (IDIQ) contracts and unexercised options.

**Cash**

Net cash provided by operating activities in the third quarter totaled $136 million, and $1.2 billion year-to-date. Third-quarter free cash flow from operations, defined as net cash provided by operating activities less capital expenditures, was $15 million. Cash performance in the quarter was impacted by inventory growth in the Aerospace group in preparation for ultra-large-cabin G650 green aircraft deliveries in the fourth quarter.

“General Dynamics continued to execute effectively in the third quarter,” said Jay L. Johnson, chairman and chief executive officer. “This solid operating performance reflects our ongoing focus on increasing efficiency, improving productivity and driving cost out of our businesses. Importantly, order activity in the quarter underscored the enduring nature of customer demand for our products and services.”
How many people out there remember the food pyramid? The food pyramid dates back to 1992 with a revision in 2010. However, in 1902, a U.S. Department of Agriculture (USDA) researcher first published the Farmer’s Bulletin, which emphasized the importance of variety, proportionality and moderation in healthful eating for American men. This led to the first official USDA food guide published in 1917, which emphasized five food groups: milk/meat, cereals, vegetables/fruit, fats/fatty foods, and sugars/sugary foods. The USDA continued to refine the recommendations with new information about Recommended Dietary Allowances (RDA). At this point some attention was placed on serving size. Starting in the 1970s, a Select Committee on Nutrition and Human Needs began advocating a reduction of fat from the American diet.

The most recent food pyramid (2010) suggests a low fat, higher-carbohydrate diet and in 2011, the USDA published a completely new graphic to help Americans make healthy dietary decisions. The new graphic is a plate with the slogan ChooseMyPlate.gov. The changes are intended to:

1. Promote healthy eating
2. Promote the 2010 Dietary Guidelines for Americans
3. Familiarize people with the image of the plate
4. Introduce an accompanying message to make healthy choices

The image of the plate has been simplified to include only five food groups: fruits, grains, vegetables, protein, and dairy. The emphasis on food groups is designed to help you think of the entire meal, not just pieces or ingredients. For this reason oils are not separated on the plate since they are usually used to prepare food and not eaten separately.

Also missing from MyPlate are sweets and desserts. They can be included in your diet as long as other healthy choices are made and your calorie needs are not exceeded. Although the MyPlate picture no longer has a specific message on the subject, physical activity remains part of an overall healthy lifestyle.

Here is the 2011 MyPlate graphic:

The key messages stated by the USDA are to:

**Balance your calories**
- Enjoy your food, but eat less
- Avoid oversized portions

**Increase these foods**
- Make half your plate fruit and vegetables
- Make at least half your grains whole grains
- Switch to fat-free or low fat (1%) milk

**Reduce these foods**
- Compare sodium in foods like soup, bread, and frozen meals – and choose the foods with lower numbers
- Drink water instead of sugary drinks

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**HEALTH MATTERS**

Susan Andrews, M.D.

**MY PLATE**
To determine how much you should eat from each food group, you need a personalized plan that takes into account your age, sex, height, weight and physical activity. You can develop a plan electronically by visiting the website http://www.choosemyplate.gov, looking in the left column for the interactive tools, then visiting the daily food planner. This interactive site enables you to determine your own recommended intake for each food group.

Over time some of the food group names have changed, but the premise of MyPlate is to help consumers by grouping foods based on nutritional content, how foods are typically eaten, and how foods were grouped in the past.

The goal is not to get bogged down with details, but to think globally about the plate. For example, tomatoes and avocados are botanically fruits along with eggplants, cucumbers, and green peppers. But the USDA identifies them as vegetables based on their nutritional value, how they are used in a meal, and the fact that they lack sweetness or tartness, two measures used to define fruits. Another example is corn, which can be a grain or a vegetable depending on its maturity level. Fresh corn is considered a starchy vegetable while dried corn is milled into cornmeal for items like tortillas, and is considered a grain.

Beans and peas can be either in the protein group or the vegetable group since the nutrients can be similar to both groups. The determining factors are related to what else a person eats. So someone who eats meat might consider beans and peas as vegetables, while a vegetarian might classify them as protein sources.

The MyPlate icon allows individuals freedom to pick and choose healthy options that meet their health goals. The icon is simplified for a quick reminder to make generally healthy dietary choices. And remember, a healthy lifestyle plan is not complete without an exercise plan.

Electric Boat continues to offer programs that complement a healthy lifestyle. Healthy foods can be found in both the cafeterias and the vending machines. Exercise is encouraged at all company sites, and can include everything from lunchtime walks to fitness center sessions with a personal trainer. Portion control and choices are the emphasis behind the worksite Weight Watchers programs, which complement the MyPlate very well. At Electric Boat, we encourage a healthy lifestyle and try to minimize barriers to this goal.

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### Retirees

<table>
<thead>
<tr>
<th>100 Norman F. Jordan</th>
<th>604 Robert A. Bunting</th>
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<tbody>
<tr>
<td>28 years</td>
<td>32 years</td>
</tr>
<tr>
<td>Ism-Recipr Small 1/C</td>
<td>Eng Specialist</td>
</tr>
<tr>
<td>229 Albert M. Copice</td>
<td>635 Wayne H. Deming</td>
</tr>
<tr>
<td>41 years</td>
<td>11 years</td>
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<tr>
<td>Welder-Struct. 1/C</td>
<td>Flight Captain</td>
</tr>
<tr>
<td>242 James A. Theroux</td>
<td>795 Michael H. Koozmitch</td>
</tr>
<tr>
<td>33 years</td>
<td>49 years</td>
</tr>
<tr>
<td>O S Machinist 1/C</td>
<td>Planning Specialist</td>
</tr>
<tr>
<td>272 John T. Fischetti</td>
<td>904 Wendy L. Foley</td>
</tr>
<tr>
<td>38 years</td>
<td>34 years</td>
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<tr>
<td>Elect Service Eng W/L</td>
<td>Pipelitter Appr</td>
</tr>
<tr>
<td>333 Wilburn D. Stone Jr.</td>
<td>921 Dennis W. Harper</td>
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<tr>
<td>35 years</td>
<td>34 years</td>
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<tr>
<td>Supv of Plng Matl</td>
<td>Struct Fab Mech I</td>
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<tr>
<td>423 Michael W. Smith</td>
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<tr>
<td>43 years</td>
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<tr>
<td>Inspect-Recv-NQC Spec</td>
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<tr>
<td>431 Patricia Hillman</td>
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<tr>
<td>22 years</td>
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<tr>
<td>T/A Mech Test</td>
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<tr>
<td>433 Elaine B. Woods</td>
<td></td>
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<tr>
<td>35 years</td>
<td></td>
</tr>
<tr>
<td>A/A Administrative Aide</td>
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<tr>
<td>437 Robert F. Hubbard</td>
<td></td>
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<tr>
<td>24 years</td>
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<tr>
<td>Engineering Specialist</td>
<td></td>
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<tr>
<td>453 Derek G. Deyerle</td>
<td></td>
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<tr>
<td>17 years</td>
<td></td>
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<tr>
<td>Mech Sr Designer</td>
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<tr>
<td>462 Raymond F. Thiel Jr.</td>
<td></td>
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<tr>
<td>37 years</td>
<td></td>
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<tr>
<td>Engineer, Principal</td>
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<tr>
<td>505 Donald Yorz</td>
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<tr>
<td>17 years</td>
<td></td>
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<tr>
<td>Janitor</td>
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</tbody>
</table>

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Electric Boat News | October 2011 | 7
At a recent meeting of the New England Shoreline Chapter of Women in Defense, incoming and departing officers gathered for a photo. From left are Teresa Hamilton, FY12 programs director; Karen A. Pelletier, FY12 secretary; Farala Alvarez, FY12 communications director; Kate Singer, FY12 vice president; Margaret Testoni, FY12 treasurer; Virginia M. Andrea, FY12 president; Annette R. Seling, FY11 co-president; Erin C. Joyce, FY11 membership director; Elaine DeCuiitiis, FY11 co-president; and Julie M. Clow, FY11 programs director. Missing from the photo are Megan Roberts, FY12 membership director; and Regina G. Pedroso, FY11 secretary. All are Electric Boat employees. The local chapter of Women in Defense was established in September 2009 by a group of Electric Boat women and has since grown to more than 100 women and men representing the defense industry, the Navy, the Coast Guard and academia.
U.S. Navy Awards Electric Boat $429 Million for Nuclear-Submarine Support Work

Electric Boat has received a $429 million U.S. Navy contract modification to provide planning yard work, engineering and technical support for nuclear submarines.

Under the terms of this modification, Electric Boat will provide design, engineering, material and logistics support, and research and development activities for active U.S. submarines and submersibles. Electric Boat also will provide information services, planning, scheduling and technical support for submarine maintenance and modernization activities, training and facility support, and affordability/cost reduction support.

Initially awarded in October 2010, the contract will be worth approximately $1.2 billion over three years if all options are exercised and funded.

Bath Iron Works Receives Contract for Construction of Two DDG-51 Destroyers

The U.S. Navy has awarded Bath Iron Works a $680 million contract for the construction of DDG-115, the third ship of the Navy’s DDG-51-class guided-missile destroyer construction continuation program. The award also includes a $665 million option for Bath Iron Works to build DDG-116. DDG-115 is scheduled to be delivered in 2016.

BIW President Jeff Geiger said, “This award is a welcome addition to our backlog and is a positive sign that we will be building DDG-51s in Bath well into the future. Along with the award of DDG-1001 and 1002 last week, it is another expression of the Navy’s confidence in our ability to build affordable, high quality ships. It also enables us to maintain a strong base of quality shipbuilding jobs in Maine.

“We are appreciative of the support that the Maine Congressional delegation has provided to the DDG program. The delegation’s commitment to national defense and their advocacy on behalf of the workers of Maine continues to be an important factor in ensuring the stability of U.S. naval shipbuilding,” Geiger said.

DDG-51 multi-mission guided missile destroyers operate in support of carrier battle groups, surface action groups, amphibious groups and replenishment groups, providing a complete array of anti-submarine, anti-air and anti-surface capabilities. Designed for survivability, the ships incorporate all-steel construction and have gas turbine propulsion. The combination of the ships’ Aegis combat system, the vertical launching system, an advanced anti-submarine warfare system, two embarked SH-60 helicopters, advanced anti-aircraft missiles and Tomahawk anti-ship and land-attack missiles make the Arleigh Burke class the most powerful surface combatant ever put to sea.

NASSCO Awarded $37 Million for USS San Diego Fitting-Out

General Dynamics NASSCO was recently awarded a $37 million contract by the U.S. Navy for the fitting-out availability of the San Antonio-class amphibious assault dock ship USS San Diego (LPD-22). Work under this contract will be performed at NASSCO beginning in May 2012 and is expected to be completed by December 2014.

Specific efforts for the USS San Diego under this contract include program management, planning, engineering, design, liaison, scheduling, labor and procurement of incidental material. On-board repair efforts will include piping, structural and machinery work. The contract award also includes options that, if exercised, would bring the total value of this contract to about $134 million.

Built in Pascagoula, Miss., the 684-foot long ship completed builder’s sea trials off the Gulf Coast Oct. 1. The tests assessed the ship’s defensive, communications, propulsion and other auxiliary systems. The USS San Diego is designed to deliver a Marine battalion of 699 officers and enlisted men fully equipped for a variety of expeditionary warfare missions. USS San Diego is the fourth Navy ship to share that name.

NASSCO is the prime contractor for all homeport repair work for San Diego-based amphibious assault (LHA/LHD) ships, dock landing ships (LSDs), amphibious transport ships (LPDs) and frigates (FFGs). In 2011, the shipyard conducted four drydockings, led eight major repair availabilities and participated in more than seven major availabilities. This work includes major overhauls and upgrades to the USS Bonhomme Richard (LHD-6), USS Rushmore (LSD-47), USS Harper’s Ferry (LSD-49) and USS Benfold (DDG-65).

NASSCO is also the Navy’s prime contractor for design and construction of the 14-ship Lewis and Clark class of T-AKE dry cargo/ammunition ships, as well as three Mobile Landing Platform ships.
### SERVICE AWARDS

#### 50 Years
- 321 Lynn J. Brackett
- 452 Geraghty I. Hawkins

#### 45 Years
- 241 William J. Terranova

#### 40 Years
- 321 David K. Leclair
- 323 Kevin T. Cronin

#### 35 Years
- 100 Robert D. Reed
- 201 James R. Stetson

#### 30 Years
- 229 Donald L. Pawelec
- 241 Brian W. Guindon

#### 25 Years
- 229 Robert J. Truax
- 274 Vincent M. Fiorillo

#### 20 Years
- 100 Thomas W. Biesiadecki
- 341 Kevin J. King

#### 15 Years
- 341 Raymond R. Goyette
- 355 Anthony J. Adamo

#### 10 Years
- 355 Laurence E. Crooker
**WOMEN’S HEALTH DAY DRAWS HUNDREDS TO TECH CENTER**

Mary Connolly (341) has her blood pressure checked during the Women’s Health Day held recently in the Technology Center. More than 350 attended the event, which included cholesterol, body mass index and blood pressure screenings, and results counseling. In addition, representatives from local hospitals, health organizations and Electric Boat provided information on a wide range of issues such as cardiac rehab, oncology and nutrition, Alzheimer’s disease, ovarian cancer, weight loss programs, healthcare support and the EB Family Pharmacy. In conjunction with the event, the Yale-New Haven Mobile Digital Mammography Van conducted mammography screenings near the Col. Ledyard Education Center.

**EB BUSINESS ETHICS AND CONDUCT**

**CONFLICTS OF INTEREST**

A conflict of interest occurs when your private interests interfere or appear to interfere with the interests of Electric Boat. Your business decisions should be based on our company needs, rather than your own interests, the interests of family or friends, or your desire for personal gain. You should not do business with organizations in which you, or your family, have a substantial interest.

Each of us should deal with suppliers, customers, and others in ways that avoid even the appearance of a conflict between our personal interests and those of Electric Boat.

Talk to your ethics director and disclose any situation that presents or could present a conflict of interest.

Electric Boat Ethics Director Frank Capizzano (860-433-1278) is available to confidentially assist anyone with questions or issues that may relate to ethical decision making. The General Dynamics Ethics Hotline is available 24/7 and may be reached at 800-433-8442 or 770-613-6315 for international callers who wish to report an ethics violation. Online access to the Hotline is available at www.gd.ethicspoint.com.

**Remember – When in doubt, always ask.**
Electric Boat Corporation
Safety Performance – YTD September 2011

Electric Boat Safety Performance
Year to Date October 2011

Recordable Injury Rate (RIR)
Goal 6.06
YTD 5.35
Lost Workday Injury Rate (LWIR)
Goal 1.80
YTD 1.62
Severity Rate (SEV)
Goal 82.40
YTD 69.30