



INSIDE

USS New Hampshire Joins Fleet • 2
Welcome To Electric Boat • 3
Earned Hours • 3
NR-1 And Electric Boat • 4
GD Vice Chairman Tours EB • 5
Proposal Center Makeover
Enhances Productivity • 6
Muenzner's 50-Year EB Career • 7
Marine Group Roundup • 8
Patterson Is Honored At Conference
For Women Of Color • 9
Retirees • 9
Electric Boat Athletic Club Names
Award Winners • 10
Cooperative Program Allows
Designers To Earn Degrees,
Complete Apprenticeships • 11
Health Matters • 12
Virginia-Class Program Office Earns
Third Packard Award • 12
Classifieds • 14
Ethics • 14
Apprentice Instructors Are
Recognized • 15
Service Awards • 15
Safety Performance • 16

LAST TRIP DOWN THE THAMES

NR-1 leaves for Portsmouth to be inactivated after nearly 40 years of service

The nuclear-powered research submarine, NR-1, is towed down the Thames River on its way to Portsmouth Naval Shipyard, where it will be inactivated after a distinguished career spanning nearly 40 years. Designed and built by Electric Boat, the one-of-a-kind vessel was launched in January 1969 and completed missions that included search, object recovery, geological survey, oceanographic research, and installation and maintenance of underwater equipment. See related article on page 4.

 **HAPPY HOLIDAYS!** 

USS New Hampshire Joins The Fleet

USS New Hampshire (SSN-778), the Navy's newest nuclear-powered attack submarine and the fifth of the Virginia-class, officially joined the U.S. Navy fleet recently during a commissioning ceremony at Portsmouth Naval Shipyard.

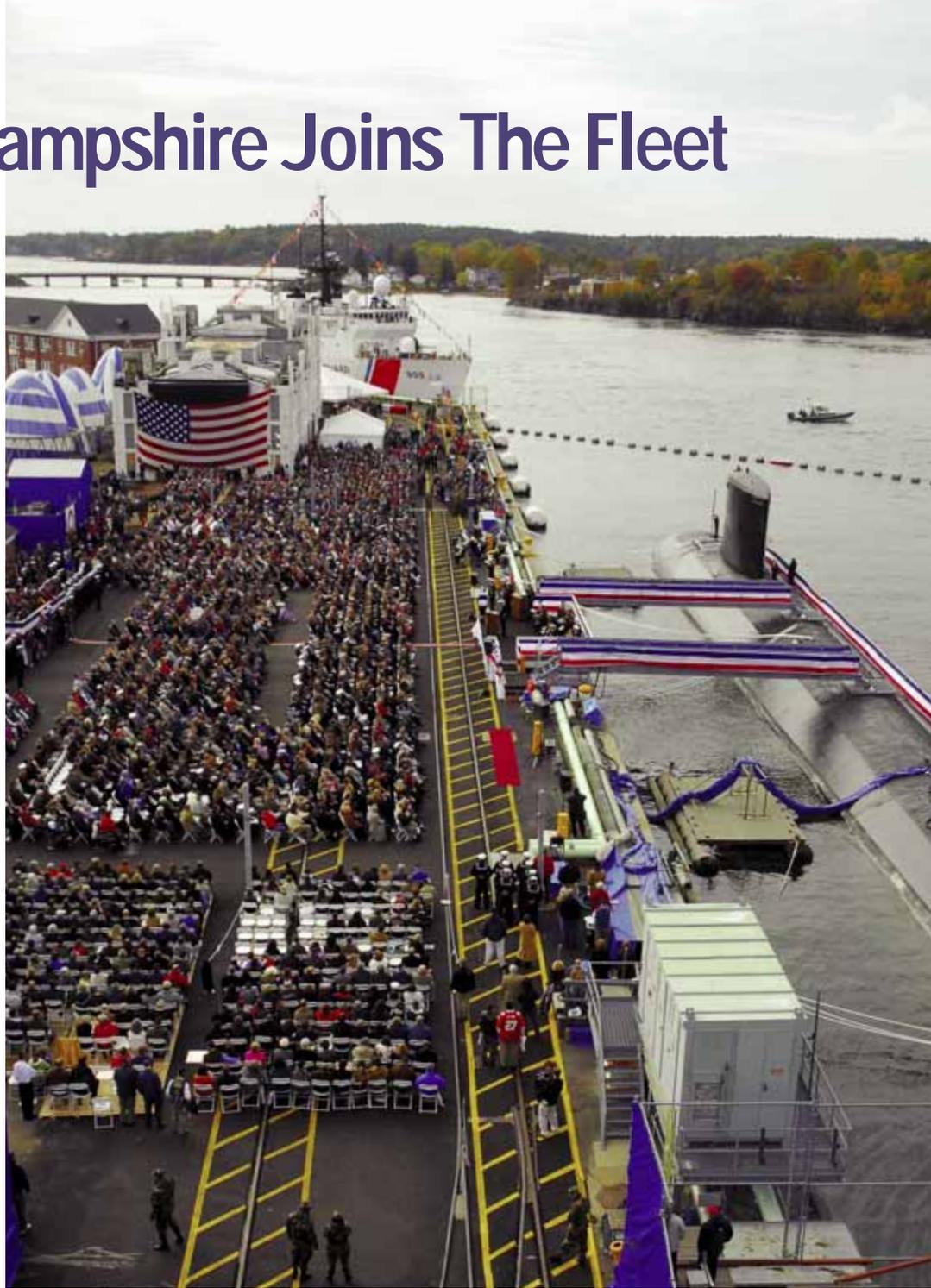
Ship Sponsor Cheryl McGuinness gave the order to man the ship. "Officers and crew of the USS New Hampshire, come aboard our ship, and bring her to life," she said. McGuinness is the widow of Thomas McGuinness, a former Navy pilot and a co-pilot on American Airlines Flight 11, which was flown into the North Tower of the World Trade Center by terrorists Sept. 11, 2001.

"These sailors are standing up for our country, standing up for freedom and standing up for our protection," said McGuinness. "It should be comforting to know that their diligence allows all of us to truly rest knowing that they are keeping watch and that they are listening for anything that could threaten freedom."

More than 3,500 guests attended the ceremony welcoming the submarine as the fourth naval vessel to be named New Hampshire. Additionally, about 1,000 more people watched the ceremony on closed-circuit television in Portsmouth's Prescott Park, across the Piscataqua River and within sight of the ceremony at the naval shipyard.

U.S. Sen. Judd Gregg of New Hampshire, the event's principal speaker, praised the ship's force, the shipyard workers who built the ship and the ship's force, paying special tribute to the crew's family members.

"Remember, there are families behind all these men serving on this ship," Gregg said. "Those families sacrifice too. They have their sailors away for months on end. Their courage, energy, vitality and vigor allow them to



More than 3,500 people attended the commissioning of USS New Hampshire (SSN-778) at Portsmouth Naval Shipyard. Electric Boat delivered New Hampshire to the Navy Aug. 28, more than eight months ahead of schedule and more than \$60 million under target cost.

go on with their lives so that those sailors can do their job of defending our nation."

"To have the ship's motto the same as the state's motto of 'Life Free or Die' is especially fitting," said Cmdr. Michael Stevens, the ship's commanding officer.

"The New Hampshire and her crew will forge a new legacy that will be coupled together with the stories and achievements of many great New Hampshire notables

who helped shape the history of the nation and this great state," said Adm. Kirkland Donald, director of Naval Reactors.

The ceremony marked the first time in 12 years that two submarines of the same class were commissioned in the same year. USS North Carolina (SSN-777) was commissioned in May. 🇺🇸

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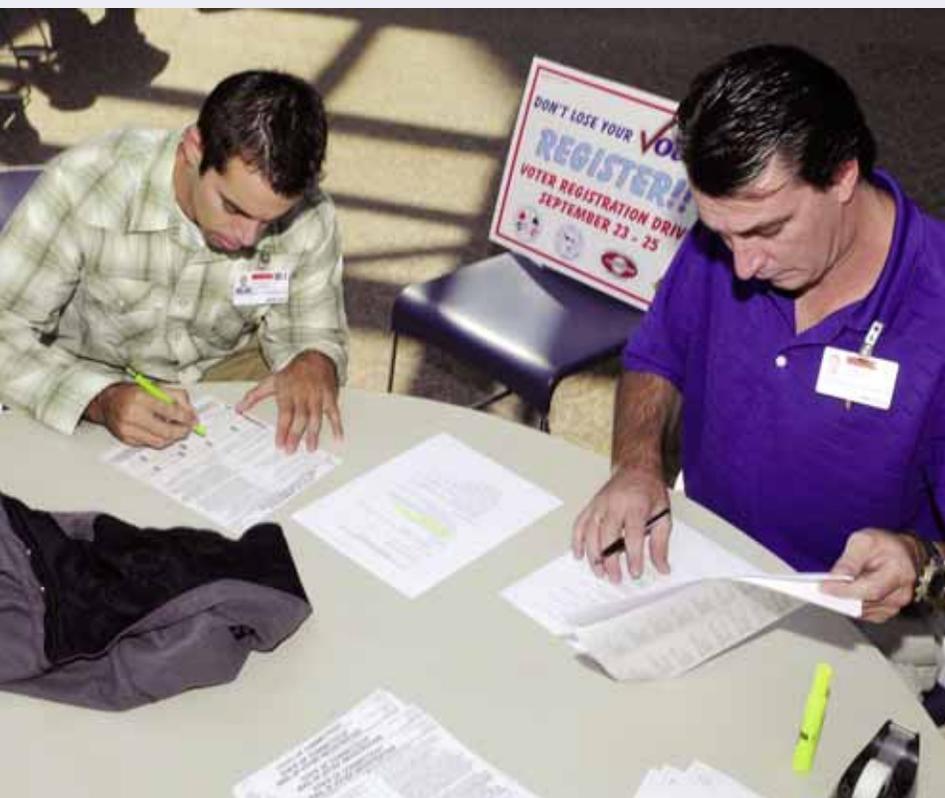
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Earned Hours; Where We Stand



Voter Registrations Double in Groton Campaign

In the Technology Center's third-floor atrium, Joe Darrow (403), right, provides assistance to Jeffrey Hoffman (416), who is completing a form during a recent three-day voter registration campaign conducted in Groton by EB, the MTC and the MDA-UAW. During the drive, a total of 186 registrations were processed, more than twice the number recorded during the last campaign two years ago.

WELCOME TO ELECTRIC BOAT;

Please help welcome the following employees, who have recently joined the company:

- | | |
|------------------------|---------------------|
| 242 William Torres | 453 Gordon Duer |
| 246 Andre Adams | Mark Kieon |
| Richard Cabral | Michael Miller |
| 275 Richard Moore | Jeremy Otero |
| Steven Gelardi | Raymond Pedro |
| 330 Francisco Tatis | 456 Erica Baker |
| 341 Randy Reynolds | Shawn D'Anna |
| 412 Christopher Peters | Nicole Fuhrmann |
| John Plominski | Mary Jo Gironimi |
| 413 Kelly Maher | Evan Sang |
| 414 Scott Levanto | Alexander Woods |
| 431 Ron Cook | 459 Daniel Belber |
| 433 Kinga Szalecki | Dan Bussell |
| 436 Debora MacMurray | David Fahrenheit |
| 438 Duane Caddick | Jessica Longton |
| Julio Colon | Krysta Lounsbury |
| 449 Stephen Arnold | Frank Mills |
| Michael Walsh | Jeremy White |
| 452 Matthew Bergh | 492 Nicholas Szwaja |
| Andrew Bowie | 626 Caleb Reith |
| Amber Bromley | 645 Bryan Goff |
| Amanda Dickson | 795 James Hickling |
| Jeffrey Freitas | |
| Jefferey Lawrence | |
| Steven Smith | |



Al Ruditzky (495), left, discusses NR-1's history with Nathaniel Droesch, seated, a senior quality control analyst and Gary Mayer, principal engineer in the NR-1 project. Ruditzky is holding the ensign NR-1 flew submerged while performing its final mission. NR-1's officer-in-charge, Cmdr. John P. McGrath, presented him with the ensign on the day the submarine left the Groton submarine base for its inactivation at Portsmouth Naval Shipyard.

NR-1 And Electric Boat – A One-Of-A-Kind Vessel And Relationship

Editor's note: Two Electric Boat employees – Al Ruditzky and John Ferreira – have spent most of their careers with the company supporting NR-1, beginning two years before the vessel was launched at Groton. In the following Q&A, Ruditzky discusses his long association with the world's only nuclear-powered research submarine.

How and when did you become associated with NR-1?

I hired into Electric Boat in June 1967 as an associate engineer and was assigned to a structural analysis group performing calculations for component foundations on new ship designs. Submarine NR-1 was being designed and built at that time. One of my assignments in that group was to analyze a revision to the anchor-handling system that could be manually controlled from the sail. Other foundation analyses came my way over time. My

involvement continued over the years with life-cycle support after she was put in service in November/December 1969. I was the on-site structural engineer for the EB Planning Yard at Portsmouth Naval Shipyard in 1982-83 and later joined the program full time as project manager in 1992 near the end of the one and only refueling overhaul.

In general terms, why was the NR-1 built?

It was Adm. Hyman G. Rickover's vision to demonstrate the viability of a small nuclear power plant and the feasibility and value of "man on the bottom" oceanographic research. This vision became a reality in 1969 when Electric Boat launched Submarine NR-1 at the Groton shipyard. This was the culmination of a design/build effort that chal-

lenged the technical and shipbuilding resources available at that time, achieving a unique technological breakthrough that served the Naval and scientific communities faithfully over nearly 40 years.

What capabilities did it have that enabled it to fulfill its missions?

The ship's most significant capability has been its endurance – from nuclear power. The endurance to keep a "man on the bottom" presence for upward of a month, if necessary. And the endurance to sustain the operating environment within the ship and provide the resources to maintain the specialized equipment for each mission.

NR-1 was towed to a site of interest by its surface support ship, which also served as a staging platform for crew and supply replenishment and as a working

laboratory for scientists involved in a particular mission. NR-1 has performed a variety of missions including underwater search and recovery, oceanographic research, and installation and maintenance of underwater equipment. Capable of traveling independently at approximately 4 knots for long periods, this 150-foot vessel studied and mapped the ocean bottom, including the temperature and currents, and gathered other environmental information. To accomplish this work, the ship has four thrusters – two at the bow and two at the stern – to maneuver or hold a steady position on or close to the seabed or underwater ridges, or at the location of a submerged object. It has extendible rubber bottoming wheels to roll along the ocean floor while being propelled by its two outboard electric motors. Three viewing ports, exterior lighting and television and still cameras allow for direct and recordable viewing of the ocean bottom environment. NR-1 also boasts a retractable manipulator arm, fixed and retractable grappels – small and special lifting devices to recover objects for further study. The manipulator can be fitted within various cutting and gripping tools and can also place objects in a retractable work basket for retrieval pier-side and further study.

Can you describe briefly some of its significant accomplishments that are in the public domain?

Within the public domain, NR-1 is credited with recovering weapons from the ocean floor in 1976, participating in the search and recovery of critical parts following the loss of the Space Shuttle Challenger in 1986, the discovery of numerous ancient Roman wrecks along the Mediterranean trade route in 1995 (these explorations were conducted in conjunction with noted oceanographer, Dr. Robert Ballard), an extensive search for the missing Israeli submarine DAKAR in 1997, the demonstration of GPS buoy deployment and ROV deployment and high data-rate wireless connectivity in 1999, and the survey of

the remains of the USS Monitor and USS Akron in 2002. On its last mission, NR-1 searched for the wreck of John Paul Jones' ship, the Bonhomme Richard, which sank in the North Sea following a famous Revolutionary War sea battle.

Do you have any particular memories of NR-1 that stand out?

There are two areas that stand out. One was the integration of the NR-1 Planning Yard functions into the Reactor Plant Planning Yard organization under Glenn Mortoro in 1996. This opportunity brought new administrative and technical oversight to the program and a full-service approach to the platform – strange bedfellows at first, an integrated team in the end.

The second area without a doubt was the teaming relationship between Electric Boat and the NR-1 crews, best summarized in two words – contribution and communication. This relationship was the hallmark of the success this valued platform achieved and my most significant memory. Electric Boat and the NR-1 crew shared a common passion in achieving success in designing a new mission-critical installation, integrating new technology into the ship's existing profile, performing maintenance and modernization on ship's systems and components, often within a tight space, a tight budget and a tight timeframe. And how did we do that? Very simply, each one of us knew that our contribution was worth something to someone else on the team, that our contribution was valued and that we were respected, either as individuals or as part of a corporate effort. Further, we had the luxury of direct contact – by face and name – with the end user. The mission success and safe return of NR-1 crews was, for a while, in our hands. Communication among us all defined our working environment and helped us succeed. That's how we did it and that is what we, who have served NR-1, will continue to do on  Electric Boat activity now that NR-1 has departed.



GD Vice Chairman Tours Electric Boat

During a recent tour of Electric Boat, General Dynamics Vice Chairman Jay L. Johnson, right, listens as senior quality control specialist Bill Cumbee explains how the company manufactures prefabricated portable electrical hangers, employing a timed arc stud welding process. Johnson later "shot" a weld stud using EB's state-of-the-art stud-welding equipment. EB is the only shipyard in the nation utilizing this technology.



Preparing for presentations in the newly refurbished Proposal Development Center are, from left, Dave McCall, director of ship test; Vic Fiebig of the Washington office; Ron Dutton, proposal center coordinator; and Greg Angelini, director of combat and weapon systems.

Proposal Center Makeover Enhances Productivity

Electric Boat's Proposal Development Center, located in the Fairwater Store building, has recently undergone a major renovation designed to improve the operation's efficiency and productivity.

"The upgrades include a new ceiling, lighting, carpeting, furniture and air-conditioning," said Steve Middel, a business development specialist in Dept. 658.

Additionally, he said, the facility can host large development efforts or a couple of smaller efforts, using two connected work areas that have been configured and outfitted for flexibility.

"Each area has conference space, a closed meeting room and work space seating with convenient computer drops as well as telephones, printers, copiers and fax machines," Middel said. "The whiteboard and corkboard-covered walls enable the storyboarding of concepts and informal content reviews, and the seating configuration allows the cohabitation of

the various employees and groups engaged in proposal preparation."

The center most recently hosted the Combat and Weapons Systems team, which was developing a business plan. In addition to storyboarding, the team has conducted facilitated workshops and a red-team review. The final plan is expected to be issued by year end.

Middel noted that co-location of employees during proposals or projects promotes interaction and communication that isn't possible when using separate, dispersed offices. The center also is conveniently located and away from normal office distractions.

"Along with the refurbishment of the proposal center space, we're evaluating and reengineering the associated business-development and proposal-development processes," Middel said. "This review includes benchmarking visits to other General Dynamics units, participation in the GD Business Development

Council and membership in the Association of Proposal Management Professionals (APMP). The aim is to apply best practices and lessons learned to our own proposal-development process," he said.

Ron Dutton, a senior business planner in Dept. 658, is the center's coordinator, with responsibility for its day-to-day operation. He has 12 years of experience in proposal development and has worked on proposals of all sizes for Electric Boat as well as the other Marine Systems units. He is a member of the GD Business Development Sub-Council on Proposal Development and the APMP.

Middel and Dutton both credited the Facilities organization for doing an outstanding job on the renovation. In particular, they praised Frank Dias, the project lead, for coordinating the construction contractors efficiently and professionally, while minimizing disruptions. 🙌

From Supermarket to Shipyard: Muenzner's 50-Year Career At Electric Boat

William F. Muenzner (461) intended to make a career in the grocery business, and spent time as a young man learning every department, from butcher to baker. He'd been promised a promotion if he boosted business at the store where he was working in 1958, and when revenues climbed from \$9,000 a week to \$30,000, he figured he had earned it.

But when the store owner didn't come through, his father-in-law, an Electric Boat employee, suggested he put in an application at the shipyard.

"I actually took a pay cut to come to EB. I started here at \$52 a week, and I was making \$85 when I left the supermarket," Muenzner said. "I thought I was going to be here six months, at most. I figured I would go back into the supermarket business as soon as I found the right job. I always liked meeting new people and I enjoyed the work."

But recently Muenzner celebrated 50 years with Electric Boat with a breakfast hosted by EB President John P. Casey and his staff.

Muenzner has been part of 98 submarine deliveries, starting with the USS Skipjack (SSN-585). He was here before the launch of the first SSBN, USS George Washington, in 1959, and was present as the shipyard ramped up to meet the demands of a Cold War Navy.

"When we had that backup in the 688 program we'd work seven days a week, 11 or 12 hours a day," Muenzner said. "I can remember working 26 hours straight once because we had so much we had to get through."

More than one trip home to Lawrence for Thanksgiving was cancelled because he had to work through the holiday. For him, he said, the company always came first, even during 20 years as a union representative for the MDA-UAW. He prided himself on a record of early settlement of grievances and open communi-



William F. Muenzner

cations with EB management.

"I hope the union always has a good relationship with the company," Muenzner said. "I've gone through three strikes during my time here, and that really hurt. I hope we never have to go through that again."

Wayne Burgess, president, Southeastern Connecticut Central Labor Council, said Muenzner earned a lot of respect for his abilities to conduct union business and then get right back to work.

"Bill was a strong union supporter, a tremendous counselor and grievance man. But he always put the job first. He would work Saturdays and Sundays on the test program if he had to, to get the job done."

The secret to his longevity, is "I've had many good bosses who've worked for me," Muenzner said with a twinkle in his eye. "They tell me, 'Look, Bill, I don't know anything about that, you just go run it.' And it would work out pretty well that way."

Twice he came close to leaving the company. After being hired in mechanical design in 1958, his department faced layoffs in 1960. He almost took a job with Raytheon in Massachusetts, closer to where he had grown up and where he still has family, but a union representative convinced him to apply for one of the openings in design test, where they were hiring, and he got on the career path he has followed ever since.

Then, in 1983 he took a job at Sikorsky during the MDA strike. He had been making \$12 an hour at EB and was hired at \$18 at Sikorsky. When the strike ended, Sikorsky offered him \$21 an hour to stay, but the trips back and forth to Stratford were taking a toll.

"I would have had to move down there, because I was traveling 85 miles each day, and it just didn't seem worth it," Muenzner said. "I'm glad I stayed. I always felt this is my company."

After a half century observing Electric Boat, Muenzner said he has learned to recognize what it takes to succeed at the shipyard. "I met a lot of engineers over the years, and I could always tell who was going places here at Electric Boat. A lot of them are supervisors or managers today."

At the first Master Shipbuilder dinner 10 years ago, when he was recognized for his tenure, Muenzner sat at then-Vice President John P. Casey's table, and he said it doesn't surprise him that Casey runs the company today. He said he's encouraged by the trend of promoting people who have worked their way up through the ranks.

"Mike Toner really turned the place around, bringing in Mike Alu and guys like him – they know the score, they've worked the jobs, and they understand," Muenzner said. "Same thing with Mr. Casey. That's the secret. It's all about who you move along." 🍷

Navy Awards Electric Boat \$286 Million For Nuclear Submarine Support

Electric Boat has received a \$286 million Navy contract for planning yard work, engineering and technical support for nuclear submarines.

The new contract requires Electric Boat to provide design, engineering, material and logistics support, and research and development activities for active U.S. Navy nuclear submarines and submersibles. Electric Boat will also provide information services, planning, scheduling and technical support for submarine maintenance and modernization activities, training and facility support, and affordability/cost reduction support. The contract could be worth \$1.8 billion over five years if all options are exercised and funded.

Work performed under the initial award is expected to be completed by October 2009.

Submarine Base Work Is Worth \$10 Million

The Navy has awarded Electric Boat a \$10.2 million modification to an existing contract for submarine modernization and related work at the submarine base in Groton.

Initially awarded in October 2006, the five-year contract has a potential value of \$201.8 million.

The contract modification calls for Electric Boat to continue performing non-nuclear submarine modernization and repair services at the Naval Submarine Support Facility at the submarine base. Tasks include intermediate overhaul, repair and modernization activities in support of submarines, the Shippingport floating dry-dock and support and service craft. About 270 Electric Boat employees are assigned to the work.

Electric Boat Receives Funds To Continue Nuclear Maintenance Work

The Navy has announced a \$6.3 million modification to a previously awarded contract under which Electric Boat will continue to manage and support nuclear-maintenance work for submarines home ported at the Groton submarine base.

Under the terms of the modification, Electric Boat will continue to operate the Nuclear Regional Maintenance Department (NRMD) at the submarine base through Sept. 30, 2009. The company will provide project management, planning, training, and radiological-control services to support maintenance, modernization and repairs in support of operational submarines. A core group of about 25 Electric Boat employees are assigned to the NRMD, with surge groups of up to 100 shipyard employees for short periods.

The contract was initially awarded in December 2005 and has a potential value of \$100.5 million over four years.

NASSCO Lays Keel Of Third Product Carrier

SAN DIEGO – NASSCO recently held a keel-laying ceremony for its third product carrier. The ship is being built for U.S. Shipping Partners and is scheduled to be delivered in the fourth quarter of 2009.

NASSCO began construction of the ship in July. It will be 600 feet long and have a cargo capacity of 331,000 barrels. The ship will be used in coastal trade, carrying petroleum and chemical products.

U.S. Shipping Partners previously announced that the ship will be named Sunshine State, the state nickname of Florida. Sunshine State will be part of the "State" class of product carriers, all of which are named after state nicknames. The previous two ships are Golden State and Pelican State, named in honor of California and Louisiana, respectively.

Advanced Information Systems To Integrate Ship Mission System For Joint High Speed Vessel

FAIRFAX, Va.

The U.S. Navy recently awarded Austal USA a contract for the detailed design and construction of the Joint High Speed Vessel (JHSV). General Dynamics Advanced Information Systems (AIS), a subcontractor to Austal USA, will be the ship mission system integrator over the life of the expected 10-ship program.

The Joint High Speed Vessel will be capable of transporting troops and their equipment, supporting humanitarian relief efforts, operating in shallow waters, and reaching speeds in excess of 35 knots fully loaded. The vessels will be a joint-use platform operated by both the U.S. Army and Navy.

Under the Navy contract, Austal will design and construct the first 103-meter JHSV. Austal expects options for nine additional vessels to be exercised between FY09 and FY13.

Advanced Information Systems will design, integrate and test the ship's electronic systems including an Open Architecture Computing Infrastructure (OpenCI), internal and external communication, electronic navigation, aviation and armament systems. AIS will leverage its integration experience and open computing infrastructure from its work on the General Dynamics' Littoral Combat Ship program. 🌊

Patterson Is Honored At Conference For Women Of Color

An Electric Boat supervisor was recognized as a Technology All Star at the annual Women of Color in Science and Technology Award Conference held recently in Dallas.

The honoree was Gussie Patterson, a supervisor in the company's workers' compensation organization.

The award conference is conducted by the Career Communications Group of Baltimore to recognize outstanding achievement by women of color in companies across the country.

Patterson joined Electric Boat in 2000 after the company decided to manage workers' compensation issues internally, rather than through an outside firm as it had in the past.

"Electric Boat has given me great opportunities," said Patterson. She spoke in the office of President John Casey, who wanted to congratulate her on her achievement. "After I joined the company, within a year's time, I was promoted to supervisor. So I've been very fortunate," she said.

Patterson was recognized specifically for:

- ▶ Coordinating the completion and distribution of the Electric Boat Health Care Provider Resource Guide and presenting the guide at National Shipbuilding Research Program conferences in Newport, R.I., and New Orleans
- ▶ Developing, implementing and maintaining an automated restricted-duty report for distribution to management and administrative personnel.
- ▶ Managing the transition of SSGN workers' compensation claims from Norfolk, Va., to Groton.

Patterson's community contributions include membership in the Historically Black College Alumni organization and serving as superintendent of the Children Church Ministry at St. Johns Christian Church in Groton.

"You've been recognized for your work at Electric Boat and now you're being recognized at the national level," said Casey. "Your individual success is inspirational to me as a leader and I wish you the very best." ✨



Gussie Patterson

Retirees

355	William T. Arruda 35 years Prod Planner	452	Frank G. MacDonald 29 years Supervisor, Design	472	Thomas C. Nunes 45 years Supv Eng Services	904	Frank G. Colalella 33 years Install Mech I
403	Peter J. Meyer 16 years T/A Tech Writing	456	Leo A. Girard 5 years Electrical Designer	505	Richard E. Barnaby Sr. 5 years Janitor	921	Edward J. Grassia 33 years Struct Fab Tech III
411	Mike C. Tsao 13 years Engineer Senior	459	Ronald Arner 43 years Design Tech - Struct	610	Kathleen A. Edgley 34 years Accounting Asst	921	Frank Staples 32 years Struct Weld Appr
452	Sandra L. Cosby 22 years Piping Sr Designer	459	Russell G. Nelson 14 years Arrgt Sr Designer	706	Donald C. Paugh 13 years Supv Eng Services	957	Maria C. MacWilliams 17 years Prod Planner
452	Deborah E. Jones 14 years Pipe Sr Des Spec	460	William R. Harring III 23 years Sr Engineer	745	Dana J. Jacques 33 years Planning Specialist		



Brian Spink

O. P. Robinson Jr. Memorial Award • Brian Spink

Brian Spink is the recipient of the 2007 O.P. Robinson Award for the Outstanding Varsity Athlete of the Year.

One of the founding members of the EBAC Varsity Snowboard Team in 1999, Spink has been an integral member since then. He also has won his age division in the National Master Championships in 2004, 2005 and 2007.

While not snowboarding for the varsity team, Spink is a member of the interdepartmental basketball, darts, softball and golf teams. He also is a past member of the EBAC Running Club, and Tennis and Volleyball leagues.

Outside of EB, Spink races in the USASA Snowboarding Circuit and has won the regional championships in his age group from 2006 - 2008.



Kana-Grace Harden

Dorothy Bliven Award • Kana-Grace Harden

Kana-Grace Harden is the Winner of the 2007 Dorothy Bliven Award, which is given annually to the Outstanding Female Athlete.

Harden is a multi-sport athlete who competes year round. As a member of the Varsity Women's Running Team since 2006, she has been a top finisher at various corporate races, including the Hartford Corporate 5K and CVS Downtown 5K, and was the top individual performer for the running team in 2007.

Harden continues her athletic pursuits in the winter as a member of the Varsity Snowboard team and earned an invitation to the NASTAR National Championships where she placed first in her age group.

Additionally, Harden paddled in the EBAC Canoe Club's annual Run of the Charles, a 24-mile relay race. The EBAC team took first place in the mixed division.



Jon Carr

Walter J. Harvey Memorial Award • Jon Carr

An excellent athlete and top-level player in Interdepartmental Floor Hockey and Softball, Jon Carr is the recipient of the 2007 Walter J. Harvey Award.

Carr has served as a coach, co-commissioner, scorekeeper, referee and player, with more than 155 goals and 93 assists. In 2007, he was the EBAC Floor Hockey A league regular-season MVP and led his team to the playoff championship.

Carr also plays for the EBAC Interdepartmental Softball A division team, GMI. His batting average is .531, with 28 RBIs, 34 hits, 21 runs, 12 doubles, three triples and two home runs. Additionally, he plays in the billiards league and has been on the EBAC Executive Board since September 2004.



Liz Bove

Frank N. Kelly Award • Liz Bove

Liz Bove was presented with the Frank N. Kelly Award in recognition of her support of the EBAC. As an active EBAC member for more than 40 years, she has served on countless committees, most recently on the Hall of Fame Committee, Athlete of the Year Committee, Banquet Committee and the Communication Committee.

Bove also has been commissioner of the Bowling League, chairperson of the annual EBAC Bowling Tournament for more than 30 years and a member of the EBAC Executive Board, also for more than 30 years. She has served in all five EBAC officer positions and was the club's 24th president. In 1995 and 2001, she received the President's Award.

On the athletics side, she was awarded the 1971 Dot Bliven Award, and was inducted into the EBAC Hall of Fame in 1993 for her accomplishments in bowling, volleyball and fast pitch softball. For her work in support of the EBAC, she was awarded the Frank N. Kelly Award in 1993.



EBAC President's Award Edward Leight

Ed Leight received the EBAC President's Award in recognition of his support for the club and his service on the executive board of the EBAC, which he joined in September 2007.

Leight left the company in August and has been greatly missed since then by the EBAC Board.

The Liz Bove Service Award

Established this year by President Lynn D'Amato, these awards are presented to active Electric Boat Athletic Club officers, executive board members, commissioners or managers who have dedicated 20 continuous years of service to the club.

The recipients were:

Elizabeth Bove

Pete Volkmar

Ed Tanguay

Joe Harcut



Electric Boat President John Casey, Three Rivers Community College President Grace Jones and acting MDA-UAW President Bill Giustini sign a memorandum of agreement establishing a partnership that enables apprentice designers to earn their associate's degree. At the far left is Manager of Training Cathy White, who was instrumental in developing the program.

Cooperative Program Allows Designers To Complete Apprenticeships, Earn Associate's Degrees

Electric Boat, the MDA-UAW and Three Rivers Community College (TRCC) have established a partnership that enables designer apprentices to earn associate's degrees in engineering technology while the company pays the cost.

At a ceremony held recently at the Technology Center to officially kick off the program, Electric Boat President John Casey said the partnership reflects the company's commitment to training and education, and demonstrates the active role the state is taking to build the educated workforce that will be required to compete and succeed in the current and future business environment.

Manager of Training Cathy White said the five-year program includes more than 8,000 hours of on-the-job training, more than 2,000 hours of design-specific instruction and 720 hours of classroom training.

The Electric Boat-specific content is taught on-site by company instructors, while the academic classes are taught by TRCC staff, White said. Program participants attend classes during the work day, receiving training directly related to their careers. When they complete their apprentice programs, the participants should be able to complete the requirements for their associate's degree in about a year, said White.

Nearly 160 MDA members are taking part in the program, attending classes on company time and at their normal pay rate. Tuition costs are fully paid by the company for apprentices who earn grades of "C" or better, White said.

Additionally, the program is structured to allow participants who have obtained their associate's degrees to pursue four-year degrees in industrial technology, engineering technology or engineering through the company's tuition reimbursement program.

Acting MDA-UAW President Bill Giustini expressed support for the program and the cooperative relationship between the union, company and the community college. TRCC President Grace Jones said the agreement demonstrates the school's commitment to local business and industry and "continues to grow what is the future work force for this area."



HEALTH MATTERS

Bob Hurley, MD
Medical Director

Let us rise up and be thankful, for if we didn't learn a lot today, at least we learned a little, and if we didn't learn a little, at least we didn't get sick, and if we got sick, at least we didn't die; so, let us all be thankful.

– Buddha (563 - 483 BC)

Thankfulness

With the news emanating from our wobbly planet it's not surprising that some individuals are consumed with negative thoughts and worry. Those searching for inner peace and stability have returned to Western values espousing a virtuous life. And of the many virtues we hold dear in our culture, two worth considering this time of year are thankfulness and humility.

Humility

I'm certain many would not easily attribute doctors with this virtue. Of course doctors haven't done themselves any favors over the past 200 years with their proclivity towards utilizing eponyms for disease states. Those accused of this vice might argue that it is a time honored tradition to memorialize a discovery with the author's name. Others will cite the French neurologist Jean-Martin Charcot, roll their eyes and offer as explanation and defense the preposterousness of medical humility.

While fitting that he should be known as the "the founder of modern neurology," it's a little unsettling that more than 15 medical eponyms are named after him. Yet the one disease not named for him was his greatest discovery, the devastating chronic demyelinating disease called Multiple Sclerosis (MS).

Multiple Sclerosis

MS typically presents in adults between 20 and 45 yet can occasionally present in childhood or late middle age. Twice as many women are affected as men, and persons of Northern European descent appear to be at highest risk. MS occurs in either of two ways, a slow, gradual or sudden onset type.

The presenting symptoms can be dramatic such as the loss of vision in one eye with severe pain. The individual may have abnormal sensations over the entire body, weakness, and impaired coordination. Additional signs and symptoms may include bladder urgency or retention, constipation, sexual dysfunction, fatigue, depression, double vision, clumsiness, and Lhermitte's sign (electrical sensation down the spine on neck flexion).

Although there are some unfortunate cases in which the disease is

progressive from the onset, MS is frequently overlooked, as the initial symptoms resolve spontaneously in most patients. Relapses with symptoms as above recur within several months to years often leading to a workup and definitive diagnosis.

Diagnosis

Doctors make the diagnosis of MS based on the presence of central nervous system (CNS) lesions. These lesions affect function in different parts of the body (eye, leg, bladder) and occur at different times. There is no universally accepted and dependable test for the diagnosis of MS. This lack of a definitive test leads to confusion in both doctors and patients as many conditions may mimic the disease. Therefore, what doctors do rely on is a combination of clinical signs and symptoms supplemented by the findings of certain studies such as magnetic resonance imaging (MRI).

A brain MRI scan is the most useful test for confirming the diagnosis of MS. MS lesions appear as areas of brilliant whitish signals, predominantly in the cerebral white matter or spinal cord. The MRI's ability to reveal these bright lesions called plaques is the strongest case for the diagnosis of MS. Recent recommendations suggest that an MRI should be obtained after a likely MS attack to see whether a new lesion appears.

In addition, there are special electrical stimulus tests that can test the speed of the brain or nerves. Myelin wraps around nerves and brain tissue and in doing so confers speed to the communications. When demyelination occurs along the length of a nerve (such as the visual, auditory, and sensory systems) the symptoms of MS appear.

Utilizing special electrical tests called "evoked potentials," doctors

can demonstrate the absence or presence of plaques in the nerves. Often these tests are the only way to give objective evidence to the subjective complaints of an MS patient.

Blood or cerebrospinal fluid analysis is less helpful but is factored into the overall clinical picture. Two parameters that are often drawn for analysis are Immunoglobulin G and oligoclonal bands, which are found in higher concentrations in MS patients. Neither is specific for the diagnosis of MS and these and other peripheral blood tests are often used to exclude other diseases.

Relapses

In a patient with an apparent relapse of MS, it is important to rule out a treatable infection such as sinusitis, bronchitis, or urinary tract infection. These patients also respond to physical therapy as it improves function and quality of life independent of drug therapy. Supportive care in the form of counseling, occupational therapy, advice from social workers, input from nurses, and participation in patient support groups are all part of a united health-care team approach to the management of MS.

Don't Do It

Patients with MS often are tempted to try alternative therapies such as special diets, vitamins, bee stings, "off-label" medications or acupuncture. Although definitive proof of the effectiveness of these treatments in MS is lacking, patients sometimes use them in a complementary fashion. The point is that no MS patient should rely on alternative therapies exclusively as these practices will deny them therapies that have been shown to be effective.

Therapy

Accumulating evidence indicates that the best time to initiate disease-modifying treatment is early in the course of MS. Data indicate that irreversible nerve damage may occur early in relapsing-remitting MS. This is abated when drug therapies are utilized as they are best at preventing new lesion formation rather than repairing old lesions.

With disease progression, the autoimmune response of the disease may become more difficult to suppress. Both intramuscular interferon beta-1a therapy and subcutaneous interferon beta-1a therapy have been shown to reduce the cumulative effects of MS when initiated early. The National Multiple Sclerosis Society supports using these drugs at the time of diagnosis.

For those with MS the news is mixed. The ability to diagnose and treat the disease has improved considerably in the past 10 years because of the availability of MRI and partially effective drug therapies. On the other hand, the noninflammatory types of MS do not have adequate maintenance therapies at present.

And What of Thankfulness?

Well ... at least I didn't get sick today. Nor do I have to shoulder the burden of a chronic disease like many employees and family members at Electric Boat.

If there is interest in a MS support group (or any support group for that matter) at Electric Boat, please contact Doria Sklar for the available days and times of the Health and Wellness Facility (Building 75) or the Yard Hospital conference room. 🍷

Virginia-Class Program Office Earns Third Packard Award For Acquisition Excellence

The Navy's Virginia Program Office received the 2008 David Packard Excellence in Acquisition Award during a recent ceremony at Fort Belvoir, Va.

The award recognizes Department of Defense civilians and/or military organizations, groups or teams that demonstrate exemplary innovation and best acquisition practices. The Virginia-class Program Office has now earned the Excellence in Acquisition Award three times, with the previous honors received in 1996 and 1998.

"The Packard award is the highest honor that an acquisition program can receive and I am thrilled to be able to accept this on behalf of the Virginia-class team," said Capt. Michael Jabaley, Virginia-class program manager. "This award is in recognition of the great work accomplished by the program office, contractors, and shipbuilders who are dedicated to providing the warfighter with the best possible submarine at the best cost," he said.

"Earning the David Packard Award speaks volumes to the quality and ability of Virginia-class Program Office, the government support structure, and our shipbuilding partners," said Rear Adm. William Hilarides, program executive officer for submarines. "Their hard work has saved the Navy billions of dollars and ensured an active and robust submarine force." 🍷

Classified

AUTO PARTS

LEER fiberglass cover for Dodge Dakota truck bed. 1997-2004. 6-1/2 feet long. \$600 OBO. 691-0738 or 917-3383 after 5 PM.

SEARS CRAFTSMAN tool box for a compact pickup truck. This is the Deep Model #9-59888 truck box that will greatly increase the storage capacity of your truck. Ideal for both the homeowner and contractor. At \$150, this is a great deal. 536-2982.

TRUCK step bars with turn signals. Fit 02 to 08 RAM 1500 and 03 to 08 RAM 2500/3500. Easy bolt-on installation. 642-4165.

FURNITURE

SOFA. Celery green, excellent condition. \$300 or best offer. Rockers (2). Excellent condition. \$100 each OBO. 437-3489 after 5 PM.

MISCELLANEOUS

AMERICAN Girl Doll clothes & furniture. New porcelain doll, dollhouse furniture, Fisher Price dollhouse, 1960s Barbie dolls, Mickey Mouse earrings. 401-596-5788.

FIREWOOD (seasoned), mostly red oak. Cut, split and delivered for \$225 a cord. Before 5 PM, call 715-1299; after 5 PM, call 401-377-9055.

HARLEY Davidson motorcycle hat. New XXL Wear Guard men's car coat. Wear Guard men's pants, size 44. Ladies new fake fur scarf. 401-596-5788.

PIANO. Small upright. If you can remove from house, you can have it. 445-0285.

ROTOTILLER. Troy Built 5 HP Horse model. Original owner. Have plow for it. \$350. 445-0285.

UCONN women's basketball. 1995 - first championship 35-0 season, autographed by the entire team

and coaches. Includes two souvenir magazines, video, and two sets of team player cards. \$500. 642-6551.

WHITE VINYL shutters, used. 6 pr., 55"; 1 pr. 43"; 1 pr. for door. \$100 for all. 464 8301.

YOUTH'S BIKE. New 20" Firestorm with training wheels and helmet. Was \$135 new. Asking \$100 OBO. 884-1745.

REAL ESTATE/RENTALS

NIANTIC. Back Point. Guest house, furnished, one BR, two Baths, appliances, off-street parking, electric / wood heat. \$1000/month. 642-7886.

PAWCATUCK apartment for rent. Newly renovated. 2nd floor. In town. Off-street parking, appliances with hookups for washer & dryer. Heat & hot water included for \$900 (first, last, security deposit & references). No smokers; no pets. 599-2084.

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

CATEGORY choose from

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

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.

EB Business Ethics and Conduct

Information Technology

Like all of our other assets, our information technology is a company resource that must be used only to further our company's business. You should never use our technology or systems to support a personal business or political venture. We protect our computer systems from unauthorized access by outsiders. Most of the software we use is licensed for business use only. Unless specifically permitted, software programs may not be copied for business or home use or shared with others.

When using information technology, you have the following responsibilities

- ▶ Safeguard all computer equipment and data;
- ▶ Do not use software for which we do not have a license;
- ▶ Do not share computer passwords;
- ▶ Do not copy or distribute software for business or home use unless specifically authorized by the software license.

Report information technology violations to your supervisor, union steward, Human Resources or Security.

Remember - when in doubt always ask.

EB Ethics Director Frank Capizzano (860-433-1278) is also available to assist anyone with questions or issues that may relate to ethical decision making regarding the use of information technology. The GD 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 ethical violation. 



Celebrating the Season with Holiday Turkeys

Quonset Point employees Mary Crisostomi (970) and Leonard Tougas (921) exchange greetings during Electric Boat's annual holiday turkey distribution. The company tradition dates back to the early 1990s.

Service Awards

45 years

411 Larry A. Yering
459 Ernest L. Currier

40 years

229 Raymond C. Bennett Jr.
230 Milton T. Joyner
429 Edward W. Kazlauskas
494 James W. Fletcher

35 years

226 John K. Hegel
229 Robert J. Day
230 John D. Hislop Jr.
241 Thomas R. Frink
251 John H. Turner
252 Robert H. Autotte
252 Robert W. Dion
252 Alan F. Lisee
274 Charles W. Collins
274 Paul J. Evering
330 Juanita S. Ambrose
330 John D. Grispingo
330 Percy E. Tucker Jr.
333 Douglas D. Dellarocco
404 Brian J. Campbell
404 Joan C. Gardner
447 John F. Caporicci
447 Carol A. Ross
452 Leonard A. Wright

459 William F. Bucacci
610 Charles N. Mariano
642 Michael E. Marr
648 Judithe A. Praguski

686 Lois Adams
686 Barry C. Espeseth
795 Mark P. Caise
921 Terrence J. Lee

30 years

243 Allen R. Main
252 James I. Mattos
252 Lance A. Sistare
274 Philip S. Balizet
355 Ida E. Madison
413 Robert M. Thomas
423 Reinaldo Iturrino
452 Kenneth C. Hersey
904 James R. Cimaglia
904 Robert R. Picard

904 Keith A. Rice
921 Ruth E. Correia

25 years

226 Darrell E. Stevens
229 John F. Lucy
229 Paul G. Miller
243 Vincent A. Giglio Jr.
252 Lona M. Bessette
321 Thomas V. Piche
355 Gabriel M. Fleming
403 Patricia R. Neal
411 Francis K. Bennett
434 Pieter J. Van Dine
452 Steven K. Ainslie
452 John J. Bond Jr.
459 Felix Marinelli Jr.
463 Peter A. Medas
473 Brett L. Stolpe
474 Wayne E. Sheldon
492 Lance M. Johnson

613 John A. Shea
670 Mark A. Homand
915 William J. Rondeau

20 years

227 Joseph Courchaine
241 Leroy K. Cousens Jr.
341 Jeffrey A. Beacham
433 Anthony P. Besterici Jr.
438 Kevin J. Krug
456 Aaron C. Homsher
496 Lisa E. Klappholz
702 Michael W. Shepherd
705 Herbert W. Larson
741 Barry L. Vigneau
901 Brice V. Rodgers

Apprentice Instructors Are Recognized

Electric Boat's Training Department recently held a ceremony to recognize the contributions made by the instructors in the MTC and MDA-UAW apprentice programs. The employees honored have trained apprentices for more than five years in subjects including blueprint reading, trade theory, welding theory, computer applications, metallurgy, ships' systems, safety, engineering drawing and communications skills. These employees contributed to the successful MTC classes of 2006 and 2007. Shown in the photo are, front row from left, Jonathan Cumberland (496), Frank Briggs (417), Al

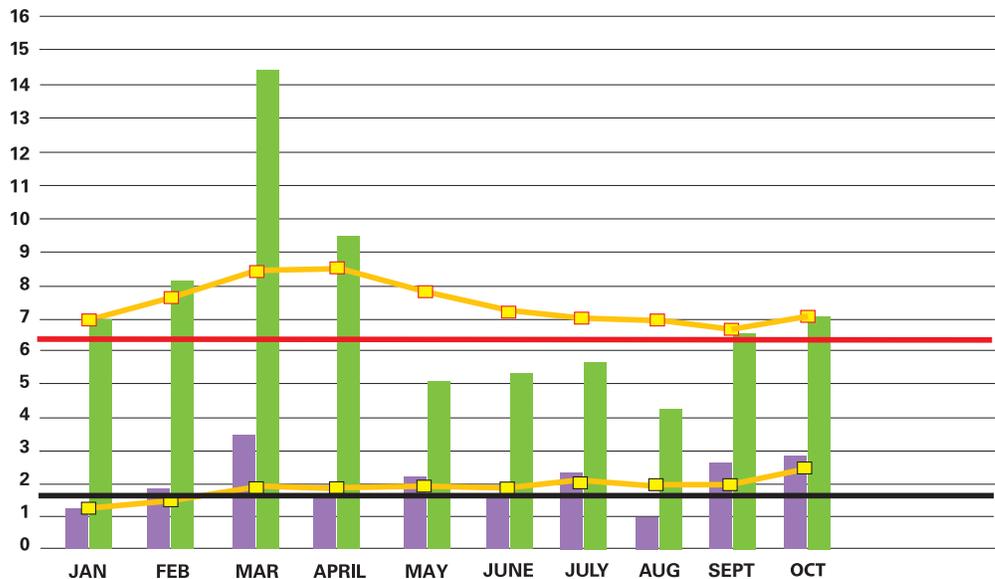


Choate Jr. (241), Rick Warga (642), John Wilson (649), John Gullotti (341), Doug Bourque (100) and Paul Spada (431). In the back row are, from left, Charles Roberts (456), William Amburn (241), Al Hollandersky (642), Alex McDonald (508), Donald Berry (229), Thomas Rettig (241), William Wood (453), Steve Riley (459), Ken O'Brien (645), Paul Demers (453), Cheryl Moreau (642), Don Lumpkins (210) and Les Ahern (920). Missing from the photo are Larry Van Leaven (341), A.J. Hocking (459), Michael Marr (642), Chuck Jones (244), John Skobrak (642), Dave Bennett (413), Mark Ciliano (459), Lefty Sostre (251), Clive Elliot (459), Allen Hopfer (355), Bo Miller (648), Liz Owens (226) and Alan White (463).

2008

ELECTRIC BOAT CORPORATION INJURY INCIDENCE RATES

- 2008 LWIR MONTH
- 2008 RIR MONTH
- 2008 LWIR YTD
- 2008 RIR YTD
- 2008 LWIR GOAL
- 2008 RIR GOAL



RECORDABLE INJURIES FOR 2008 = **623**
 RECORDABLE INCIDENCE RATE YTD = **6.94**
 2008 GOAL = **6.35 or less**

LOST TIME CASES 2008 = **186**
 LOST WORK DAY CASE RATE YTD 2008 = **2.07**
 2008 GOAL = **1.70 or less**