

JULY 2009



## LEARNING TO DRIVE

*During their recent tour at Groton, General Dynamics Chairman Nicholas D. Chabraja, bottom, and GD Senior Vice President Phebe Novakovic stopped at Building 30 where they learned how to take a submarine through a series of standard and emergency maneuvers using the Virginia Fly By Wire Ship Control Station. Providing guidance are, from left, Jon-Paul Labrecque (441), Dave Kanen (448) and Robert Gwin (448). See related photo on page 2.*

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## GD Chairman Chabraja Visits Electric Boat

Nicholas D. Chabraja, General Dynamics chairman; David K. Heebner, executive vice president – Marine Systems; and Phebe N. Novakovic, senior vice president – Planning and Development; visited Electric Boat recently for a series of business briefings and tours of the submarine Missouri (SSN-780), Building 260 improvements, the ship-control lab and the COATS facility. Gathered for a photo during the tours are from left, David Heeber, EB President John Casey, Phebe Novakovic, Nicholas Chabraja, R.C. Miller, Ron Donovan, Bruce Hart, Brian Canavan, Vasco Castro, Tom Cimalore, Mike Alu and Mike Nowak.

# WELCOME TO ELECTRIC BOAT;

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

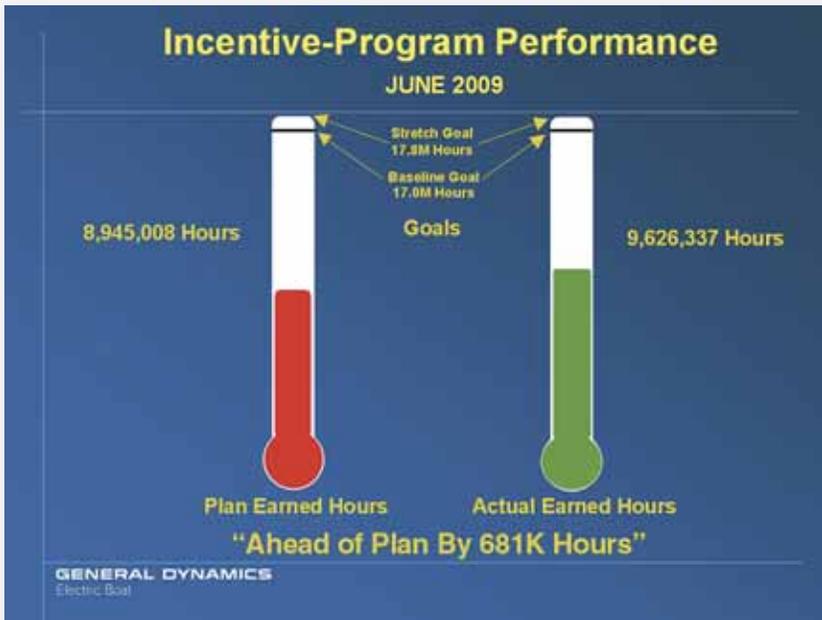
226 Patrick Houlihan  
 251 Isaac Davis  
 Domenic Fiano  
 252 Scot Haeseler  
 323 Farala Alvarez  
 333 Brian Rabell  
 410 Mark Scarzella  
 Brad Southhard  
 411 Paul Berlam  
 412 Jonathan Wenderoth  
 413 Kyle Anderson  
 Daniel Desaulniers  
 Jeremiah Larrea  
 Devin Lavore

Mark Taylor  
 Ildi Telegrafi  
 414 Kevin Black  
 Eric Dubs  
 Kyle McLaughlin  
 415 Jordan Brady  
 John Landreneau  
 Drew Mahoney  
 Chesterfield Seibert  
 416 Lawrence Lewis  
 Matthew Liberatore  
 Charles Lindgren  
 425 Michael T. Fecteau  
 427 Anthony Bishop  
 Michael DiVergilio

Craig Haverly  
 429 Socheata Kim  
 431 James Draper  
 Taeil Kwak  
 Michael Matsushima  
 433 Alden Clark  
 Richard Laukaitis  
 Colin Sanders  
 435 Joshua Spencer  
 447 Jodie Breton  
 Thomas Clancy  
 Kethleen Pepin  
 448 Peter Frederickson  
 William Perry

449 Ryan Kennedy  
 453 Chance Holland  
 456 Matt Allard  
 Ryan Ludlam  
 459 Benjamin Alling  
 Matthew Restivo  
 460 Nicholas Louka  
 462 Nathan Henry  
 Kevin Wilby  
 463 Matthew Fowler  
 464 Brian Szczur  
 473 Devin Maloney  
 Timothy Thompson

492 Tomasz Dmoch  
 Trisha Griffith  
 Evan Lehr  
 Mark Lombardi  
 Megan Turner  
 494 Brian Dumas  
 501 Bruce Crisp  
 Kevin McGill  
 505 Ryan Moran  
 626 Brittany Baker  
 William Heyniger  
 Bryan Rogers  
 684 Christina Grillo



## Electric Boat **NEWS**

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## Earned Hours: Where We Stand



### *Bug On The Building*

*A super-size version of what's known as the EB Bug is now affixed to one of Building 260's doors. Built in the Quonset Point sheetmetal shop, the unofficial company logo is 35-feet tall, 33-feet wide and weighs nearly 3,000 pounds. It's shown here as USS Hawaii (SSN-776) passes by the waterfront. Look for it if you're driving north on Route 95 from New London to Groton or if you're in the Groton shipyard.*



## Electric Boat Employees Support Student Innovation

As he walked the floor of the Connecticut Invention Convention in Storrs this year, U.S. Rep. Joseph Courtney, D-2nd Conn., said he was struck by the ingenuity of so many of the young people. One young man whose brother kept stealing things out of his backpack rigged up a backpack alarm that warned him whenever it was being raided.

“If you have those kinds of creative skills, there are so many more options that you have in the workplace,” Courtney said. “In Connecticut, we can’t drill for oil or mine for coal. We have to rely on our human capital and innovation. And this program is making sure we will be able to do that in the future.”

Courtney also said that he was delighted to discover that Electric Boat was so well represented among the corps of judges at the convention, held each year at the Gampel Pavilion at the University of Connecticut.

“You have to start at the very youngest age possible to interest students in math and science, and I tip my hat to the people at Electric Boat who are doing that,” Courtney said. “You really understand this is important for the company, and it’s important for Connecticut.”

Courtney and the leadership of the Invention Convention came to Electric Boat recently to thank 16 people who volunteered to judge the inventions that had been selected as the best of the projects

*Electric Boat employees who volunteered as judges in this year’s Invention Convention were honored recently at a recognition event. Among those honored were, in the front row from left, Marlene Milesko, Bruce Dora, Gary Baril, EB President John Casey, U.S. Rep. Joseph Courtney (D-2nd Conn.) and Pete Massalin. In the back row are, from left, Matt Bilodeau, Joe Golub, Pete Larkin, Matt Woodka, Paul Scott, Charles Baumgartner of the Invention Convention organization, Pete Halvordson, VP — Engineering, Frank Zolenski and Doug Bourque.*

*continued on page 7*

# Steel Trades 'Kick Butt' On Missouri Assembly

When the Missouri's pressure hull was completed in May, it broke all records for schedule – at 64 weeks from arrival of the first major module in Groton, it was more than twice as fast as the first of the class, USS Virginia. But it was no surprise to General Foreman Bob Burkle (229), whose team implemented five process improvements that have dramatically shortened the hull-butt welding process.

“Building better submarines in less time – that was the principle that we started with, that has guided us for years, and it is still our goal,” Burkle said. “And as with any process improvement, you're never really done. We're still looking for ways to do it better.”

One of the improvements, for instance, involved using a plasma cutting torch on a robotic welding machine with “TEACH” capabilities (the torch is taught where to go and is moved by computerized servo robots, versus the welding operator manually moving the torch), which cut two days from what had been a five-day hull pairing evolution. The improvement also improved safety and quality, while reducing cost and schedule.

“I'm a firm believer that the person doing the job knows the best way to do it, and that's where we're getting most of these ideas,” said Foreman David 'Doc' Holliday (229).

Previously, he said, hull butts were prepared for welding with an oxy fuel cutting tractor and a torch that was manually moved by the operator. This required clearing employees from the area because flames, slag and smoke were so intense.

“The plasma cutter with ‘TEACH’ is more precise, cleaner and uniform, and needs less manual movement by the operator,” said Holliday. “Most importantly, it's much safer,” he said, explaining that the sparks and slag are contained in a burning box that travels with the plasma cutting head. “It's the difference between cutting something with a chainsaw and cutting butter with a hot knife.”

Dept. 229 is now working with the servo-robotic welding machine manufacturer to design a second-generation system intended to enhance the welding and plasma-cutting operations, further improving the equipment for future ships.

In addition to the use of the plasma cutting head on robotic weld machines with “TEACH” capabilities, other improvements implemented on Missouri for the first time were:

▶ New hull staging, which can be installed and removed in less than four hours, a reduction from the eight days required to stick-build the old enclosures. In the new system, utilities are part of the enclosure, ventilation and lighting is on board, and everything needed to support computerized welding and plasma cutting/gouging equipment is part of the module. “If you're in the steel trades, it's a stairway to heaven,” Burkle said.

▶ The use of pre-heat strips on the outside of the ship only. After extensive review it was determined that the requisite heat on the surface being welded could be maintained without putting the heater strips on the inside of the ship, which reduces the installation time and keeps temperatures lower inside the ship, improving safety.

▶ Ventilation systems are now pre-engineered and pre-loaded in the hull sections before pairing. This improvement increased efficiency among all trades within the ship.

▶ As many as 30 block tacks were formerly installed during the hull-butt pairing process until the permanent welds were in place. A process review determined that only six or seven are actually needed, reducing both the installation and removal times for block tacking. “It removed a lot of non-value added work,” Burkle said. “If we can eliminate work that's not necessary, that helps a lot on schedule and cost, and ultimately safety.”

Another significant contribution to accomplishing PHC ahead of schedule was the decision by Ron Donovan, Mike Alu and Mike Nowak to move the ship one week earlier than scheduled, before Easter weekend, to pair sections 5 and 6. “We also cannot forget about the hull-mounted staging, manufacturing engineering and rigging support, for its first time use on Missouri was outstanding. Special thanks should go out to Ron Vaughn and Jim Sammons,” Burkle said. 🙌

“I'm a firm believer that the person doing the job knows the best way to do it, and that's where we're getting most of these ideas”;

David 'Doc' Holliday (229),  
Foreman

# MARINE NEWS ROUNDUP



## Electric Boat Is Awarded \$22 Million by U.S. Navy For Repair Work On USS Hartford

Electric Boat has been awarded a \$21.6 million contract modification by the U.S. Navy to perform material procurement and repair work on USS Hartford (SSN-768), a Los Angeles-class attack submarine damaged in a collision March 20.

Under the modification, Electric Boat will perform off-hull fabrication of the port retractable bow plane as well as material procurement and off-hull fabrication of the sail to restore USS Hartford to full-service condition. Work is expected to be completed by January 2010.

The contract initially was awarded May 21; with this modification, the total value is now \$37.4 million.

## USS Hartford Arrives At Shipyard For Repairs

Line handlers Craig Loson, front, and Richard Littlefield, both from Dept. 252, help guide USS Hartford (SSN-768) into position in Graving Dock 3 after the submarine's arrival at the shipyard earlier this month for repairs following a collision with another U.S. Navy ship.

## GD AIS Wins \$10 Million Contract to Upgrade Submarine Weapons Control System

FAIRFAX, Va. — General Dynamics Advanced Information Systems AIS) has been awarded a \$10.2 million first-year contract of a multi-year award by the U.S. Navy to provide upgrades to the submarine weapons control system (WCS) portion of the AN/BYG-1 submarine combat system.

“AIS will develop weapons-control software and commercial off-the-shelf hardware upgrades for the AN/BYG-1 combat system on several classes of submarines. The AN/BYG-1 integrates the tactical control, weapons-control and tactical-network subsystems on U.S. Navy and Royal Australian Navy submarines. The weapons-control system is based on the AIS open architecture and open business model approach, which facilitates system enhance-



# Student Innovation

continued from page 4

ments using modular and open architectures and flexible business strategies to enhance competition.

“By leveraging our experience from our work on other U.S. Navy submarine weapons-control contracts, we will deliver a highly reliable and innovative solution that will significantly improve the warfighter’s capabilities,” said Lou Von Thaer, president of AIS.

The majority of work under this contract will be performed in Pittsfield, Mass., Fairfax, Va. and Middletown, R.I. If all options are exercised, work under this contract will be completed by December 2018.

## Bath Iron Works Receives \$33M Contract For Lead Yard Services On The DDG-51 Program

BATH, Maine — The U.S. Navy has awarded Bath Iron Works a \$33.1 million contract to provide ongoing Lead Yard Services for the DDG-51 Arleigh Burke-class AEGIS Destroyer Program. This option modifies a contract initially awarded in November 2005.

BIW has provided program management, engineering and design support for Arleigh Burke-class ships under the Lead Yard Services program since 1987, supplying technical assistance in the interpretation and application of the detailed design developed by BIW, the lead shipyard for the class. This award includes work associated with DDG-51 restart and upgrades associated with AEGIS combat systems. 🍀

submitted by 10,000 students from kindergarten to eighth grade in more than 100 schools.

Among those honored were Gary Baril, Joseph Golub, Mark Zecco, Paul Scott, Philip Brant, Doug Bourque, Peter Larkin, Marlene Melesko, Peter Massalin, Bruce Dora, Matthew Bilodeau, Gary White, Richard Moore, Julie Walker, Matthew Woodka and Frank Zolenski.

Pete Halvordson, VP — Engineering, said a 2005 book by Thomas Friedman, “*The World Is Flat*,” talked about how the speed of information technology has reduced this country’s advantage in technical fields. Still, he said, in the last three years the company has hired about 1,000 engineers and designers, and “We’ve seen people who are extremely well prepared, and eager to take on challenges.”

The company’s support of the Invention Convention — through a direct donation and through EB employees donating their time as judges — will guarantee that Connecticut retains that edge.

The Invention Convention began in Connecticut in 1983 as part of a gifted program, and its organizers are now trying to help it expand nationally.

“We have weathered the CMTs (Connecticut Mastery Tests), No Child Left Behind, and other changes in education because the program is so relevant. Connecticut is known as a state of genius, and this program is known for pushing students along so we maintain that reputation,” said Honora Kenney, director of curriculum and a member of the organization’s board of directors.

She said the cost of bringing the program into a school is minimal, typically \$8 to \$10 per student, not counting the materials parents provide for the inventions, which varies greatly.

“Compare that with what some schools are spending on their athletic programs,” said Charles Baumgartner, president of the Invention Convention. “The chance of a student becoming a scientist or engineer is so much greater. So where should we be putting the money?”

Some students have even formed companies to market the inventions they have developed for the competition, he said. One student developed a device to help her arthritic grandma open pop-top soda cans, and is still selling it today.

Other organizations have tried to go into state high schools to promote studies in science and engineering, with somewhat modest results. The Invention Convention begins even earlier.

“They found when they were doing it at that level, the kids had already selected the programs they were going to enter in college,” said Daniel Briere of the Invention Convention’s board of directors. “More and more, schools are realizing they need to target kids in K-8 if they want to have an impact.” 🍀





# HEALTH MATTERS

Bob Hurley, MD  
Medical Director

## Myth and Misperception

**I**t may be difficult to believe but the basic understanding of nicotine (and other) addictive behaviors did not start until the early 1930s. Prior to that, medical practitioners, like the lay public, labored under multiple misconceptions. As recent research in neuroscience and the human genome project has shown, much of what we call addiction is a blend of normal brain responses, susceptible gene sequences and behavioral influences. Despite this newfound knowledge, powerful myths persist about the nature of addiction. There are those who still consider the addicted as morally flawed or lacking in willpower. These views are pertinent as they have to this point steered society's response to drug use, treating it as a moral

failing rather than a health problem. The results of these misperceptions are multiple. For many of the last 70 years, addiction-treatment programs have been underfunded. Worse, our society enacted a legal system that addresses addiction from a punitive rather than preventive or therapeutic approach.

## Neurotransmission

Addiction is a manifestation of the subtle interplay between brain and behavior. Different parts of the brain are responsible for coordinating and performing specific functions. At the smallest level, the brain is comprised of billions of nerve cells (neurons), which form networks and pass messages back and forth to structures within the brain, the spinal column and the peripheral nervous system. These nerve networks coordinate and regulate everything we feel, think and do. Each nerve cell in the brain sends and receives messages in the form of electrical impulses. Once a cell receives and processes an electrical signal, it sends it on to other neurons by the release of chemicals called neurotransmitters.

This neurotransmitter is released into the space separating the two neurons called the synapse. The neurotransmitter crosses the synapse and attaches to receptors on the receiving neuron. This causes changes in the receiving neuron and the message is delivered. The neurotransmitter/receptor complex is quite specific to what neurotransmitter is emitted and the portion of the brain this interaction occurs in. This specificity ensures that only the correct types of messages are sent down the neural cascade. It's quite an eloquent system as the cell that releases the neurotransmitter also recycles it

(i.e., bringing it back into the cell that released it), thereby shutting off the signal between neurons and getting primed for the next potential interaction.

## Brain and Behavior

Drugs can alter important brain areas that are necessary for life-sustaining functions as well as drive the compulsions witnessed in addiction. Nicotine works in the brain by tapping into the brain's communication system and interfering with the way nerve cells normally send, receive and process information. Nicotine causes the nerve cells to release abnormally large amounts of a natural neurotransmitter called dopamine. This release of dopamine targets the brain's reward system, the centers that regulate movement, emotion, cognition, motivation and feelings of pleasure. The overstimulation of this reward system (which is meant to reward our natural behaviors) produces the euphoric effects.

The brain adjusts to the overwhelming surges in dopamine (and other neurotransmitters) by producing less dopamine or by reducing the number of receptors that can receive and transmit signals. As a result, dopamine's impact on the reward circuit of a smoker's brain can become abnormally low. This is why the smoker eventually feels flat and seeks the reward of dopamine via nicotine stimulation. Smokers need to ingest nicotine just to bring their dopamine function back up to normal levels. And they require larger amounts of nicotine than they first did to create the dopamine high — an effect known as tolerance. The end result of this vicious cycle is long-term brain changes induced by continued nicotine exposure resulting in addiction.

Recent research reveals that nico-

Drugs can alter important brain areas that are necessary for life-sustaining functions as well as drive the compulsions witnessed in addiction. Nicotine works in the brain by tapping into the brain's communication system and interfering with the way nerve cells normally send, receive and process information.

tine is not the only ingredient in tobacco that affects its addictive potential. A marked decrease in the levels of monoamine oxidase (MAO), an important enzyme that is responsible for the breakdown of dopamine has been noted in smokers. This change is likely caused by one of the 4,000 compounds found in tobacco smoke other than nicotine. The decrease in two forms of MAO (A and B) results in higher dopamine levels and may be another reason that smokers continue to smoke — to elevate and sustain higher dopamine levels that lead to the desire for repeated nicotine. Another component of cigarette smoke that reinforces the addictive qualities of nicotine is acetaldehyde. This effect appears to be age-related as the brains of adolescents appear to be more vulnerable to acetaldehyde and subsequent tobacco addiction.

Our brains have evolved to ensure that we will repeat life-sustaining activities by associating those activities with pleasure or reward. Since elevated dopamine levels are associated with pleasure, we are “wired” to repeat these behaviors. The limbic system, which is responsible for our perception of emotions, is activated when we perform these repetitive pleasurable activities. When this reward circuit is activated, the brain notes that something important is happening, it needs to be remembered, and teaches us to do it again and again often with not much conscious thought.

Nicotine can release up to 10 times

the amount of dopamine into the brain compared with natural rewards. It's also much faster than a natural reward. Nicotine from cigarette smoke can reach the brain in 10 seconds or less. The nicotine exposure causes a “kick” to the brain and body in part by the drug's stimulation of the adrenal glands and resulting discharge of epinephrine (adrenaline). The rush of adrenaline stimulates the body and causes an increase in blood pressure, respiration and heart rate. These powerful effects of nicotine dissipate quickly, as do the associated feelings of reward. This in turn causes the smoker to continue dosing to maintain the drug's pleasurable effects and prevent withdrawal.

A typical smoker who takes 10 puffs on a cigarette over a period of 5 minutes places 1 to 2 mg of nicotine to the receptors in the brain, thus releasing dopamine. For a typical smoker who smokes about 1 1/2 packs (30 cigarettes) daily, he/she gets 300 “hits” of nicotine to the brain each day. The effect of such a powerful reward strongly motivates people to smoke over and over again. In short, we “learn” to do it very well.

### Behavioral Treatments

I hope this discussion has shed some light on why it is so difficult to stop smoking — and also why attempting to go “cold turkey” is not a good strategy. It works only about 5 percent of the time. Based on the interplay between brain and behavior, I hope you will consider the many

effective treatments utilized to treat nicotine addiction. Behavioral interventions either in conjunction with medication or alone are the most effective cessation tools. These programs range from self-help materials to individual cognitive-behavioral therapy. These interventions teach individuals to recognize high-risk smoking situations, develop alternative coping strategies, manage stress, improve problem-solving skills and increase social support. There is no one program that is right for all so you will need to consider a therapy that is tailored to your situation for the greatest chance of success.

For more information regarding smoking cessation classes, nicotine replacement therapies or medications, please contact your doctor or: Doria Sklar (Yard Hospital/Groton): 433-6391

Mercedes Beres, Healthcare UHC Advocate: 860-433-8272 (Groton) or 401-268-2240 (Quonset Point)

CT Telephone-Quit Lines: 1-866-363-4224 or RI: 1-800-879-8678

American Cancer Society: 1-800-ACS-2345

Ledge Light Health District: 448-4882, ext. 309

United Healthcare On-line Cessation Resources: [www.myuhc.com](http://www.myuhc.com)

American Lung Association: [www.lungusa.org](http://www.lungusa.org) (Click on Freedom from Smoking) 

# Classified

To submit a classified ad, send an e-mail to [EBNewsAds@gdeb.com](mailto: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.

## AUTOS/TRUCKS

TOYOTA Camry LE, 1997. 4 Dr, Automatic, 4 cyl, AM FM, CD and cassette player. Good condition. \$2,800 OBO. 535-4676 after 5 PM.

## MISCELLANEOUS

AMERICAN Girl Doll clothes & furniture. Bicycle training wheels, Fisher Price schoolhouse, new ballerina doll, music stand, children's books, puzzles & records. 401-596-5788.

ROLL of material suitable for slip-covers, draperies or pillow covers. Vintage jewelry, new laser detector, afghan, collectible Fosteria glassware, crutches. 401-596-5788.

SOFA \$150 OBO. Rocker \$75 OBO. 32" Pansonic TV \$150 OBO. Computer desk \$25. Hot Point dryer \$75. 437-3489 after 5 PM.

## MOTORCYCLES

BUELL Blast 2001. Low miles, sport pipes, adjustable clutch and front brake levers, windshield. \$2,300. 822-6762.

## REAL ESTATE / RENTALS

NORWICH apartment for rent. NFA area. 1 bedroom, 2nd floor. Off-street parking. Heat included. \$775/month. 886-4045.

## REAL ESTATE / SALES

JEWETT CITY apartment for sale. 13 unfurnished units. Quiet dead-end street. Walk to shops, schools, bus. Tenants pay own electric & heat. Grosses \$86,400/year. Asking \$575,000. Will consider trade or holding all or part of down payment. 886-4045.

## Retirees

- |            |   |            |  |
|------------|---|------------|--|
| <b>230</b> | <b>Durk W. Arsenault</b><br>36 years<br>Rigger W/L                      | <b>459</b> | <b>Lawrence P. Tirrell</b><br>43 years<br>Design Tech-Struct |
| <b>243</b> | <b>Louis J. Tavares</b><br>35 years<br>Pipefitter 1/C                   | <b>505</b> | <b>Edward L. Elliott</b><br>37 years<br>Laborer 1/C          |
| <b>330</b> | <b>Elizabeth M. Henderson</b><br>45 years<br>Administrative<br>Clerk Sp | <b>686</b> | <b>Linwood J. Safford</b><br>32 years<br>Program Rep, Prin   |
| <b>330</b> | <b>George B. Zurcher</b><br>38 years<br>Buyer Specialist                |            |  |
| <b>431</b> | <b>Carol J. Cooke</b><br>21 years<br>A/A Administrative<br>Aide         |            |  |

## EB Business Ethics and Conduct

### Prohibition against Retaliation

Electric Boat will not retaliate against any person who brings to our attention in good faith an ethics or compliance issue. Individuals who raise concerns or who help us resolve matters are protected against retaliation. Anyone who uses the ethics and compliance program to spread falsehoods, threaten others or damage another person's reputation will be subject to disciplinary action.

Discouraging other employees from making a report or getting the help they need is prohibited and could result in disciplinary action.

Report concerns of retaliation to the appropriate level of management, your union steward or Human Resources.

EB Ethics Director Frank Capizzano (860-433-1278) is available to assist anyone regarding questions or issues that may relate to ethical decision making. The GD Ethics Hotline is available 24/7 at 800-433-8442, or 700-613-6315 for international callers. Remember – when in doubt, always ask. 

# Service Awards

## 50 years

604 Charles P. Pierce

## 45 years

496 Donald E. Ross

## 40 years

229 James W. Lewis

242 Richard J. Algieri

278 James E. Lamarre Jr.

447 William L. Owens

456 Robert W. Valentine

460 Donald P. Manzi

626 Raymond H. Howard

## 35 years

100 Richard R. Cote

227 Larry D. Howard

229 Martin P. Sior

241 William J. Amburn

241 Michael F. Biancarosa

241 Thomas E. Cardin

244 George I. Glanvill

244 Steven A. Leach

248 James B. Haggerty

252 James A. Ciofi

272 Jerome Mahan

330 Gary G. Arzamarski

355 Frederick T. Fagan

355 Robert J. Samokar

412 Vincent A. Peppito

425 Robert N. Cioci

429 Joseph A. Dellicarpini

431 James J. Chiaradio

445 Daniel T. Harkins

447 Robert C. Wheeler

459 Oliver L. White

462 Kenneth Digiuseppe

463 Daniel F. Szymonik

472 David V. Varholy

501 William T. Guy

501 Robert E. Whitehead

505 Bruce J. Burdick

505 Willie L. Rocket

604 David S. Lewis

610 Yolanda C. Upholz

614 Clayton A. Brayman

621 Mark A. Fidrych

621 William M. Roberts

621 Gary S. Shaffer

684 Paul R. Corsetti

795 Robert F. Garraty Jr.

797 Scott J. Emard

915 Richard P. Charlska

921 Thomas A. Schofield

931 Charles F. Tautkus

933 Roland G. Proulx

962 Richard T. Blaine Jr.

962 David N. Murray

962 Laurence M. Thomas

967 James M. Camara

## 30 years

241 Kenneth M. Mitchell Jr.

242 Michael C. Brown

242 Mark A. Lavalley

242 Joseph E. Noe

242 Harry G. Weyant

242 Scott A. Wright

243 Timothy J. Castleberry

246 William C. Shaw

272 Michael R. Main

272 Ricky A. Nobles

341 Joseph C. Janes Jr.

355 Denis J. Lacroix

423 Harvey C. Jorgensen

445 Don S. Jackson

445 Theodore A. Spanos

447 Duane A. White

452 Joseph P. McDermott

452 Lois M. Willcox

453 Alfred E. Seifert Jr.

459 Marc V. Konrad

467 Stirling J. Danskin

492 Johnny A. Hammond

553 Wesley F. Chamberlain

740 Raymond Melancon Jr.

795 Sandra J. Knowles

904 Paul N. Hagist

915 Albert J. Duff

915 John W. Tate Jr.

915 Richard J. Therrien

920 Edward B. Hurteau

931 Dorald W. Beasley

957 Michael T. Miller

## 25 years

100 Thomas M. Dourado

210 Carolyn E. Jacob

241 Russell J. Scott

252 Mark J. Noga

428 Andrew S. Wiglusz

443 David A. Dixe

453 Daniel J. Dyer

459 Gerard J. Morrone

459 Stephen M. Novic Jr.

459 Christopher M. Venanzio

462 Robert O. Westhaver Jr.

601 Kristin L. Fletcher

604 Timothy M. Ahern

646 Kristine M. Gigliotti

741 Margaret M. Renner

761 Jane E. Matthews

915 Tammy J. Royal

## 20 years

242 George E. Whitney

403 Brian J. Brimmer

412 Ruth A. Hundt

413 Harry L. Pearson

414 Gerald R. Petruzzi

438 Denis A. Jacques

441 Gregory A. Devries

448 Paul L. Scott

452 Maureen M. Rondeau

455 Nadine C. Conrad

649 John J. Wilson

935 Paul M. Menard

970 Ronald M. Ryng

# 2009

## ELECTRIC BOAT CORPORATION INJURY INCIDENCE RATES

RECORDABLE INJURIES FOR 2009 = **373** LOST TIME CASES 2009 = **103**  
RECORDABLE INCIDENCE RATE YTD = **6.16** 2009 GOAL = **6.27 or less**  
LOST WORK DAY CASE RATE YTD 2009 = **1.70** 2009 GOAL = **1.68 or less**

