Wishing you a joyful Holiday Season and a happy and healthy New Year.

NORTH DAKOTA CHRISTENED

SHIP SPONSOR KATIE FOWLER SMASHES A CHAMPAGNE BOTTLE AGAINST THE SUBMARINE NORTH DAKOTA (SSN-784) IN A CHRISTENING HELD AT THE GROTON SHIPYARD NOV. 2. CELEBRATING THE MOMENT ARE, FROM LEFT, ELECTRIC BOAT PRESIDENT KEVIN POITRAS, VICE ADM. MICHAEL J. CONNOR AND MAID OF HONOR LYNSEE FOWLER.
TURKEY DISTRIBUTION MARKS 2013 HOLIDAYS

AT THE QUONSET POINT FACILITY EARLIER THIS MONTH, ELECTRIC BOAT PRESIDENT JEFF GEIGER PRESENTS SEASON'S GREETINGS AND A TURKEY TO CATHERINE RAVENEL (913) IN THE CONTINUATION OF A PRE-HOLIDAY TRADITION NOW MORE THAN 20 YEARS OLD. ABOUT 10,600 TURKEYS WERE DISTRIBUTED THROUGHOUT THE COMPANY; ANOTHER 1,400 WERE DONATED TO FOOD BANKS IN CONNECTICUT AND RHODE ISLAND.

THE FACES OF EB

OBSERVANCES RECOGNIZE VETERANS, MILITARY MEMBERS

AT VETERANS DAY OBSERVANCES HELD AT QUONSET POINT AND GROTON, ELECTRIC BOAT RECOGNIZED THE CONTRIBUTIONS OF VETERANS AND CURRENT MEMBERS OF THE MILITARY. PARTICIPANTS IN THE QUONSET POINT CEREMONIES WERE, FROM LEFT, MOE JORGE (920), WHO SANG THE NATIONAL ANTHEM; GENERAL MANAGER SEAN DAVIES; JOHN MILLER (915), WHO DELIVERED THE INVOCATION; FRED DAVIS (970) AN AFGHAN WAR VETERAN; AND JAMES CAMARA (967).

NORTH DAKOTA CHRISTENING

A YOUNG GUEST AT THE CHRISTENING OF THE SUBMARINE NORTH DAKOTA ENJOYS A TWO-FISTED SNACK WHILE WAITING FOR THE CEREMONY TO BEGIN.

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In a sudden spray of champagne, Ship Sponsor Katie Fowler christened the 11th Virginia-class submarine, North Dakota (SSN-784), in a shipyard ceremony Nov. 2.

Held on an unseasonably warm fall day, the event attracted nearly 4,200 people, including a long list of state, federal and Navy dignitaries. Ship Sponsor Fowler is the wife of retired Vice Adm. Jeff Fowler, a North Dakota native.

Speaking were two governors – Dannel Malloy of Connecticut and Jack Dalrymple of North Dakota; a U.S. representative – Joe Courtney of Connecticut; five U.S. Senators – Richard Blumenthal and Chris Murphy of Connecticut; Jack Reed of Rhode Island; and John Hoeven and Heidi Heitkamp of North Dakota; two admirals – Rear Adm. David Johnson and Vice Adm. Michael Connor; and a deputy assistant secretary of the Navy – Allison Stiller.

North Dakota is the first of the eight-ship group of Virginia-class submarines known as Block III. These ships embody a Navy/industry commitment to reduce costs without decreasing capabilities through an initiative comprising a multi-year procurement strategy, improvements in construction practices and the Design For Affordability (DFA) program.

The DFA program focuses primarily on the redesign of the submarine’s bow, which will lower program costs by $800 million, increase capability and provide the capacity for additional growth at no additional cost.

This redesign centers on the replacement of the existing sonar sphere with a Large Aperture Bow (LAB) Array and the 12 individual vertical launch missile tubes with two Virginia payload tubes (VPTs). These are modified SSGN tubes that will initially carry six missiles in multiple all-up round canisters.

The new LAB Array eliminates hundreds of hull
penetrations that are part of the current Virginia-class sonar sphere, replacing the tranducers now in use with lower cost, life-of-the-ship hydrophones.

By nearly doubling the payload space available from 1,200 cubic feet with the 12 vertical launch tubes to 2,300 cubic feet, the VPTs will allow Virginia-class ships to deploy a wider variety of payloads.

“As part of our Design for Affordability program and our drive to attain a two-per-year production rate, this ship incorporates a significant number of design changes – which affected about 20 percent of the overall ship,” said Electric Boat President Kevin Poitras. “I’m pleased to report that we have effectively introduced these changes while fulfilling expectations for quality, cost and schedule,” he said.

“The submarine force eagerly awaits the day when USS North Dakota will assume the watch and establish a legendary reputation worthy of the name North Dakota,” said Vice Adm. Connor, commander – Submarine Forces and the event’s principal speaker. “There’s still much to be done, and there is not a moment to lose.”

Connecticut Gov. Malloy thanked Electric Boat for its economic contributions and said the state is proud of the company for its role in supporting the Navy’s submarine force and the nation’s defense.

U.S. Senators Reed, Blumenthal and Murphy, and U.S. Rep. Courtney each described the importance of maintaining a production rate of two submarines per year.

The christening was the last public duty for EB President Poitras, who has retired. He is succeeded by Jeff Geiger, former president of Bath Iron Works.

NORTH DAKOTA IS THE FIRST OF THE EIGHT-SHIP GROUP OF VIRGINIA-CLASS SUBMARINES KNOWN AS BLOCK III.

THESE SHIPS EMBODY A NAVY/INDUSTRY COMMITMENT TO REDUCE COSTS WITHOUT DECREASING CAPABILITIES THROUGH AN INITIATIVE COMPRISING A MULTI-YEAR PROCUREMENT STRATEGY, IMPROVEMENTS IN CONSTRUCTION PRACTICES AND THE DESIGN FOR AFFORDABILITY (DFA) PROGRAM.

THE CREW OF THE SUBMARINE NORTH DAKOTA.

SHIP SPONSOR KATIE FOWLER ACCEPTS A BOUQUET FROM FLOWER GIRL GUILIANA CAPASSO BEFORE THE CHRISTENING CEREMONY. GUILIANA IS THE DAUGHTER OF VITO CAPASSO (241), A GENERAL FOREMAN RESPONSIBLE FOR SEVERAL CRITICAL TASKS ON NORTH DAKOTA.
RANKS OF DISTINGUISHED SHIPBUILDERS GROW BY 259

MORE THAN 500 EMPLOYEES NOW HAVE 40 YEARS OR MORE OF SERVICE

AT A BANQUET HELD RECENTLY TO RECOGNIZE THEIR CONTRIBUTIONS TO ELECTRIC BOAT AND THE NATION’S DEFENSE, 259 EMPLOYEES WITH 40 YEARS OF SERVICE WERE HONORED AS DISTINGUISHED SHIPBUILDERS. THERE ARE NOW 504 EMPLOYEES WHO HAVE BEEN ON THE JOB AT ELECTRIC BOAT FOR 40 YEARS OR MORE.

THE MOST RECENT ADDITIONS TO THE RANKS OF DISTINGUISHED SHIPBUILDERS ARE:

Edward Abbott
Bruce Adams
Juanita Ambrose
John Angell
John Arasimowicz
Maria Archambault-LaMay
Gerald Arpin
Russell Arruda
Ann Ashe
Roderick Atkins
Edward Baker Jr.
Robert Baruffa
Bruce Bearden
Charles Beauchemin
Clayton Beckwith III
Nancy Beckwith
Richard Bellisle
Bruce Bensko
Ronald Bernier Jr.
Timothy Beyer
William Bezak
Gary Bilcliffe
Vincent Bianco
Victor Boomer
David Bourque
Edward Bradbury
Judy Brewer
Ronald Brewer
Gary Briggs
Guy Brown
William Bucacci
Paul Butsch
Patrick Buzzee
Ronald Cagle
Mark Caise
John Callahan
John Caporicci
Raymond Caviggia
Anthony Cedro Jr.
George Chapman Jr.
Thomas Chapman
Maurice Chedersquist Jr.
Michael Chopp
Richard Clark
Sharon Clarke
Patricia Clay
James Comeau
Joseph Connolly Jr.
Paul Contino
Craig Coppage
Thomas Culhane
Gilbert Cunningham Jr.
Ronald Curtis
Gregory Crop
Larry Daniels
Kim Darrow
Philip Davis
Roger Davis
Robert Day
Kenneth DelaCruz
Joseph Delesio
Douglas Dellarocco
Robert Deming
Daniel Depolito
Thomas Desantis
Leon DeVillez Jr.
Susan Deveo
Ray Dewick
Howard Dillow
Paul Dion
Robert Dion
Jack Discuillo
Frederick Doerfler
Ronald Donovan
David Ducette
Gerald Dayon
Michael Drawdy
Thomas Dugas
Robert Dupuis
Roger Emery
Philip Engratt
Donald Enos Jr.
Michae Erardy
James Feraco
Everett Ferguson
Robert Fisher
Fred Fitzpatrick
Gary Fontaine
Ronald Foster
William Foster
Lloyd Franklin
Edward Freeman
Thomas Frink
Peter Gabiga
Keith Gagne

George Gagnon Sr.
Joan Gardner
Kenneth Garstka
Michael Gdula
Michael Gencarelli
Philip Gingerella
Brenda Giordano
Peggy Gleason
Thomas Gomes
Frank Gonsalves
Edward Gordon
William Grace
James Grady
John Grispino
Stanley Gwudz
Paul Hann
Michael Hewko
John Hislop Jr.
Michael Huffer
Jay Iacoi
Robert Irvine
Robert Isif
David Jack
Joseph Jackson
Thirty-five members of the commercial nuclear power industry recently visited Electric Boat to learn about the area-based design and modular construction methods that have made the Virginia-class Submarine Program successful. These individuals represented U.S. utilities, the U.S. Nuclear Regulatory Commission, major commercial corporations (Westinghouse, Areva, and Bechtel) and the International Atomic Energy Agency. EB has been actively involved in the commercial nuclear sector since 2006, offering experience gained from decades of submarine design and construction.

The visitors were members of the Nuclear Power Engineering Committee (NPEC), one of 23 technical committees of the Institute of Electrical and Electronic Engineers (IEEE), Power and Energy Society (PES). IEEE has 430,000 members worldwide and is the world’s largest professional association. PES has 30,000 members enrolled worldwide.

NPEC’s scope covers all nuclear power-related technical and standards writing activities within the IEEE. NPEC’s principal subcommittees cover equipment qualification; operating, aging, maintenance, testing and reliability; auxiliary power; human factors and control facilities; and safety related systems.

George Ballassi (429) assumed the role of committee chairman last January and will hold the position for two years. He became a member of the executive committee of NPEC in 2008 and took on greater responsibility as secretary and vice-chairman, before assuming his current post.

The group’s visit to Electric Boat was arranged by Ballassi. “I believed the visit would afford EB the opportunity to describe its extensive progress with designing and fabricating complicated and large modules as a means to reduce cost, reduce risk, and increase schedule predictability for commercial nuclear projects, especially in the cutting edge technology of small modular reactors,” Ballassi said.

The visit to EB included a tour of the Model Room in the Tech Center, conducted by Chris Lane (605), historical video screenings and a presentation on EB’s area-based design and modular-construction methods, given by David Kompare (491). “Everyone was energized by the fresh perspective,” Kompare said. “The hard part is translating that energy into action with the constant pressure of tight budgets, ambitious schedules, and traditional performance metrics in the commercial space.”

As an Electric Boat representative, Ballassi has been involved with NPEC standards since 1988. Commercial codes and standards have been applied on the Navy’s land-based propulsion plant prototypes and moored training ships. Involvement with NPEC has provided Electric Boat with valuable insights to the standards and their application.

Director of Electrical Engineering Greg Angelini said “Electric Boat support of standards committees keeps us informed and involved with the technical innovation outside of our normal business and in the case of potential commercial nuclear power work, enhances our ability to participate in that arena.”

The NPEC visit was supported by Jim Moody (658), Viram Pandya (658), Rob Skiba (658), Colette Carter (658), Mike Raksnis (491), and Steve Missel (491).
AFTER 32 YEARS, COMPUTEVERSIN IS SHUT DOWN

A group of Electric Boat and CSC employees recently gathered to mark the end of, and pay tribute to, the Computerverision Computer Aided Design (CAD) system at Electric Boat. Installed in 1981, CV was the company’s first CAD system.

CV introduced to EB the concepts of three-dimensional modeling, wireframe and surface depictions, and the use of the Initial Graphics Exchange Standard to transfer data to other CAD systems, all of which are still in use.

In its heyday during the late 1980s, CV was used on the Seawolf-class submarine design as well as many other design and engineering projects. Most notable of these were fluid-system diagrams, HVAC unfolds and propulsor studies. Following the installation of CATIA and EB’s first product data environment, the use of CV declined to the point where it was used only for diagram work and HVAC design. CV terminals were still actively used until August.

A two-and-a-half-year project was devoted to the shutdown of CV at EB. Led by Greg Morea (604) and Charlie Dame (CSC), this effort transferred all functions that were performed on CV to other computer systems. In addition, more than 100,000 drawing sheets were converted into formats that could be loaded into CAD systems currently in use at EB. Finally, all CV hardware was removed from EB. This was the first time EB/CSC shut down an entire design system.

The savings derived from this project will be significant. Each year, Electric Boat and CSC spent more than $400,000 to keep CV up and running, a cost equal to more than $90 per hour. The same work will be done on AutoCAD for less than $5 per hour.

EB TEAM CONDUCTS IMPORTANT OHIO REPLACEMENT BRIEFING

Recently a team of Electric Boat designers and engineers completed the initial propulsion plant arrangement review for the Ohio replacement SSBN design, including a concluding brief summarizing the current arrangement with Naval Reactors.

This review was the culmination of several years of effort to identify component and system requirements; refine these arrangements, which integrate component and system concepts; resolve issues and prepare for the presentation. As the foundation going forward for the propulsion-plant design for the next generation SSBN class, including a revolutionary electric-drive propulsion system, these arrangements need to be completed with exceptional technical rigor.

Representing the first major propulsion-plant arrangements review since the Virginia-class propulsion-plant design, completion of this review represented a significant milestone for this new design team. The Electric Boat presenters conducting the review had widely varying levels of expertise – some with more than 30 years of experience and others as few as three years.

As noted by Will Lennon, VP – Engineering and Business Programs: “This was the team’s opportunity to demonstrate that the engine room arrangement would meet the Navy’s requirements – including operations, casualty response, and the ability to efficiently maintain equipment while meeting the operational tempo required of an SSBN.

“In the past, these reviews required the building of a physical mockup of a propulsion plant. This is the first time we have had to do that without a physical mockup,” Lennon said.

After the briefing, Beth Melanson, a senior engineer with only four years’ experience, said: “I did not expect to present to the director of Naval Reactors this early on in my career. I have been propelled into my position rather quickly, which has resulted in a significant amount of professional and personal growth. Prior to the presentation I was a bit nervous, but excited,” she said.

During the review, Adm. John Richardson, only the sixth head of the program in more than 60 years, engaged in detail with the young team.

As noted by Melanson, Adm. Richardson addressed “each presenter by name and commended all the team leaders for a well-executed presentation, with particular emphasis for those with less experience.”

Michael Daly, a 16-year veteran of EB, said it was the first time he has briefed at that level as well.

“Normally if we speak to one section head at Naval Reactors, that’s a big deal,” Daly said. “This was six section heads, two Electric Boat vice presidents, five directors, and of course the head of Naval Reactors,” Daly said. “There were butterflies — you can’t help but have some nervousness. But we got through it.”

Key personnel involved were Rick Cannamela, Mike Morgera, Angela Turner and Josh Wessel from Dept. 459; Priya Wing and Steve Kanyuck from Dept. 483; Doug D’Alessio from Dept. 409; and Doug Fox, Beth Melanson, Rob Marsegiglia, Andrew Peck, Dustin Purkal, Rocco Tarulli, Doug Studwell and Michael Daly from Dept. 480.

Lennon said the performance on the review showed him that the knowledge transfer that will sustain Electric Boat through its second century is taking place. The working relationship between the 20- and 30-year people on the team, and the engineers with far less experience, was very strong, he said. The Navy has since approved the Ohio replacement’s engine room length.

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The Electric Boat Athletic Club (EBAC) Cycling Club has earned a top national ranking in a program designed to encourage more people to ride their bicycles more often.

Participants in the National Bike Challenge (NBC) logged their biking miles over a five-month period ending Sept. 30. The goal of the program was to reduce carbon emissions, improve health and save on transportation costs.

Tom McColl (481), commissioner of the Cycling Club from its founding in 1999 to last summer when Andrew Podojil (463) took over, learned about the Challenge in the spring and asked club members to participate.

"The response was tremendous with the team quickly rising to nearly 90 riders, including a few family members," he said. "Our team comprised a wide range of riders including commuters, recreational riders and some riders who compete locally and nationally in road races and triathlons.

"With 70,000 cycling miles logged at the close of the Challenge, Team Electric Boat Corp finished first in Connecticut and 18th in the nation," McColl said. Within the medium corporate team category, Electric Boat was second of 182 teams nationally, trailing only the Boeing Company.

"The team’s placement in the National Bike Challenge was only a secondary motivation to support participation," said McColl. "The primary goals were to reduce carbon footprint, improve health and save on fuel costs."

In addition to the miles racked up, the Electric Boat team saved more than six tons in carbon dioxide production, $4,000 in fuel costs and burned more than 600,000 calories.

"Many of the team riders said participation in the Challenge increased their awareness of cycling’s value, and have ridden more miles as a result. We look forward to participating in the event in 2014 and we will welcome active additions to the team," McColl said. ☣

EBAC CYCLING CLUB ATTAINS NATIONAL RANKING
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. The following situations can easily give rise to conflicts of interest.

Personal Business Relationships

You should disclose to your business unit ethics director any interest that you or an immediate family member might have in our suppliers, customers, or competitors. Ownership of stock in a publicly traded company that is a competitor could create real or potential conflicts of interest for you and our company. Be careful that your personal business relationships do not influence the decisions you make on behalf of General Dynamics.

Organizational Relationships

If you or an immediate family member serves as a director, officer or consultant for any company that does business with Electric Boat, you must disclose these obligations to the Electric Boat ethics director even if the service is unpaid.

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

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 also available at www.gd.ethicspoint.com for asking a question, expressing a concern or reporting ethical misconduct.

Remember – When in doubt, always ask.
Every month of the year is now associated with one or more diseases or conditions. October is well publicized as Breast Cancer Awareness month. But we shouldn’t forget some of the lesser known associations—January as Blood Donor month or March as Colorectal Cancer and Mental Retardation Awareness month, for example.

To recognize those who struggle with various diseases and conditions as well as their supporters, I have included the following quotes.

“Courage doesn’t always roar. Sometimes courage is the little voice at the end of the day that says I’ll try again tomorrow.”
— Mary Anne Radmacher

“You gain strength, courage, and confidence by every experience in which you really stop to look fear in the face.”
— Eleanor Roosevelt

“The goal is to live a full, productive life even with all that ambiguity. No matter what happens, whether the cancer never flares up again or whether you die, the important thing is that the days that you have had you will have lived.”
— Gilda Radner

“When life kicks you, let it kick you forward.”
— Kay Yow

“Optimism is the faith that leads to achievement. Nothing can be done without hope and confidence.”
— Helen Keller

“Attitude is a little thing that makes a big difference.”
— Winston Churchill

“Yesterday I dared to struggle. Today I dare to win.”
— Bernadette Devlin

“Having had cancer, one important thing to know is you’re still the same person at the end. You’re stripped down to near zero. But most people come out the other end feeling more like themselves than ever before.”
— Kylie Minogue

“I have heard there are troubles of more than one kind. Some come from ahead and some come from behind. But I’ve brought a big bat. I’m all ready you see. Now my troubles are going to have troubles with me!”
— Dr. Seuss
The quotes are from different people from different walks of life. You may be familiar with some of the authors; others may be new to you. The quotes, just like diseases, are dissimilar. So with such a dissimilar population of people and diseases comes the need for assistance during treatment and follow up care. Assistance can be found in the form of a patient navigator.

The idea of the patient navigator system is to pair patients with navigators – non-medical professionals who help guide them through the maze of the health care system. “The navigators are like life boats that know where the rocks are and can guide them safely to shore,” explains the American Cancer Society.

Navigators have made a dramatic difference. First established at Harlem Hospital, the system there showed an increased survival rate from 39 percent to 70 percent from 1995 to 2000. The Harlem Hospital program became the basis for the 2005 Patient Navigator and Chronic Disease Act signed by President Bush. The American Cancer Society has patient navigators in more than 120 sites throughout the country.

Assistance is provided in the form of navigation services, which are becoming the mainstay to cancer care. These services range in cost, and some may be free. They can be located in hospitals, clinics and oncology groups.

The services may be used by anyone affected by cancer. This includes individuals diagnosed with cancer, their families, and the people who provide support. The navigation services can assist with emotional support, fertility concerns, financial concerns, treatment concerns and links to local and national resources.

Navigational services enable the evaluation of the whole person – from the patient’s actual cancer to their emotional well-being. Further, navigational services can help bridge the patient to the medical care team by helping to explain various options involved in the treatment plans.

Electric Boat offers two specific resources to assist with cancer care. The Employee Assistance Program (EAP) and Behavior Health Benefit are supported by OptumHealth Behavioral Solutions. These programs also can assist with concerns regarding:

- Depression, stress, anxiety
- Relationship difficulties
- Financial and legal advice
- Parenting and family problems
- Childcare and eldercare support
- Dealing with domestic violence
- Substance abuse and recovery
- Eating Disorders

To contact the EAP and Behavioral Health Benefit call 866-743-6551 or log on to www.liveandworkwell.com, access code 11060.

Other Electric Boat health-support programs are provided by UnitedHealthcare. Information on general personal health support can be obtained through the NurseLine 24/7 at 866-642-3661. The Cancer Resource Service / Cancer Support Service provides members with access to Centers of Excellence Network, customized case management, and help in making informed decisions about care options. This service can be reached at 866-936-6002.

To find out if an American Cancer Society patient navigator program is in your area call 800-ACS-2345. All these resources can be combined to improve your health care experience.
**WELCOME TO ELECTRIC BOAT**

**PLEASE HELP WELCOME THE FOLLOWING EMPLOYEES, WHO HAVE RECENTLY JOINED THE COMPANY**

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**Additional Employees**

- John F. Biedlerka
- Robert Zarn
- Joao Gaspar
- Michael Graichen
- Matthew Harper
- James McIntosh
- Kenneth Perry
- John Clark
- Byron Fay
- Mark Hall
- Raymond Kelly
- Trevor Masters
- Joseph Casar
- Suzanne Calitri
- Lucien Carpenter Jr.
- Michael Casner
- Sibh Cha
- Richard Champagne Jr.
- Rubenstein
- John Clarke
- Joseph Costa
- George Creamer
- John Crook
- Thomas Croteau
- Robert DeDeo
- Kenneth Delisi
- Morse Dial III
- Darin Drader
- Chon Boun Dong
- Christopher Fernandez
- Jeffrey Ferraro
- Robert Foeri
- AnneMarie Fontes
- Lance Giles
- Stuart Gnegas
- Mark Griffin
- Daniel Hagerman
- Donna Heiderich
- Nathan Hoffman
- Kenneth Howard
- Joshua Ingram
- Christopher Jalette
- Richard Jeffries
- Aaron Johnson
- Donald Jordan III
- Map Khut
- Timothy Kellomons
- Peter LaFaza
- Ellery Lineham III
- Jason Machado
- Salvatore Masi
- Thomas McCabe
- Joseph Meeker
- Andrew Menard
- Anthony Minuto
- Paul Montana
- Richard Montiero
- Joseph Napolitano
- Charles Nardoza
- Gerald Nardoza
- John O’Brien
- Gerard O’raurke
- Eric Parker
- Biswa Patnasik
- Michael Peluso
- Jerry Pinto
- Douglas Roberts Jr.
- Timothy Rose
- Jorge Savinon
- Joseph St. George
- Jerry Staskowski
- David Staubley
- Daniel Tift
- Hector Trujillo
- Charles Tyler
- Robert Vadnais
- Robert Van Zandt
- Donald Vespa
- Scott Vincent
- Jason Waleryszak
- Steven Waleryszak
- Kirk Whaley
- Wamsley Wiggins
- Joseph Hasney Jr.
- Daniel Lemoi
- Matthew Steinkamp
- Richard Albergaria
- Adam Allison
- Nicholas Archetto
- Francis Auger Jr.
- Joseph Baglini
- James Banksy
- Richard Barnes
- Dean Barra
- Isaac Bausch
- Norman Blais
- James Blakely
- Gordon Blow
- Matthew Boisvert
- Sean Brady
- Hennemegido Brito
- Alexis Cabrera
- Jordan Carter
- Nathan Gomes
- Shaun Greigore
- Catherine Gregory
- Michael Harris
- Cody Hazard
- Paul Heard
- Edward Hoag
- Roger Hodde
- Alexander Iovino
- Joseph Jimenez
- Joseph Kork Jr.
- Zachary Lapierre
- William Lerner III
- Mark Leathem
- Jacob Lodgren
- Nicholas LoPilato
- Eric MacPhee
- Sokha Mek
- Kenneth Massey
- Michael Mazzenga
- Corey McCoy
- Eric Medeiros
- Matthew Melito
- Kelvin Misurski
- Brian Montgomery
- Stephen Morin
- Nathan Newhouse
- Charles Norris
- William Null Jr.
- Timothy Owen
- Adam Page
- Nicholas Palumbo
- Kanhkam
- Panyavanouvong
- Corey Pieranuzzi
- Stevem Pothier
- Jessey Prestly
- Jeffrey Rabbab
- Tyler Randall
- Donald Reid
- John Richards Jr.
- James Robbins
- John Romyns
- Charles Rosa
- Nicholas Rossi
- Alvaro Ruiz
- Matthew Santoro
- Raff Sarkisian
- Walter Schumacher
- Steven Sherman II
- Joseph Simpson
- Jeremiah Strong
- Gary Tattersall
- Nathan Tavares
- Scott Urban
- Robert Welch Sr.
- Jerry White
- Steven Wilding
- Lee Williams
- Aristotle Elefsidos
- Sergio Gomez
- Michael Burnham
- Michael Cativo
- Joshua Fletcher
- Michael Habershaw
- Sophat Loeur
- David Mason
- David Melo
- Ronald Perri
- Ernie Staskowski
- Stephen Long
- Jeffery Maynard
- Danna Pollock
- Jeffrey Rittenour
- Joseph Gemma
- Corey Gauvin
- Joseph Tibucio
- James Aiyward
- Michael DiFilippo
- Jeffrey McCaoy
- Tyler Baker
- Brian Beaudoin
- Lori Devine
- Curtis Edings
- Marco Ferrer
- Charles Greathead
- Richard Mancini
- Matthew Ray

**EMPLOYEES, WHO HAVE RECENTLY JOINED THE COMPANY**

- Jordan Carter
- Brito Hermenegido Brito
- James Robbins
- Anthony Fiallos
- Justin Ferrara
- Richard Fiallos
- Adam Flynn
- Christopher Ford
- Walker Coburn
- Nakagawa Matthew
- Jenet Cambron
- Dee Sanguinetti
- Ian Tougas
- Michael Cativo
- Joshua Fletcher
- Michael Habershaw
- Sophat Loeur
- David Mason
- David Melo
- Ronald Perri
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- Tyler Baker
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- Lori Devine
- Curtis Edings
- Marco Ferrer
- Charles Greathead
- Richard Mancini
- Matthew Ray

**November/December 2013 | ELECTRIC BOAT NEWS**
## Service Awards

### 50 Years

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### 20 Years
ELECTRIC BOAT SAFETY PERFORMANCE

YEAR TO DATE NOVEMBER 2013

NOVEMBER / DECEMBER 2013