HEART ASSOCIATION RECOGNIZES ELECTRIC BOAT FOR GO RED CAMPAIGN

Ely Davis-Murphy (400) and Engineering Director Greg Angelini accept an award on behalf of Electric Boat from Sara McMullen of the American Heart Association. The award designates Electric Boat as a member of the Heart Association’s $5,000 Club. Earlier this year, the company raised $7,351 through its Go Red campaign, which was coordinated by Davis. Angelini and Director of Ships Management Stan Gwudz are Electric Boat’s Heart Association representatives.

EARNED HOURS TO DATE SEPTEMBER 2013

Incentive-Program Performance
Mid-Month September 2013

- Stretch Goal: 22.5M Hours
- Baseline Goal: 21.5M Hours
- Planned Hours: 15,952K Hours
- Earned Hours: 15,788K Hours

“Behind Plan By 164K Hours”
IT ALL COUNTS
PROGRAM OFFERS
$125,000 IN PRIZES

As a reminder to all employees, Electric Boat’s It All Counts program continues for 2013. Entering its sixth year, this health and wellness initiative provides opportunities for employees and their families to maintain good health and win one of nearly 150 prizes – totaling $125,000. Since the inception of Wellness raffle programs in 2007 – including Let’s Get Physical – the company has awarded nearly $750,000 in cash and prizes.

The program is open to all employees. Spouses covered under one of Electric Boat’s health plans are also eligible. Please note: one raffle prize winner per employee/spouse.

To enter the raffle, you and/or your spouse must complete one of the following between Dec. 1, 2012 and Nov. 30, 2013:

► Obtain a complete annual physical from your primary care physician.
► Participate in a smoking cessation program. (Smoking cessation programs must be approved by the facility’s medical director.)
► Participate in a House Calls/Know Your Numbers health-screening event.
► Fill a prescription at the Electric Boat Family Pharmacy.
► Complete the Under Weigh Fitness Challenge Program.

The drawing for this raffle will be in the spring of 2014.

These wellness actions can maintain and improve your health, and provide early identification of any medical issues so that treatments and outcomes are optimized.

The company health plan, UnitedHealthcare, will record when you or your spouse has an annual physical. House Calls and Know Your Numbers entries will be tracked by the Yard Hospital in Groton and the Medical Dispensary at Quonset Point. The Electric Boat Family Pharmacy will record when you or your spouse transfers a prescription. House Calls and Know Your Numbers events are held at various locations throughout the company during the year.

If you are not covered under one of EB’s health plans or for more information about It All Counts, please contact Doria Sklar (ext. 36391) or Erik Teter (ext. 22490).
No one seems to remember how long they’ve been doing it or who started it, but when the Powerball jackpots get into the hundreds of millions of dollars, members of Department 323, which is responsible for vendor quality control, usually put up a couple of bucks for tickets.

In August, 23 members won a pretty good return on that small investment, with a prize of $1 million for matching five numbers, but not the Powerball.

“We only play it when it’s up in the big numbers — any time it’s over $200 million,” said Richard T. Slack, manager of quality. “It’s not always the same group, just pretty haphazard. We all just happened to be in the right place at the right time for this one.”

“You always read about it happening to someone else. To actually experience it is really something,” said Steve Lawrence. “They just happened to be collecting the money on a Monday when I was here, and I was fortunate enough to be in on it.”

“I never won anything, not even a dollar winner,” said Kenneth Levine. Almost immediately some people started lamenting they hadn’t invested another dollar, which would have doubled the payout to $2 million.

“But it might have taken an extra second to print out that ticket, and then this number might have gone to someone else,” Levine said. “I’m happy with what we got.”

The winning ticket holders estimated that the payout would be north of $20,000 after taxes. Heyward ‘H.J.’ Williams previously won $10,000 on a Lucky for Life ticket, and “After taxes, it was $6,840. We haven’t gotten any of the tax forms for this one yet,” he said.

“Everybody thought we were kidding at first,” said Pamela Wright. “I found it a little unbelievable at first myself. I usually play the ‘scratch and cuss,’ but the most I’ve ever won before was $4.”

Her plans for the money? “I’ve turned into my mother – I’m going to pay some bills and buy some stuff for the house,” Wright said.

Most of the attention the week they won was on the big prizes, when three tickets sold for a jackpot of $448 million (two tickets were sold in New Jersey and one in Minnesota).

Some news accounts of the winning ticket sold in New London County spoke of a new millionaire in the community. But while splitting a cool million 23 ways, after taxes, provides a nice cushion – it isn’t a life-changing amount.

“I hit about 10 years ago with a group in the Machine Shop, the same kind of thing,” said Peggy Jensen. “There were 10 people, and we ended up with about $500 each. This one, I was already planning to remodel the kitchen, and now at least I won’t have to borrow the money.”

Lawrence said for two years in a row he’s won the department chili cook-off using his home-smoked meats. Now he’s going to buy a backyard smoker, which runs about $1,000.

“That’ll probably last me the rest of my life. The rest will probably go in the bank for a rainy day.”

DOLLAR INVESTMENT PAYS OFF IN A BIG WAY
When Principal Engineer Paul Terry (492) reported to Electric Boat, USS Thresher had gone down with all hands just two months earlier, and the Navy’s SUBSAFE program dominated engineering discussions. At a recent celebration marking his 50 years on the job, Terry said part of his job is to make sure people understand why some traditional elements of submarine design are still relevant. “There are still some things that I want to pass along.”

In 1963, Principal Engineer William G. Vaiciulus (691) joined Electric Boat in the foundation design group, moved through assignments in the hull section; noise, shock and vibration; acoustics on the SSN-637 class; construction engineering for SSN-688s; and then the UK Trident Program in 1986, where he has been ever since. “It’s been a good journey,” Vaiciulus observed at a breakfast with Electric Boat President Kevin J. Poitras and his senior staff on achieving his 50th anniversary with the company.
Five people aboard the Australian-flagged vessel S/V Raptor, adrift in the Indian Ocean, were saved by the crew of the USNS Seay, which is operated by General Dynamics American Overseas Marine (AMSEA).

The sailboat was transiting from the Maldives to Mauritius when its mast stays parted in strong winds, and the failed drive train components left its engine useless. Unable to maneuver, the heavy seas and near gale winds had created a potentially life-threatening situation.

The captain of the Raptor, Alex Fabrikant, contacted authorities in London and Diego Garcia by satellite phone, but he had been told it would be several days before a vessel could be dispatched to assist them. The Seay’s master, Capt. Bruce Kreger, immediately changed course to assist the Raptor.

“AMSEA vessels always operate in the law of the sea and render aid whenever possible to distressed vessels. Over the years AMSEA ships and crew have helped a variety of boats and persons who were in need of rescue, supplies and or medical assistance,” said Thom Merrell, president of AMSEA. “The crew of the USNS Seay acted quickly and efficiently to produce a successful rescue operation exemplifying the humanitarianism of AMSEA merchant mariners.”

Merrell noted that being adrift in that area, almost 100 miles west of Diego Garcia, carries some risks beyond the normal perils of the sea.

“These are also pirate waters,” Merrell noted. “If the Seay had not been able to affect a safe tow at a minimum we would have stood by for protection as well as food and water until rescue was there. Fortunately due to excellent seamanship the USNS Seay was able to tow the sailing vessel to safe harbor.”

The Seay is one of the Military Sealift Command’s 19 Large Medium-Speed Roll-on/Roll-off ships, 950 feet in length with a 106-foot beam. Displacing just over 62,000 tons, with a crew of 30 mariners, it is part of the 26 ships in Military Sealift Command’s Prepositioning Program.

Seay was on independent steaming exercises scheduled for June 21-26, and on June 25 about 3 p.m. local time was hailed by the S/V Raptor, which had been adrift since June 20th. The ship, with five people aboard, was about 12 miles from Seay, which was about 92 miles west of Diego Garcia.

Seay proceeded to their position to assess the situation. After speaking with the commodore of Maritime Prepositioning Ship Squadron Two, Seay decided to attempt to put a tow line across to the Raptor. They were successful on the first attempt and took the vessel under tow about 750 feet astern, proceeding at slow speed towards Diego Garcia.

A lookout posted on the stern of the Seay kept watch to insure the ship remained connected with the catamaran, the five people aboard were safe, and the Seay and the Raptor stayed in constant contact via VHF radio.

Arriving at a point about 3 miles off Diego Garcia about 2 p.m. local time on June 26, Raptor was turned over to a small boat which took the sailboat safely into port, escorted by the Royal Marines.

The Seay had towed the Raptor more than 100 nautical miles to safety without incident. The captain of the Raptor radioed to the Master of the SEAY to express his sincere thanks and the gratitude of his crew.
NAVY COMMISSIONS
SUBMARINE MINNESOTA

SAILORS ASSIGNED TO VIRGINIA-CLASS ATTACK SUBMARINE USS MINNESOTA (SSN-783) MAN THE RAILS AFTER THE ORDER TO “BRING THE SHIP TO LIFE” IS GIVEN DURING THE COMMISSIONING CEREMONY FOR MINNESOTA. MINNESOTA, THE 10TH SHIP OF THE VIRGINIA CLASS, JOINED THE FLEET IN A CEREMONY HELD EARLIER THIS MONTH AT NORFOLK NAVAL STATION. U.S. NAVY PHOTO

U.S. NAVY PHOTO
When he arrived to volunteer in a ‘Go Green’ program at Mercymount Country Day School in Cumberland, R.I., last year, Alexander Sharp (428) was surprised to find the seventh- and eighth-grade students building sophisticated solar-powered scooters, go-carts and suitcases.

The solar-powered suitcase is basically a 38-pound generator in a bag – solar panels packed inside can be unfolded to generate power in remote areas for cell phones, laptops, blood bank refrigerators or other devices for schools, orphanages and clinics.

Developed by the We Care Solar Suitcase program, the suitcases have already been shipped to health clinics in Malawi, Uganda and the Philippines.

“The students seem to have a lot of fun. And they learn very quickly,” said Sharp, an electrical engineer who worked as an intern at a solar manufacturing company. He joined Electric Boat in July 2012 after graduating from the University of Massachusetts at Dartmouth. “Mercymount is a pre-K to 8th-grade school of about 400 students. Sharp assists John Mongillo, who teaches life, earth and physical science classes in grades 6 to 8.

“He relates very well to the students,” Mongillo said. “He has a nice pace in his presentation and he constantly asks questions to keep the students on task. He has excellent motivation skills as well.”

Other projects the students are engaged in include a full-sized solar doghouse, wind generators, one-passenger hovercrafts powered by leaf blowers, an antenna that picks up signals from the International Space Station, and a bicycle with a tub arrangement that makes ice cream when the rider is pedaling.

With assistance from mentors, teachers, parents and other professionals, the students have converted a 1998 four-door Saturn into a 100 percent electric vehicle that is licensed in Rhode Island. They have converted canola, soybean, olive and corn oils into biodiesel.

Future projects under consideration include hydrogen-methanol fuel cells, pedal-powered machines and tools, solar cookers and electric bicycles.

“We are very interested in having other engineers from EB in our program, particularly women engineers, if possible,” Sharp said.

ELECTRIC BOAT ENGINEER BRINGS SCIENCE LESSONS TO YOUNG STUDENTS

WITH ASSISTANCE FROM MENTORS, TEACHERS, PARENTS AND OTHER PROFESSIONALS, THE STUDENTS HAVE CONVERTED A 1998 FOUR-DOOR SATURN INTO A 100 PERCENT ELECTRIC VEHICLE THAT IS LICENSED IN RHODE ISLAND. THEY HAVE CONVERTED CANOLA, SOYBEAN, OLIVE AND CORN OILS INTO BIODIESEL.
Now in its 62nd year, the Electric Boat Employees Community Services Association is preparing to begin its 2013 fundraising campaign, helping ensure that health and human-services assistance is available to those who need it most.

This year’s Groton / New London / sites campaign runs from Oct. 7 through Oct. 25 and provides employees with the opportunity to participate in one of the region’s most effective charitable giving campaigns. The Quonset Point fund drive will be Nov. 13 and 14.

The co-chairs of this year’s Groton campaign are Joe Chontos, VP & general counsel; Ken DelaCruz, president of the MTC; and Bill Louis, president of the MDA-UAW. Co-chairs of the Quonset Point campaign are Paul Metro and Carol Picard.

Last year, employees and the company combined to pledge a total of $2.6 million to the Community Services Association, a record level of giving for the organization. Of that amount, $2.2 million was pledged by employees, with the company contributing another $400,000.

Most of the money – about 85 percent – is allocated to the United Way. In fact, Electric Boat is the number-one employee contributor to the United Way of Southeastern Connecticut. The remainder is directed to support other non-profit organizations.

It’s important to keep in mind that every dollar pledged during the campaign goes to a charitable organization where it has the most impact. That’s because the company picks up all administrative expenses. Additionally, the money is allocated by employee committees.

In addition to United Way organizations in Connecticut, Rhode Island, Massachusetts, New York, Washington, D.C., Georgia, Washington and Hawaii, charitable organizations receiving Community Services Association funds last year included:

- AFL-CIO Community Services Emergency Fund
- Association for Retarded Citizens
- Children’s Museum of Southeastern Connecticut
- Easter Seals – Connecticut
- Habitat for Humanity
- Hospice
- Literacy Volunteers
- Meeting Street Center – Rhode Island
- New England Adolescent Treatment Center
- United Cerebral Palsy of Southeastern Connecticut
- Westerly Adult Day Care Center
- Westerly Area Rest Meals

“We’re all very aware that there are too many people – in our neighborhoods, communities and regions – who are living right on the edge,” said campaign co-chair Chontos. “They need all the help they can get from us in the form of health and human-services assistance.”

“Electric Boat is known in the defense industry for the skill and commitment it brings to nuclear-submarine production,” he said.

“In our communities, we’re known for our willingness – year-in and year-out – to dig deep and give help to those who need it.”

COMMUNITY SERVICES FUND DRIVES KICK OFF THIS FALL
“There’s no finish line” is the mantra you often hear when you visit or work with the employees involved in Supply Chain Management (SCM) at Electric Boat. These folks are serious about their business.

Always on call or on the road, SCM employees strive to deliver the highest quality material at the lowest cost for nuclear submarines – the most complex machines in the world. For these employees, there is no finish line.

To support the expected growth of submarine work at Electric Boat and the increasing challenges his organization will face in the very near future, including reengineering and extensive cost savings challenges, Director of Materials Acquisition Blair Decker said there has to be a strong culture of continuous improvement among all employees involved. “I don’t have the market cornered on new ideas. It’s going to be someone else that turns over the one or two golden nuggets and shifts our current paradigm,” he said.

The employees involved in Supply Chain Management – including Material Acquisition, Material Control and Supplier Quality – were given the opportunity to build their vision for continuous improvement and create a culture to support their vision. “I’m proud to work with a dedicated, forward-thinking team of employees who want to understand how they impact the performance of the company and are willing to raise their...
hands to improve it,” said Decker.

To increase employee understanding of the ways each organization works toward a common goal, fosters team work and improves performance, Jessica McLaughlin (330) and Caleb Roseme (323) developed a submarine-race game. “It’s part of our everyday responsibility to continuously improve the organization, so it was important that we make it fun and competitive” said McLaughlin.

The race works like this: each quarter the Supply Chain Management organizations collectively focus on progressing toward one of the company’s major goals – safety, quality, cost or schedule. “Although we are all working toward a common goal, we all affect that goal in a different way, so we compete to see which team can have the biggest impact,” said Josh Ainscough, a team captain and buyer in Dept. 330. Manager of Material Acquisition Ray Wong elaborated on the improved camaraderie and communication in the organizational groups as a result of the races. “The employees are often individually challenged, but the races have afforded us the opportunity to collaborate on a major challenge together.”

The races began in the second quarter of 2013, when the entire value stream focused on improving schedule. This quarter the organization is also focusing on driving cost out of its business. The SCM organization has already had some successes. For example, over a period of several weeks there were no Plateau training delinquencies and one team recorded a 20 percent reduction in material shortages (material late to scheduled delivery dates).

Manager of Materials Management Ed Wells (330) considers this aspect an overwhelming success. He also described the importance of continuing to perform on past challenges as teams take on new challenges. The teams saw this as important as well, so they incorporated minor goals into the rules of the races. The teams are rewarded for continuing to drive performance on past goals while working toward new goals.

The team captains, who meet weekly for 15 minutes to track progress and keep the races going, encourage their teams to improve performance. For example, Caleb Roseme, the captain for Supplier Quality, presents at his group’s quarterly all-hands meetings and sends weekly emails to encourage and communicate race standings to his team. These meetings, usually accompanied by a potluck buffet, reflect the organization’s management philosophy and underscore the message of the submarine races – success depends on collective performance.

Courtney Wolfe, another team captain, has found that captains have had to do little to encourage participation. “People want to be excited about what they do,” said Wolfe. The submarine races have simply provided the platform for employees to challenge and question why the problems even exist. “The submarine races allow employees to get to the root cause of a problem,” according to Manager of Material Acquisition Brenda Wiltrout (330). The Supply Chain Management organization has begun to see a cultural shift from an organization that reacts to everyday problems to one that proactively addresses them.

To keep the races entertaining, the captains added some interesting twists including the use of deterrents and a monthly creative challenge. These challenges enable the teams to showcase some of their “outside” skills during lunch time, including paper airplane-building, golfing and baking. According to McLaughlin, “this is the fun part of the competition, and is one of the major contributors to the idea’s success.”

Wolfe, a coordinator for the creative challenge, said she has been pleasantly surprised with the participation. “The engagement level of employees surpassed all expectations,” she said. Two teams conducted an interdepartmental challenge before submitting their final entry to last month’s creative challenge, and all of this was done on the employees’ own time creating an atmosphere of true cooperation and collaboration.”

There is a community-based aspect to the creative challenge as well. Once a quarter, a creative challenge focuses on raising money for charity. As part of their first-quarter submarine race competition, the teams raised more than $700. These proceeds were split and presented to the Wounded Warrior Project and the Safe Futures Organization, formerly the Women’s Center of Southeastern Connecticut. “The real success, though, is one that can’t be measured,” comments Tom Achterberg, a buyer in Dept. 330 and chair of the Materials Management Process Improvement (MMPI) Taskforce. The taskforce is another employee-led initiative to help build the culture of continuous improvement in the organization.

The drive of the submarine races has seemed to integrate seamlessly with the efforts of the MMPI Taskforce, which comprises employees who help evaluate and expedite process improvements in the organizations. Their motto is there is no bad idea or improvement too small. They can begin to see their continuous-improvement efforts become integrated with their everyday work. “I’m excited to see how far we can take these initiatives,” said Achterberg. “There really is no finish line.”
When is the last time you did a really good deed? Something that made you feel really great about yourself?

When we hear about horrific events such as Hurricane Sandy or Newtown, we grapple with ways we can help. Some of us donate money, time or goods -- and some of us donate blood.

There is one problem with blood – it has a shelf life. Blood is perishable and that’s why the need is always vital.

There is no substitute for blood. One out of three of us will need donated blood in our lifetimes. Every two seconds, someone in our country needs blood.

There are many reasons people require blood treatments – if you’re in an accident, if you need surgery, if you’re a first responder who becomes injured trying to save lives, those affected with diseases like leukemia, those needing transplants, and shock and burn victims, just to name a few. Some of us need regular transfusions just to stay alive. About 38,000 units of blood are used every day in the U.S. Five million of us will need donated blood this year.

It’s easy to look away. Frankly, it’s easier to take out your wallet and give a few dollars to a worthy cause.

But the need for blood is constant. When you contribute, the nation’s blood supply remains healthy, safe and adequate. Every day in Connecticut and around the country, scores of patients rely on blood donations for the treatments they need to save their lives. When you donate blood, you can improve the lives of up to three people. The life you save may be your own.

Electric Boat has partnered with the American Red Cross for many years to help out fellow Americans.

So, what is the actual process for giving blood at EB?

Here are some frequently asked questions.

Can I donate on company time? Yes, there is a shop order.

Where can I donate at EB? In New London, the blood drives are located in Terrace B behind the cafeteria. In Groton, the drives have been relocated to Bldg. 88 Cafeteria/ 3rd Floor Conference Room.

When can I donate? Simply click on the website, www.redcrossblood.org (Sponsor Code GDEB) to find upcoming dates and times for Electric Boat. Sign up for a time that’s convenient, based on your workload and supervisor approval. If you don’t have a computer, contact the yard hospital at ext. 33470.

What happens when I arrive? Bring identification – your EB badge is fine, and if you have a blood donor ID card, bring that as well. You register with the Red Cross volunteer at the front desk area. You will be given a short overview from the Red Cross to read. You will be asked to complete a short health history to determine if you’re eligible. This process is done by the Red Cross and remains strictly confidential. Your temperature, pulse, blood pressure and the number of red blood cells present in a sample of blood will be measured, after which you will have the blood withdrawn, all with sterile supplies. Wear comfortable clothes, with sleeves that can easily be rolled up above the elbow. You should feel comfortable while resting on the bed during the donation process.

How do I prepare? You can drink extra fluids (water and juices) the day before your donation. Avoid a lot of caffeine. If you exercise before donating, be sure to drink fluids to replace what you lost during your workout. Don’t skip breakfast the day you donate. Your body will need extra energy to donate a pint of blood. Women may want to eat some foods high in iron to ensure a safe hemoglobin level – raisins are high in iron. Don’t drink hot
liquids, smoke or chew gum just prior to donating as it may cause your temperature to be falsely elevated.

**How long does it take?** Prepare to be at the Red Cross area for about one hour. The actual donation takes only about seven to 10 minutes. The process is sterile and safe. The Red Cross will assist you with any questions or concerns.

**Does it hurt?** Donating blood is not painful. You may feel a slight pinch when the needle is first inserted, but there is no pain during the donation.

**What if I am sick?** Wait if you do not feel well on the day of donation. Wait until you have completed antibiotic treatment for sinus, throat or lung infection. Full details may be found on the website.

**Will I get AIDS or other diseases from donating blood?** Donating blood is a safe process. A sterile needle is used only once for each donor and then discarded.

**What if I have been out of the country?** Wait 12 months after travel in an area where malaria is found. Wait three years after living in a country where malaria is found. Full details may be found on the website.

**Are there any weight parameters?** You must weigh at least 110 pounds to donate.

**Are there different kinds of donations?** Yes. Regular blood donations can be done every 56 days. There is another kind – called Double Reds. This takes a bit longer and donations are every 112 days. There are four types of products that can be derived from blood: red cells, platelets, plasma and cryoprecipitate. Red cells can be stored up to 42 days and platelets up to five days.

**Do I have enough blood in my body to afford this?** The human body continually produces blood, which is why it is safe for healthy adults to donate. A little less than one pint is donated but we have roughly 10 pints in our bodies.

**What do I do after I donate?** Free snacks and refreshments are available as well as a place to rest and relax for about 15 minutes.

**Can I work out after I donate?** Yes, as long as you avoid heavy strenuous activity such as lifting, pushing or picking up heavy objects for five hours after donating. Remember to drink plenty of fluids.

**What do you do with the blood after I donate?** Every unit goes through 12 tests to ensure safety. Your blood type is tested and screened for infectious diseases before it is used. Who receives your blood? It could be a family member, a neighbor, a colleague or a child. The life you save could be your own. Each year, the volunteers and employees of American Red Cross Blood Services collect about 6.5 million units of blood, from about 4 million donors. From these donations, the Red Cross is able to distribute some 9.5 million blood products each year to patients at about 3,000 hospitals and transfusion centers across the country.

The number-one reason people say they have never given blood is that they have never been asked. When asked, most folks are receptive.

Consider yourself asked – please come to the next blood drive and donate.

For more information, call ext. 33470 or the Red Cross at 1-860-678-2700, or click on www.redcrossblood.org (sponsor code GDEB). 

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**A MESSAGE FROM A BLOOD RECIPIENT**

*THE FOLLOWING WAS WRITTEN BY AN ELECTRIC BOAT EMPLOYEE. TO ALL OF YOU WHO HESITATE TO GIVE BLOOD:*

I am one of your fellow employees who rely on a steady supply of blood and or blood products to help us survive and do as well as we can.

I receive eight pints of plasma weekly in a process called plasma pheresis over a period of several hours as an out-patient at the hospital, just so I can continue to walk, talk and function as a person, husband, father, friend and working member of the greater community and the EB community.

For years I was a donor without understanding just how important blood donations are and how much good the individual donations can do. Then I got sick and now rely on the courage and generosity of blood donors who keep our whole blood and blood products coming.

There is only one source of these critical products – healthy donors who have the spirit of giving something that can do so much good for people they don’t know or maybe know so well and hold as dear as life itself. Please give if you can. It is a matter of health, life and death to so many people.

Thank you all so much for giving blood. It truly is the gift of life and I for one know that on a very personal basis.
In the last several months have I…

- Conducted personal business on company time?
- Taken company resources for personal use?
- Called in sick when I really wasn’t?
- Used a derogatory term when referring to another person?
- Told or passed along an ethnically or sexually oriented joke?
- “Bad mouthed” the company or management to co-workers?
- “Snooped” into another person’s conversations or private affairs?
- Knowingly ignored or violated a company rule or procedure?
- Failed to follow through on something I said I would do?
- Withheld information needed by others?
- “Fudged” on a time sheet, billing sheet, estimate or report?

Knowingly delivered a poor quality or defective product or service?
- Accepted an inappropriate gift or gratuity?
- Taken or accepted credit for something that someone else did?
- Failed to admit or correct a mistake that I made?
- Knowingly let someone mess up and get into trouble?

Hopefully you were able to answer NO to all questions, if not, please keep this self-assessment for future reference.

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 and may be reached at 800-433-8442 or 503-619-1815 for International callers. Online access to the Hotline is available to anyone at www.gd.ethicspoint.com.

Remember – When in doubt, always ask.
## Service Awards

### 50 Years
494  James W. Fletcher
229  Clifford L. Blair
248  Johnathan A. Bray
252  Donald C. Beeney Jr.
423  Stephen F. Burnett
452  James F. Bayers
501  Stephen W. Fahey
633  Jacqueline C. Ricci
957  Ronald M. Thomas

### 45 Years
330  Dorothy A. Stillman
274  William J. Bezak Jr.
248  Johnathan A. Bray
252  Donald C. Beeney Jr.
229  Clifford L. Blair
423  Stephen F. Burnett
452  James F. Bayers
501  Stephen W. Fahey
633  Jacqueline C. Ricci
957  Ronald M. Thomas

### 40 Years
100  Raymond G. Karasevitz
100  Michael Pellegrino
100  Dennis A. Rogers
226  Everett E. Ferguson
226  McCoy Rogers
229  John A. Angell
229  Bruce G. Bearden
229  Ronald R. Brewer
229  Robert M. Fisher
229  Jay A. Iacoi
229  Robert K. Isif
230  Gary L. Briggs
241  Philip J. Engratt
242  Roger A. Emery
242  Robert P. Johansen
242  Thomas Sakowski
242  Ronald H. Szymanski
243  Michael E. Huffer
243  Charles J. Smith
243  David A. James
244  Ronald J. Poirier
248  Gerald A. Moreau
248  William H. Post Jr.
252  Fred Fitzpatrick
274  William J. Beazak Jr.
321  Philip M. Davis
321  David E. Doucette
330  Dorothy A. Stillman

### 35 Years
341  Thomas J. Gomes
355  Ann M. Ashe
355  Paul J. Hann
355  Linda S. Thompson
406  Peter W. Stevens
423  Richard A. Clark
431  David B. Mitchell
434  Ronald J. Foster
438  Leonard T. Johnson
438  James F. Oemcke
447  Victor N. Boomer
452  Ronald Stadnicki
462  Arthur J. Lavallee
472  Edward N. Bradbury
489  William M. Van Blarcom
501  Robert E. Baruffa
501  Roger S. Davis
501  Gary P. Fontaine
501  Michael A. Gdula
501  George J. Messier Jr.
501  Peter R. Smith
501  William Smith Jr.
501  Joseph A. Toolin
502  Norman D. Varney
502  Allan R. Peckham Sr.
502  Kevin J. Poitras
501  Ernest A. Vetelino Jr.
621  Roderick A. Atkins
621  William F. Passero
686  Matthew L. Maierowitz
704  Palen J. Yorgensen
792  Gary E. Martin
795  Gilbert W. Lampphere

### 30 Years
220  Donna Q. Chaffee
241  Paul T. Varzecza
242  Raymond J. Alberts
242  Robert E. Vandyne
243  David N. Chapin
243  Alan D. Duperry
243  Kevin J. Godere
243  Terry A. Henderson
244  John D. Adams
246  Scott E. Letson
252  Timothy A. Brusseau Sr.
272  Edward A. Veprauskas
278  Patrick W. Cart
355  Neil E. Lavin
409  Douglas P. D’Alessio
409  Edward W. Deming
423  James H. Underhill
438  Edmund A. Conrad
438  Ronald F. Lee
445  David W. Lagram
447  Agostinio Silva
452  Gregory R. Baier
469  Robert W. Kingsborough
459  Gujibean Mirsadchan
501  Vern E. McLean
502  Arthur F. Brogno Jr.
504  Cynthia L. Richie
501  Steven J. Alger
502  John M. Navin
502  Raymond R. Rondeau Jr.
502  William L. Parsons
502  Joseph W. Spiiva
502  Glen H. Rosenberg
502  Bruce Hopkins
502  Jesse M. Pacheco

### 25 Years
100  Jeffrey J. Gonyea
241  William O. Bright
242  David P. Levesque
243  Ethan D. Jervis
243  Hillary C. Young
251  John E. Pothier
274  Steven T. Kinney
274  Steven J. Refuse
330  Bonnie J. Kovalanka
355  John F. Bolduc
406  William J. Vachon
406  Rene F. Van Evren
410  Gerald E. Egan
425  Peter N. Turco
447  Darcelle L. Fanagan
447  Paul H. Pescattello
447  Wendy A. Ritchotte
454  Sharon M. Ellis
456  Harold Caple Jr.
459  Thomas R. Briggs
459  Anthony D. Voccio
459  Pamela S. Young
463  William M. McCormick
472  Alfred J. Garceau
473  Alice C. Dodge
495  Mitch Shnibrot
504  Gregory F. Morea
504  Lynne A. Pickett
504  Scott C. Blackburn
512  James W. Floyd Sr.
513  Brian W. Grundy
515  Bruce A. Reed
515  James S. Wahl Jr.
521  James J. Letarte
594  Robert F. Yost
962  Michael G. Rosiak

### 20 Years
100  Anne-Marie Luce
355  Erneast P. Gaudreau
355  James Holdorf
355  Jeffrey G. Job
355  Stephen E. Loomis
355  Rodney A. Pinkham Jr.
355  John J. Sedor
403  Kimberly Anderson
403  Donald B. Ely
413  Fred M. Tarasuk
427  Christopher Rakhia
431  Douglas O. Turney
434  Michael B. Davids
436  Russell J. Correia
438  Michael D. Macina
438  Lawrence D. Pyka
442  Michele L. Plemmons
452  Thomas D. Hoffman
452  Michael A. Siciliano
452  Thomas M. Smith
453  George E. Botchis
453  Steven J. Rengigas
453  William B. Wood
456  Keith A. Bunnell
459  David P. Aubin
459  Cyril A. Longton
463  Frederick L. Russell
472  Elizabeth A. Poirier
488  Robert A. Tannor
491  Shawn W. Hysens
494  Richard J. Stark
494  Michael J. Tochon
495  Brian K. Smith
495  Matthew H. Carson
707  Anthony Cataldi Jr.
707  David K. Gregory
707  Matthew W. Lacourse
913  Earl S. Mosby
921  Alphonse R. Samson
922  Michael D. Manni
935  Richard L. Bonin

### 10 Years
100  Brian K. Gavrit
229  Carson J. Riccio
230  Ronald D. Cedio
241  Cary W. Thompson
242  John A. Goodling
252  Ronald A. Hudd
330  Donna M. Bourn
406  David M. Russell
434  Mathew J. Guarnieri
460  William T. Rice
492  Mark K. Raymond
495  Richard T. Karrns
902  Donald R. Berger
911  Glen M. Bjorklund
915  James W. Palmer Jr.
970  William P. Adams
ELECTRIC BOAT SAFETY PERFORMANCE

YEAR TO DATE AUGUST 2013

Recordable Injury Rate (RIR)
GOAL ≤ 5.19
YTD 6.80

Lost Workday Injury Rate (LWIR)
GOAL ≤ 1.80
YTD 1.98

Severity Rate (SEV)
GOAL ≤ 82.40
YTD 76.22