

Electric Boat NEWS

MARCH 2006

EB Announces Earned Hours Program For 2006

Electric Boat's earned-hours incentive program is entering its seventh year in 2006, again providing employees with the opportunity to share in the company's financial success.

"It's an arrangement that's good for Electric Boat and good for every employee," said Finance Director Kevin Carroll. "Everyone comes out ahead."

As in past years, there is a base goal, which is worth \$500 (minus applicable withholdings) to every employee if the objective is met. The base goal for 2006 is 15.8 million earned hours.

In addition, a stretch goal of

continued on page 2

INSIDE

Black Engineering Group
Honors Electric Boat • 2

Newport Engineering Office Marks
Consolidation Completion • 3

Electric Boat Completes Major
Module Move • 4

Process Improvement Team
Streamlines Stowage
Procedures • 5

Health Matters • 6

Team Transforms Painters
Tool Crib • 8

Retirees • 9

Classifieds • 10

Service Awards • 11

Monthly Safety Performance • 12



Electric Boat Falls

The recent flooding of Graving Dock 3 at the Groton shipyard marked a significant step toward completion of one of Electric Boat's largest, long-term facility repairs. The project began in May 2004 after one of the graving dock's cells failed during preparations for the float-off of USS Jimmy Carter. Nearly non-stop work on the graving dock since then will make it ready for the float-off of the third Virginia-class ship, Hawaii, in late April.



Tony Brooks, an engineer in Dept. 473, presents a plaque to EB President John Casey on behalf of the University of Connecticut chapter of the National Society of Black Engineers (NSBE) to recognize the company's support of the group's local organization.

Black Engineering Group Honors Electric Boat

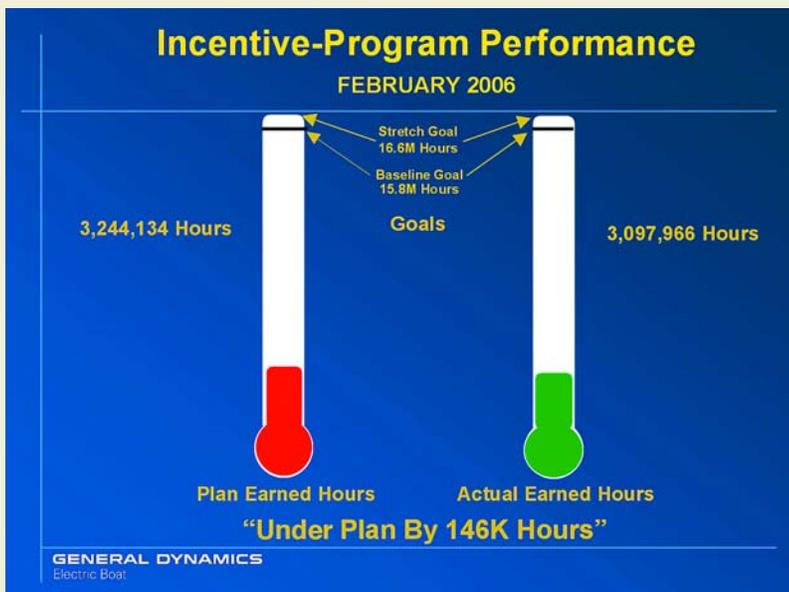
The University of Connecticut chapter of the National Society of Black Engineers (NSBE) has recognized Electric Boat for the company's support of the group's local organization.

For several years, EB has provided funding that enables UConn NSBE members

to travel to the organization's national convention. According to Tony Brooks, an engineer in Dept. 473, a UConn alumnus and a member of the NSBE, the convention attracts some 1,000 companies to its career fair, enabling student attendees to make valuable contacts and practice com-

munication and interviewing skills.

The organization and its convention are important to the personal and professional development of NSBE members, said Brooks, which makes the Electric Boat funding so significant.



continued from page 1

16.6 million earned hours has been set. If that mark is met, employees will receive an additional \$250, for a total of \$750.

According to Carroll, the earned-hours measurement is a tool the company uses to track its cost and schedule performance. With this tool, Electric Boat can determine its progress toward the annual goal on a month-to-month basis, he said.

The major components of the goal for 2006 are the Virginia Construction Program, the SSGN Program and the various engineering contracts. Performing to plan in these three business areas is important because they account for approximately 85 percent of the base goal.

The stretch goal is a 5 percent challenge to the

continued on page 3

continued from page 2

base goal. There are two ways to attain the stretch goal: (1) capture and perform new work throughout the year or (2) perform the current backlog of work more efficiently.

To be eligible for the incentives, employees must:

- ▶ Work 1,000 hours during 2006 (excluding absences of any kind).
- ▶ Be on the payroll as of Dec. 1, 2006, with the following exceptions:
 - Employees who retire in 2006 must work at least eight hours in 2006.
 - Employees who are laid off in 2006 must work at least 1,000 hours in 2006. 

Newport Engineering Office Marks Consolidation Completion

NEWPORT, R.I.

Employees at Electric Boat's Newport Engineering Office (NEO) held a ceremony earlier this month to mark the completion of the facility's consolidation.

Attendees included Vice President of Engineering Pete Halvordson and Director of Combat Weapons Systems Greg Angelini, who participated in the ribbon-cutting. Also at the ceremony was Paul Williams of Facilities. He was responsible for the overall consolidation plan, which comprised office-space reconfigurations and the addition of two laboratories.

With a complement of 55 engineering personnel, NEO is located next to the Naval Undersea Warfare Center (NUWC) and provides combat weapons systems engineering for the SSBN, SSGN, Virginia and Seawolf programs.

After the ribbon cutting, an Employee Recognition Award was presented to Patricia Archer for organizing the efforts of NEO employees to support Facilities' consolidation schedule. Ten other NEO employees were recognized for their help in achieving the schedule requirements.

The ceremony concluded with the Newport Management Association's presentation of a plaque dedicating the NEO "to all past, present, and future

employees."

Following the ceremony, presentations and demonstrations in the new laboratories and at NUWC were given on these NEO projects:

- ▶ SSBN/SSGN/Virginia Alteration and Change Proposal Development
- ▶ SSGN Special Operations Forces (SOF) Subsystem
- ▶ Virginia Simulation/Stimulation Master Controller
- ▶ Virginia Doppler Sound-Velocity Log Stimulator
- ▶ Virginia Portable Ship-Control Unit
- ▶ Ohio-class Monitoring Subsystem Wireless Prototype.

Department 428 employees participated in the SOF demonstration and Department 448 personnel participated in the Monitoring Subsystem wireless prototype demonstration. The day's events also included a tour of the NUWC laboratories, where integration / certification testing of SSBN and SSGN Non-Propulsion Electronics Systems (NPES) is conducted. 

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Using the new heavy-lift system, Section 2B-5 of the North Carolina moves into Quonset Point's new Coating Facility. The move was the first for the new heavy-lift system and it's the first unit to enter the new building.

Electric Boat Completes Major Module Move

The history of Electric Boat is filled with significant dates – christenings, launches, keel-layings and building dedications among them. While one important event is enough to make it into the history books, a three-in-one day took place on March 16 at the Quonset Point facility.

The first event was the move of the 1,500-ton Section 2B-5 of the North Carolina. Adding to the significance of the move was the fact that it was the inaugural use for a new heavy-lift system that can accommodate up to 2,000 tons. Lastly, the section's destination was the new Coating Facility, where the unit will undergo blast, paint and coating procedures.

“March 16, 2006 will have a prominent place in Electric Boat history,” said Tony Moniz (915), director – Quonset Point

Adding to the significance of the move was the fact that it was the inaugural use for a new heavy-lift system that can accommodate up to 2,000 tons.

waterfront operations. “More than a year's worth of effort in construction and newly developed technologies and capabilities were on display.”

A little over a year ago, the heavy-lift system and the Coating Facility were only ideas on paper.

The complex, four-engine, 256-tire heavy-lift system allows all functions to be performed by remote control with a joystick and push buttons. The operators received extensive training and executed

the move flawlessly.

“They performed as if they had done it dozens of times,” said Kirk Daniels (951), manager of engineering.

The nearly 15,000-square-foot Coating Facility allows much of the blast, paint and coating procedures to be done in advance of the ship's post-shakedown availability period. This innovation will save the Navy and Electric Boat thousands of labor hours.

Electric Boat President John Casey praised the contributions of the employees working on the unit's construction, the move and the new Coating Facility.

“It was an outstanding day for Electric Boat and its employees,” he said. “Our pursuit of innovative ideas and new technologies will enable us to maintain our position as the finest submarine builder in the world.” 

Process Improvement Team Streamlines Stowage Procedures

Whenever a submarine heads out to sea, it carries with it thousands of spare parts and supplies the crew needs to operate and maintain the boat while under way.

The majority of these onboard parts aren't stowed prior to each mission – they're pre-packed into the submarine while it's still under construction.

At Electric Boat, the task of gathering and loading up all this gear belongs to the planning and steel trades organizations, which have recently streamlined the Virginia-class stowage process after having learned a number of lessons on the lead ship two years ago.

Senior planning specialist Jeff Job (355) said the stowage process for USS Virginia (SSN-774) was marked by peaks and valleys of activity, making for a less-than-efficient workflow.

"When we started with the Virginia, we basically worked to support six major events," he explained. "And we attacked the work all at one time – kitting, ship checking, defining items needed for the event, and installation."

Since then, following a careful review by a dedicated Process Improvement team, the stowage work has been split into seven more evenly spaced evolutions, and an enhanced kitting process has been developed that allows employees to assemble the spare parts weeks in



Standing in a newly established kitting area in Building 154, shipfitter Eric Walton (226) and senior planning specialist Jeff Job (355), from left, review work packages for a stowage job on the Hawaii (SSN-776). In the foreground are some of the spare parts and supplies to be stowed aboard the submarine prior to delivery.

advance of each deadline.

"Kitting now allows a level load of labor across ships, with minimal steady-state manning and early identification of shortages," said Ed Pellegrini (355), manager of Virginia Production Control.

As part of the stowage streamlining, the Process Improvement team developed and oversaw the construction of a new kitting area in Building 154. The area features work benches and offices for trades, operations and planning personnel.

The team also created a new planning work method and modified other documentation, both hard copy and electronic, to allow for the earlier start.

"We had to do a lot of product file restructuring to make this work," said

planning supervisor James Algieri (355). "Jeff and his crew, including MDA structural designers Burt Roy and Kevin Mooney, and MTC steel trades mechanics Michelle Batura and Eric Walton, helped us get through this. It was a good, well-rounded effort."

The stowage improvements, in the works for more than a year, finally took full effect in January, when kitting began for the Hawaii (SSN-776).

"I'm very happy with the way things are going," Algieri said, "and I'm excited to see what happens when we reach the installation phase."

Shipfitters are now busy filling bins with kitted material, and when the material is

continued on page 12



Bob Hurley, MD
Medical Director

HEALTH MATTERS

I'm sure I'm dating myself, but after greeting my wife and performing the nightly ritual of child inventory, (number of children AM must equal number PM), one of the first questions I ask my spouse is, "Did you check the mail today?" With online banking, electronic newspapers and home pages that fulfill many of our informational needs, the mail has become a quaint form of communication for many. For me, checking the mail is a ritual born out of a time when great news could be conveyed only in such a manner. Although my expectations of greatness have waned in the past decade, every so often something of worth arrives and reinforces old habits. So when my wife told me, "Something came from General Dynamics today," I felt a twinge of mild surprise and curiosity. After rummaging through the pile of obligatory "lose weight while you sleep" and "refinance your home now" offers, I pried open a thin letter dated February 15, 2006. In it, our president, John Casey, informed us that we were embarking on a bold new initiative called "EB Building Better Health."

The letter explained that the company would be investing in the working men and women of Electric Boat to improve their health. We would do it by the only proven method of treating disease prior to its onset – prevention. Since then, you may have noticed or even participated in several of the programs. Recently, we

performed a week of screenings called "Know Your Numbers." At these screenings, employees were asked to fill out a "Health Risk Appraisal." If you ventured into one of the cafeterias, you might have noticed the color coding of food choices. As Mr. Casey stated, you'll be hearing more on these topics as well as the goal of "EB Building Better Health" – to not only improve your health, but also become a better informed consumer of healthcare.

These programs are designed to educate individuals about risk factors and how choices determine health status. "Know Your Numbers" screens individuals for height, weight, blood pressure, cholesterol and blood sugar. A review of the findings with a counselor from HealthTrax, the EB Health Advocate, your primary care physician or staff at the Yard Hospital can help you develop the changes you'll need to make to improve your health. Another part of the program, Health Risk Appraisals, assesses your current life style and habits. Once the appraisal is completed, a confidential reply gives you feedback on your personal health behaviors. Color coding graphically points out healthy food versus unhealthy and presses the point of "think before you eat."

Metabolic Syndrome

Poor health behaviors often lead to obesity, hypertension, coronary artery disease and diabetes. Although we often speak of these as separate or distinct conditions, in the past 20 years, medicine has learned that many chronic diseases overlap with a compounding of risk factors. So it is with the disease entity called Metabolic Syndrome. Initially described in 1988 as "Syndrome X," Metabolic Syndrome results from the body's development of resistance to circulating insulin. In addition, the peripheral tissue of your body doesn't process free fatty

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acids, carbohydrates and other lipoproteins faithfully. Common signs of this condition include abdominal obesity, elevated triglycerides, low HDL cholesterol, elevated blood pressure, blood sugar and an increase in inflammation and clotting tendencies. If you have Metabolic Syndrome, you're at increased risk of cardiovascular disease as well as diabetes and kidney disease. The metabolic abnormalities noted vary among individuals and within the same individual over time. In short, you can have several or all of these conditions over your lifetime if you don't correct faulty lifestyles. Metabolic Syndrome is typically caused by a diet with too many calories and saturated fats, and insufficient physical exercise. The screenings provided by EB help you better understand whether you have, or are at risk of acquiring this syndrome. With the proper changes, you can lower your risk of disease by improving your eating

continued on page 7

habits, getting more physical exercise and losing weight. If you smoke, you'll have to stop.

Some have argued that Metabolic Syndrome is an American disease as it appears to eloquently reflect the repercussions of our sad diet and lack of exercise. Since inactivity and obesity are strongly associated with the development of Metabolic Syndrome, as the U.S. population ages and the obesity epidemic continues to advance, the prevalence of the syndrome is predicted to steadily increase. The third National Health and Nutrition Examination Survey estimated that individuals 20 years and older have prevalence rates of 21.8 percent for males and 23.7 percent for females. Over the age of 30, it afflicts nearly 25 percent of the U.S. population. Using the 2000 U.S. Census, we currently have 47 million people with Metabolic Syndrome.

The National Cholesterol Education Program Adult Treatment Panel III describes Metabolic Syndrome as consisting of three or more of the following traits:

1. Abdominal obesity, given as a waist circumference > 40 inches in men or >35 inches in women.
2. Fasting plasma triglycerides > 150 mg/dl.
3. Plasma HDL cholesterol < 40 mg/dl in men or <50 mg/dl in women.
4. Blood pressure > 130/ >85 mm Hg.
5. Fasting glucose > 110 mg/dl.

Economics

One problem in the U.S. that has never been adequately addressed is how to finance healthcare in a market characterized by high demand and accelerating costs. To put this in perspective, in 1965 the entire cost of healthcare in the country was about \$39.5 billion. In 2004, it was more than \$1.9 trillion. That's trillion with a "T," or 16 percent of the gross

domestic product. Although many have argued over the best method to finance healthcare, no one can argue that the costs are now at levels that impair American industry's viability and erode employees' ability to shoulder increasingly larger shares of these costs.

Markets

In 1988, the year that Metabolic Syndrome was first described, Maurice Allais won the Nobel Prize in Economics for explaining the theory of markets and efficient utilization of resources. Since the time of Adam Smith, economists have attempted to explain markets by mathematical modeling. Allais was credited with explaining the prose of Smith, the 18th century economist, who spoke of the "invisible hand" that guided markets. In Smith's world, markets were chaotic structures comprising multitudes of independent and individual decisions based on self interest. He proposed that the chaos of the market paradoxically gave rise to equilibrium based on prices. Thus, a producer of services will respond to consumers' planned consumption.

Healthcare long ago became an industry within the larger market. You and Electric Boat are consumers of these services. In days past, the employer shouldered the responsibility of competing in this market for the best quality, cost and access for you and your family. Though Human Resources and the benefits department continue a tradition of advocating on your behalf to acquire the best care, changes are inevitable, as with any market. For one, healthcare costs aren't responding to typical market forces. If they did, why are costs outstripping our ability to pay for them? Even worse, we don't receive the outcomes we should expect from such expenditures. To that end, "EB Building Better Health" is focused on what can be controlled – our own behaviors.

Consumer Driven Health Plans (CDHP)

This imbalance of costs and demand outstripping resources has been addressed with bold experiments such as Managed Care and Health Maintenance Organizations. Although 30 years of experience with these strategies have not produced the tangible improvements that would have been predicted by Adam Smith, his "equilibrium" is at work as new and exciting changes take place. A Deloitte study released in November found that 22 percent of large employers have a CDHP in place, with another 21 percent planning to have one in place within the next two years. By 2010, it's estimated that 24 percent of the market will be controlled by CDHPs. In these plans, you will receive either a Health Savings Account with a high-deductible health-insurance policy, or a Health Reimbursement Arrangement. Some believe this is the first major change in healthcare financing since the creation of Medicare. Regardless of whether these predictions become reality, in the future you'll be asked to make more decisions and shoulder more of the financial burden for your healthcare.

Back at the Market

In a recent poll, 51 percent of respondents thought medicine should focus on preventing disease rather than curing illness. If this reflects your opinion, you can take action the next time you're at the market. Start looking at labels and adopt such healthy eating habits as increasing your intake of dietary fiber, fresh fruits and vegetables. Avoid fats, sugars and refined products high in carbohydrates. Meet with a medical provider you trust and discuss subjects such as unhealthy lifestyles or personal behaviors that have been identified through any of the programs you may have entered. As you recall, according to our friend Adam Smith, you can change a market by changing your "planned con-



Painter specialist Kent Swan (251) places materials on a newly installed shelving system inside the Wet Dock Painters Tool Crib following a recent Rapid Improvement Event in the crib.

Team Transforms Painters Tool Crib

Electric Boat undertook its second Rapid Improvement Event (RIE) recently, a focused, fast-paced initiative that transformed the Wet Dock Painters Tool Crib from a cluttered, crowded facility into a highly efficient operation.

“You should’ve been here before we did this,” said tool crib attendant Beverly Webb (251). “We didn’t know where anything was. But now, we have this new shelving system – each item has its spot and it stays there. It’s a whole lot better than before. I really like the way it’s going.”

Webb was just one of several tradespeople who contributed to the one-week event. Also filling out the team were employees and supervisors from various other departments, who descended upon the tool crib to sweep away inefficiencies and implement various Lean methodologies.

The most visible of these is called Kan-

We have this new shelving system – each item has its spot and it stays there. It’s a whole lot better than before.

ban, a system that uses inventory tickets, a bulletin board and magnetic tags to maintain an orderly flow of material in and out of the crib. The magnetic tags on the bulletin board can be slid back and forth to show, at a glance, what’s in stock and what’s on order.

“There was a little resistance at first because people didn’t understand the concept, but now that they’ve seen it in action, they’re seeing how it can make their life easier,” said Lean Six Sigma black belt Mark Chayer (424), a member of the RIE team. “It was good to come away from this project with the Kanban system in place, because I think it has many other potential applications in the

shipyard.”

Paint shop attendant Bernie Garnier (251), another RIE team member, said he had his doubts about the project at first, but he’s since changed his mind.

“Everybody seems to be pretty well satisfied,” he said. “And it felt good to be a part of it, getting the crib straightened out the way we did.”

Chayer said various data surveys were taken before, during and after the RIE to determine its success. One such measure was the length of time painters had to wait in line outside the crib windows to get what they came for.

“The queue time before we started was about 6.4 minutes per person,” he said. “The latest, on average between first and second shifts, is 2.5 minutes now. That’s a 62 percent drop.”

Another key change that contributed to the event’s success was the creation of a “fast wall” just inside the crib’s win-

continued on page 9

continued from page 8

dows and a self-serve area just outside. Both areas feature “free issue” items, materials that no longer need to be scanned out by the crib attendants.

“Being able to pass those items out is a big time-saver, versus the one- to two-minute transaction times on the computer,” said steel trades foreman and RIE member Doug Roszelle (229).

The RIE also brought a change to the security fencing behind the crib, allowing for a more efficient delivery and receipt of materials by the attendants.

“The results of this RIE have far exceeded our expectations,” said Painter Superintendent Skip Castro (251). “The benefits realized through this effort will directly impact the cost-reduction efforts on the Virginia-class boats.”

Lean Six Sigma black belt and project leader Andy Stoddard (400) attributed the success of the event to the active participation of all the players, especially the painters.

“Having the people who actually work in the crib involved in this project was very important in preparing for the event and achieving the project goals,” he said.



Paint shop attendant Bernie Garnier (251), at right, stocks the “fast wall” inside the Wet Dock Painters Tool Crib as attendant Beverly Webb (251) scans an item into the computer.

“They were empowered to make the changes for themselves, and they improved the process markedly over what it was.”

Process Improvement Chief Rock Martel (670), who oversees EB’s RIE projects, said this event was a multi-shift effort. “The second-shifters played a vital role in ensuring that the tool crib transformation was well-rounded,” he said.

Besides the employees above, the RIE team included Ed Badessa, Donna Brycki and Kent Swan, Frank Glynn and Jen Topham (all of 251), Ron Donovan (226), Bill Berger (229), Sue Evans (330), Dave Hull (660), Charlie Steinhart (662), Cindy Crabb (645), Frank Dias (508), Carol Pepin (421) and Steve Maynard, a consultant. ⚙️

Retirees

100 Clayton B. Hayward
29 years
ISM-Assembly Mac 1/C

453 Russell W. Pennington
7 years
Mech. Sr. Chargeman

795 Donald A. Walsh
37 years
Foreman

950 Irma Joyal
30 years
Struct. Fab. Mech. I

411 James H. Gentry
15 years
Eng. Support -Logistics

460 William D. Barnes
40 years
Principal Engineer

901 Robert J. Eager
30 years
Install. Tech. III

962 John F. Speel
31 years
Maint. Tech. I

425 George S. McGowan Jr.
41 years
Eng. Support-Electronics

502 Vaidya S. Atree
33 years
Principal Engineer

904 Sidney F. Tucker III
29 years
Struct. Fab. Mech. I

449 Earle F. Guilford Jr.
30 years
Engineering Specialist

650 Charles R. King
29 years
Contract Analyst Sr.

921 John T. Ranki
30 years
Struct. Fab. Mech. I

449 Michael T. Lame
21 years
Sr. Engineer

795 Ralph J. Lappin
30 years
Production Planner

931 Richard L. Fournier
29 years
Prod. Planner

Classified

APPLIANCES

ELECTRIC STOVE. Whirlpool. Self-cleaning. White. Very clean. Excellent condition. 464-8301.

FRIGIDAIRE washer-dryer combo. 24" x 24" x 66" high (dryer is over washer). Great for small apartment. \$400 OBO. 401-596-0796 after 5 PM.

AUTOS/TRUCKS

FORD Escort 1995. 5-speed hatchback. CD, AC, power mirrors, spoiler. Runs great. Body is in good condition. \$900 OBO. 376-8019 or 334-9574.

FORD Probe LX 1989. Front wheel drive, AT, new tires, exhaust, brakes, paint. Flip sunroof. 143K miles. \$1,000. 886-2173 or 642-1750.

GRAND Prix 2000. 99K miles. 3.1 V-6, 4-dr. \$3,500. 822-9614.

HONDA Accord 1992. Fair condition. Dark gray with light gray interior, carpeted, AC, AM-FM cassette, 5-speed, PS. 220K miles. \$750. 599-4288 after 6 PM (leave message).

JEEP Liberty Sport 2005. 3.7i Powertech engine, 6-speed manual, black. 9K miles with all records available. \$18,000. 437-3261.

PONTIAC Fiero GT 1987. CP body, interior needs work. Runs great. \$1,500 OBO. 401-596-0796 after 5 PM.

BOATS

GREAT CANADIAN CANOE. 17 foot Cape Cod Bay. Includes paddle, two life preservers, marine battery and trolling motor. Ideal for bass fishing, registered 2006. \$750. 376-9511.

WILDERNESS Kayak. 12 foot, two years old. Sit-on-top type. Very stable, self bailing, ample storage space. 401-578-1809.

COMPUTERS

GATEWAY Performance 500. Pentium III, Windows 98 OS, 19" monitor, Microsoft Office, PowerPoint, Thrustmaster joystick, speakers, sub woofer, ergonomic keyboard, desk, many extras. \$150. 445-6075.

FURNITURE

DINING SET. Antique mahogany, triple pedestal drop leaf, seats two to 10. Four chairs and all pads included. \$300 OBO. 376-8019 or 334-9574.

QUEEN size mattress, box spring and head board. Good condition. \$70 OBO. 535-4676.

TABLE and four chairs. Dark wood finish, Formica top, in good condition. \$190 OBO. 401-596-0796 after 5 PM.

TWIN BED and mattress. Like new. Kept in guest bedroom. \$110. 599-5667.

MISCELLANEOUS

ATHENA speaker system. 2 WS-100, 1 WS-60, 2 AS-B1.2 with stands, 1 AS-P6000 subwoofer. \$700 OBO. 448-1718.

BOWFLEX Ultimate. 410 pounds of resistance, lat and leg attachments included. \$1,000 OBO. 448-1718.

BLUE OX Ambassador tow bar and baseplate for compact car. \$250. 401-885-3419.

To submit a classified ad, send an e-mail to EBNewsAds@gdeb.com with the following information:

CATEGORY choose from

| | | | |
|-----------------------|----------------------|----------------------|----------------------|
| Appliances | Computers | Pets | Real Estate / |
| Autos / Trucks | Furniture | Real Estate / | Sales |
| Auto Parts | Miscellaneous | Rentals | Wanted |
| Boats | Motorcycles | | |

ITEM NAME; DESCRIPTION; ASKING PRICE; and HOME TELEPHONE (include area code if outside 860). *Deadline is the 15th of the month.*

Maximum of two 25-word ads per employee per issue.

Please include your name, department and work extension with your ad (not for publication).

Employees without e-mail can submit their ads through interoffice mail to:

**Dan Barrett,
EB Classified, Dept. 605,
Station J88-10.**

CRAFTSMAN 10" radial arm saw. Table, sawdust collection system, lamp, other accessories included. Runs well. \$150 OBO. 437-7873.

FIREWOOD. Seasoned, cut, split and delivered. \$165 per cord. 715-1299 days; 401-377-9055 evenings.

GOLF BAGS. Two brand-new carry bags with retractable stands. Taylor Made and Cleveland. \$60 each. 884-6076 or 445-6075.

MOWER/TRACTOR. John Deere, model 316, 52" deck, 54" hydraulic snow plow. \$2,700. 889-4566.

POOL SHARK pool cleaner. Model GW7500 for in-ground pool. New, never been opened. \$220. 599-3266, leave message.

TECHNIQUES digital upright piano. Dark mahogany and black, weighted keys, 8 sound selections, metronome,

transpose, MIDI-capable. Great for beginning student. \$1,700 OBO. 376-9511.

TV/VCR combination. RCA, 20", excellent condition. \$70. 445-6075 or 884-6076.

MOTORCYCLES

HARLEY DAVIDSON Heritage Softail Custom 2001. Great shape. Excellent running condition. One owner. 5K in chrome, plus more. Must see. \$15,000 firm. 917-6264.

HONDA VTX 2004. 6,200 miles. Like new. \$6,500. 401-377-2292.

REAL ESTATE

70+ ACRES with house in East Lyme. Located near Nehantic State Forest. Close to Rte. 85 and I-95. \$800,000. 401-295-5049.

continued from page 5

being placed into a locker or container, the shipfitters will "sell" the contents of the kits to Ship's Force for acceptance as complete. Algieri said the completed kits will then be sealed until the boat is ready for them.

"By sealing the kits, we won't have to sell them again prior to installation," he said. "That removes a step, and it pre-

vents loss of the material."

Installation of the material, some of which comes complete with its own lockers, is also expected to go more smoothly because the revised procedures call for employees to ensure beforehand that any necessary foundations have been installed before the stowage gear is delivered to the ship.

"We'll make sure that when we're

ready to install, the boat is ready, too," Algieri said.

In addition to Job, Algieri and Pellegrini, the stowage Process Improvement team included senior planner Jeffrey Emmerich (355), shipfitters Patrick Casey and Donna Millich and steel trades general foremen John Elias and John Hegel (all of 226), and burner Mark Perkins (229). 

45 years

706 John C. DeBartolo

40 years

100 John W. Chaffee III
 330 Selenda D. Cardello
 428 Paul A. Morosky
 448 Jon O. Young
 452 Donald E. Degidio Sr.
 626 Kenneth W. Landry Jr.

35 years

355 Evelyn L. Bryant
 400 Shirley A. Perry
 411 Thomas S. Korzenowski
 473 Ronald W. Bashar
 686 Robert P. Sedotti
 706 Paul W. Galipeau

30 years

220 David P. Arpin
 220 Nicholas C. Ucci
 230 Timothy J. Stocks
 242 James E. Gregory Jr.
 243 Wayne R. Morse
 244 William A. Avery
 244 Charles H. Jones
 341 Wayne A. Hanson
 355 Robert D. Gent
 355 James M. Merola
 411 Norman J. Gauthier
 437 David P. Nachtwey
 447 Nancy T. Stamm
 447 Darrell D. Thomas Jr.
 459 Andre J. Bisson
 459 William R. Gray
 495 Lynn E. Laput
 505 Robert V. Barclay
 610 Tony Senerchia
 648 Martha M. Ward
 686 Leonard C. Dowling
 803 Robert V. Dowding
 810 John W. Morris
 901 John S. Woodard
 904 Frederick T. Dupont
 915 Michael W. Freelove

921 Claude E. Robinson Jr.
 921 Norman W. Thompson Jr.
 935 Stephen A. Moretti
 936 David M. Schwartz
 936 Joseph P. Slezak

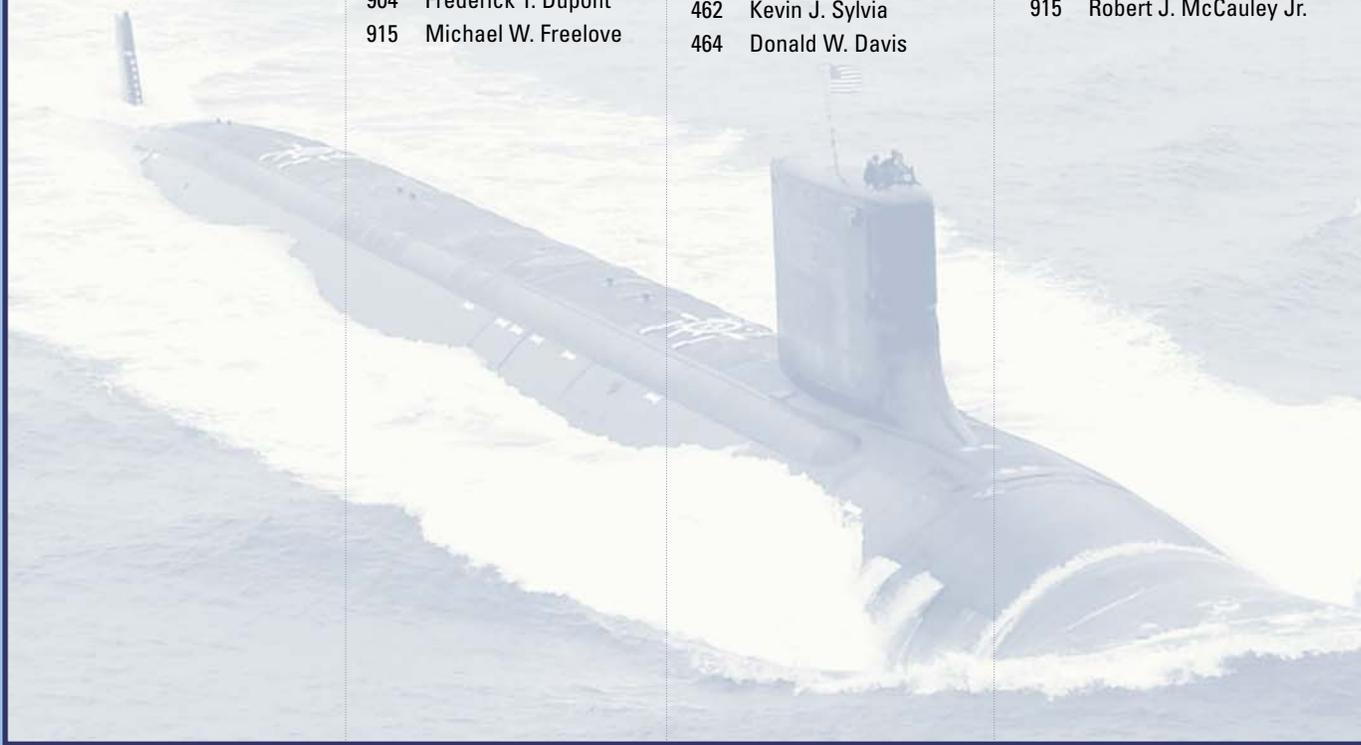
25 years

229 Mark A. Perkins
 241 Ted M. Miraldes
 251 Rhonda M. Goss
 251 Richard D. Pomroy Sr.
 275 John A. Girard
 341 John R. Dannecker
 355 Walter F. Streigle
 410 Michael J. Levenduski
 416 Bryan P. Tunucci
 438 Martin C. Warmath Jr.
 441 Philip J. Scalise
 445 Michael D. O'Keefe
 449 Paul M. Duhaime
 452 Thomas W. Fitzgerald
 456 Kathleen M. Sheehan
 459 Dennis L. Arrindell
 459 Robert J. Noonan
 460 Philip J. Pedersen
 462 Kevin J. Sylvia
 464 Donald W. Davis

493 John E. Plisinski
 505 Brad T. Radicioni
 626 Anita M. Kaiser
 684 Holly S. Geyer
 744 Eric M. Delgigante

20 years

226 Brian J. Arnott
 244 Steven M. Arnott
 252 Walter F. Broderick
 252 Arnold J. Felicelli
 252 Roger L. Pepin
 252 William V. Schmeelk
 412 Mark J. Leinhauser
 416 Frederick H. Browning Jr.
 448 Samuel J. Palmieri
 455 Florence R. Duncan
 456 Donald A. Congdon
 459 Ronald J. Johnson
 459 Stephen D. Riley
 496 David E. Annibalini
 641 Linda P. Lathrop
 648 Patricia A. Ivy
 650 James A. Knighton
 902 Brenda L. Johnson
 915 Robert J. McCauley Jr.



Monthly Safety Performance

Electric Boat's safety performance goal for 2006 is to improve injury rates by at least 5 percent. The below chart shows that the company's 2006 goal for Lost Workday Injury Rate (LWIR) is 2.6. Note: LWIR = the number of lost workday injuries per 100 employees.

ELECTRIC BOAT CORPORATION 2006 INJURY INCIDENCE RATES

RECORDABLE INJURIES FOR 2006 = 174
RECORDABLE INCIDENCE RATE YTD = 9.1 2006 GOAL = 8.7
LOST TIME CASES 2006 = 41
LOST WORK DAY CASE RATE YTD 2006 = 2.1 2006 GOAL = 2.6

