GATHERED TOGETHER DURING THE GENERAL DYNAMICS MANUFACTURING EXCELLENCE AWARD CEREMONY ARE, FROM LEFT, GD MANUFACTURING COUNCIL CHAIR DENNIS STULIGROSS, JOE WALSH (601), ROBERT BARLOW (670), FRANK DIAS (595), MIKE ALU (200), TOM PACHIODO (100), BRIAN THORP (100), GD PRESIDENT AND CHIEF OPERATING OFFICER PHEBE NOVAKOVIC, RC MILLER (100), HAROLD DALEY (100), DOUG BOURQUE (100) AND KEVIN ALMEIDA (670).
Groton Machine Shop initiative to support a two-submarine-per-year production rate has been recognized by General Dynamics with a Manufacturing Excellence Award.

The development of a Main Sea Water Valve (MSW) Center of Excellence (COE) in the Machine Shop is another in a succession of efforts by the Operations organization to reduce construction time and decrease costs through the application of continuous-improvement processes.

In this case, improved machining and welding capabilities coupled with lean process practices have produced the improvements in efficiency, quality and capability required to meet the demands of an increased submarine build rate.

Before the implementation of the center of excellence, work on main sea-water valves was spread out among three main work centers in the Machine Shop. Over the course of the manufacturing process, each valve travelled more than one mile in the shop. Additionally, each valve was shipped to the Quonset Point facility for blasting and painting, adding another 100 miles of road travel to the process.

Now, with the center of excellence in place, all machining, welding, inspection, assembly, test and certification takes place in a single work cell focused on main sea-water valve manufacture.

As part of its effort to improve the manufacture of main sea-water valves, the Operations team bought and installed industry-proven CNC machining technologies and TIG weld centers. These state-of-the-art machines share common CNC controls, which encourages and facilitates idea sharing and problem resolution. By adjusting the machines’ programming based on previous manufacturing runs and lessons learned, Machine Shop programmers are able to achieve higher machining speeds, while reducing tool wear and the number of tools required to make a part.

Another key element of the center of excellence involved the use of design/build techniques to analyze the old fixtures used to lift, handle, anchor and position main sea-water valves, and develop improved fixtures.

As members of an integrated team, engineers, designers, trades personnel, planners and supervisors collaborated in the development of a new fixture that requires just one setup for each valve’s entire production life-cycle. Additionally, the new fixture provides improved ergonomics and increases safety.

Planners and mechanics are working together consistently, which results in more robust work packages that capture lessons learned with each valve produced and a work atmosphere that promotes continuous improvement. And trade flexibility for tasks such as material handling, rigging, inspection and painting reduces time spent waiting for trade support.

In all, the Main Sea Water Valve Center of Excellence supports an increased submarine-production rate, reduces product travel to about 1/8 of a mile, uses current machining technologies, decreases handling and change-over time, and incorporates a step change in welding technology. Production span time is expected to drop from 230 days to 140 days, enabling valve installation earlier in the hull-construction sequence and reducing the total cost of hull assembly.
Electric Boat’s Engineering and Design orientation program provides new employees with a wealth of information, covering topics including Submarines 101, Navy Missions, EB Projects & Programs and Submarine Systems. “Since the program was introduced more than five years ago, hundreds of new employees have passed through the guiding hands of dedicated volunteers whose passion for their work has made the sessions a huge success” said Manager of Engineering Peter DiCarlo. Assisting DiCarlo with this year’s program was Tanner Glantz (210). In this photo, Engineering & Design VP Pete Halvordson speaks to a group of new employees in the Technology Center cafeteria.
LEONARD A. FELLS was hired at Electric Boat on June 27, 1962, and when someone recently asked him what was going on 50 years ago he answered with a wry smile and three words: “I can’t remember.”

After his remark drew a hearty laugh at the 50th anniversary recognition breakfast hosted by EB President KEVIN J. POITRAS, Fells went on to show that he certainly did remember a lot of detail about that first day, starting with getting issued a hard hat and gloves, and proceeding with a tour of the North Yard, where an array of ballistic missile submarines were under construction.

“It was loud. You couldn’t even hear yourself talk. And the yard was open. The boats weren’t covered at all,” said Fells (241). “And it was hot. I weighed 230 pounds when I started. Six months later, I had lost 30 pounds.”

Poitras noted that personnel records show Fells started at $2.02 an hour, about $80 a week. But that money could buy more: the average home in that era cost about $3,000, the average car about $600, Harvard tuition was $1,500 and gas was 28 cents a gallon.

Poitras said the company recognizes Master Shipbuilders because their knowledge is not easily replaced – and it is particularly important now as the company continues to ramp up to a two-submarine-per-year production rate, and the start of the Ohio Replacement Program in less than 10 years.

“As we get this new work in, we need guys like you to teach the new employees,” Poitras said.

Fells was familiar with EB culture because his father worked at the shipyard for many years, including an assignment at the Seawolf prototype in West Milton, N.Y., where he went to school for a time.

Fells’ first assignment working at EB was on the George Washington (SSBN-598), the first nuclear-powered ballistic-missile submarine. He and his father drove in together for his first 20 years.

After six months on the George Washington he got a job in the shops as an electrician, manufacturing components for the submarines. Initially he was trained to file copper into desired configurations, but after five or six years of increasing responsibility, he took over manufacturing the busswork for the ships.

In 1975, when manufacturing work started to move to the newly opened manufacturing plant in Quonset Point, R.I., Fells had three or four ship sets of busswork on the shelf, which he shipped to Quonset “To give them a good head start.” After that the busswork was received in pieces, and he would prepare and assemble them to get them ready to install on the boats.

Later he had the opportunity to work on another first of a class, Seawolf (SSN-21). Fells’ recounting of his years as an electrician came as a surprise to many of his friends at the breakfast, who described him as usually a very quiet individual.

“This is the most I’ve heard him talk in 50 years,” said one of his co-workers. His manager, BRIAN CANAVAN (241), said all of Fells’ annual review sheets say the same thing: ‘excellent worker.’

“Lenny is an organized guy. Every job is planned well, ready to go,” Canavan said. “We asked him to be a foreman one time, but he wanted to stay where he was.”

Fells also dropped another surprise on his colleagues: his intended retirement in October. After 50 years, he has decided to do something else.

“We knew it was coming, but this is the first time I’m hearing this,” Canavan said.

Fells said one of his co-workers, DAVID G. GRANDE, is ready to take over for him. But Grande said Fells makes it sound too easy.

“It’ll take me a long time to catch up to Lenny,” Grande said. “Lenny is a true professional.”

LEONARD A. FELLS

FELLS’ FIRST ASSIGNMENT
WORKING AT EB WAS ON THE
GEORGE WASHINGTON (SSBN-598),
THE FIRST NUCLEAR-POWERED
BALLISTIC-MISSILE SUBMARINE.
HE AND HIS FATHER DROVE IN
TOGETHER FOR HIS FIRST 20 YEARS.
The Quonset Point facility has been selected as one of this year’s recipients of the James S. Cogswell Award for Outstanding Industrial Security Achievement. The annual award is the most prestigious honor given by the Department of Defense’s Defense Security Service (DSS), and recognizes companies that have established sustained excellence in the proper handling and safeguarding of classified information.

In 2012, Quonset Point was one of only 25 cleared facilities selected for the award out of a total of 12,000 cleared companies. Quonset Point has now won the award an unprecedented four times; the previous awards were received in 1989, 1994 and 2004. “This achievement is a testament to the entire Quonset Point work force, who have effectively incorporated security into their daily work activities,” said Director of Security KEVIN CASSIDY. Winning the award four times in a 23-year period demonstrates that security compliance is an integral part of the culture and work practices at Quonset Point, he said.

Cassidy also recognized the efforts of the facility’s industrial security organization, which has provided the direction and leadership required to win multiple Cogswell awards. “JIM CAMARA, CAROL PICARD, ROBIN FARRELL, NIKKI FRASER and CINDY CUNNINGHAM deserve credit for designing, implementing and maintaining a security program that reflects the exacting standards of the national industrial security program and Electric Boat,” Cassidy said.

“We’re proud of the accomplishment this team and entire work force at Quonset Point has achieved,” he said. “And they should be as well.”
Navy Awards Electric Boat $16 Million for Nuclear Submarine Services

The U.S. Navy has awarded Electric Boat a $16.3 million contract to perform nuclear-maintenance work for submarines homeported at the Naval Submarine Base in Groton.

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

The contract has a potential value of $23.6 million over 9 months.

Electric Boat Awarded $7 Million to Plan Submarine Maintenance and Modernization Work

Electric Boat has been awarded a $6.9 million contract modification by the Navy to plan maintenance and modernization work on the Los Angeles-class submarines USS Hartford (SSN-768) and USS Toledo (SSN-769).

Under the terms of the contract modification, the company will perform advanced planning and material procurement to prepare for and complete Dry-Docking Selected Restricted Availabilities (DSRAs) on the two submarines. The planning and execution of the two DSRAs have a combined potential value of $75 million. The DSRAs are scheduled for completion by January 2013, and will take place at the Groton shipyard.

General Dynamics Completes Acquisition of Earl Industries’ Ship Repair Division

Transaction expands company’s capabilities in ship-repair market

FALLS CHURCH, Va.

General Dynamics has completed its acquisition of the Ship Repair and Coatings Division of Earl Industries, a leading East Coast ship-repair company that supports the U.S. Navy fleet in Norfolk, Va., and Mayport, Fla. The acquisition is expected to be accretive to General Dynamics’ earnings in 2013.

“The acquisition of the Ship Repair and Coatings Division of Earl Industries enhances our ability to compete in the growing naval ship-repair market,” said Fred Harris, president of General Dynamics NASSCO. “We have added a solid team with a successful track record that will strengthen our ability to deliver cost-effective maintenance and repair services to the U.S. Navy.”

The Ship Repair and Coatings Division of Earl Industries is a prime contractor for nuclear aircraft carrier multi-ship, multi-option (MSMO) contracts. These contracts provide for maintenance, modernization and repair to all ships of a class in specific homeport areas. The company also provides maintenance and repair services to frigates and other classes of naval ships. It now becomes part of the shipbuilding and repair operations of San Diego-based General Dynamics NASSCO, a leading provider of ships to the Navy and a major producer of Jones Act commercial vessels.

NASSCO also is a prime contractor for MSMO contracts for Navy combat and support ships, including frigates, dock landing ships, amphibious transport ships and amphibious assault ships.

NASSCO Awarded $104 Million for USS Comstock Modernization

SAN DIEGO

General Dynamics NASSCO has been awarded a $104 million contract modification from the U.S. Navy to renovate and modernize the dock landing ship USS Comstock.
NASSCO received funding to begin modifications to USS Comstock in April 2012 and began performing onboard renovation and modernization activities in May. Work under this new award, which covers inspection and testing of ship systems and components, will occur in San Diego through May 2013.

“This contract award highlights NASSCO’s ship-repair capabilities as a premier provider of maintenance services to the U.S. Navy,” said NASSCO President Fred Harris. “NASSCO is committed to delivering the same high-quality performance across the board, in new construction as well as ship repair activities, in San Diego, Norfolk and Portsmouth, Va., and Mayport, Fla.”

NASSCO Completes First MLP Hull Ahead of Schedule

SAN DIEGO

General Dynamics NASSCO has completed the structural assembly and weld-out of 26,241 metric tons of steel to erect the entire structure of the first Mobile Landing Platform (MLP) for the U.S. Navy.

Work is continuing on outfitting and painting the ship in preparation for a November 13 undocking. Construction of the ship is progressing on schedule and under budget, with delivery scheduled for the second quarter of 2013.

“The MLP is the beneficiary of the ship-construction lessons learned during the successful T-AKE Program and a concerted Design for Productivity effort,” said NASSCO President Fred Harris. “With this ship, we have further reduced construction time and applied improvements that have increased the efficiency of our workforce.”

NASSCO is the sole designer of the MLP ships and has construction contracts for three ships. Once delivered to the fleet, MLP ships will join the Maritime Prepositioning Force squadrons that are strategically located around the world to enable rapid response in a crisis. These ships will provide a “pier at sea” that will become the core of the Navy/Marine Corps sea-basing concept. This capability will allow prepositioning ships to offload equipment and supplies to the MLP for transfer to shore by other vessels.

EB BUSINESS ETHICS AND CONDUCT

ETHICS SELF-ASSESSMENT

In the last several months have I...

► Conducted personal business on company time?
► Taken company resources for personal use?
► Called in sick when I really wasn’t?
► Used a derogatory term when referring to another person?
► Told or passed along an ethnically or sexually oriented joke?
► “Bad mouthed” the company or management to co-workers?
► “Snooped” into another person’s conversations or private affairs?
► Knowingly ignored or violated a company rule or procedure?
► Failed to follow through on something I said I would do?
► Withheld information needed by others?
► “Fudged” on a time sheet, billing sheet, estimate or report?
► Knowingly delivered a poor quality or defective product or service?
► Accepted an inappropriate gift or gratuity?
► Taken or accepted credit for something that someone else did?
► Failed to admit or correct a mistake that I made?
► Knowingly let someone mess up and get into trouble?

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

Remember – when in doubt always ask.

EB Ethics Director FRANK CAPIZZANO

860-433-1278 is available to assist anyone regarding questions or issues that may relate to ethical decision making. The GD Ethics Hotline is available 24/7 and may be reached at 800-433-8442 or 503-619-1815 for international callers. Online access to the Hotline is available to anyone at www.gd.ethicspoint.com.

ELECTRIC BOAT NEWS | AUG./SEPT. 2012 | 7
THE CREEPING CRUD AND HOW TO PREVENT IT

The creeping crud is a catch-all term that means a lot of things to a lot of different people. I know this to be true as I went to the source of all medical knowledge – the internet – and was surprised to find how many conditions have been associated with it. For our purposes let’s assume it means a virus or bacteria that lingers long past its welcome.

What if we had some specific treatment for illnesses that are common yet difficult to treat once contracted. What if we could prevent those illnesses today and avoid tomorrow’s misery? It turns out we can – with vaccinations.

As adults, we far too often neglect basic, effective measures that would allow us to avoid our personal creeping crud. We shouldn’t.

Let’s examine the Big Three of the most common adult infections – influenza, zoster and pneumococcal disease – and discuss why you should take action against them.

INFLUENZA

► WHY get vaccinated? Influenza, AKA the flu, is a contagious disease. Flu vaccine can protect you from influenza and also may help avoid spreading influenza to others.

► WHO should get the vaccine and why? Everyone over the age of six. The vaccine should be administered as soon as it’s available. Adults and older children need the vaccine each year.

► WHO should not get the vaccine? Anyone allergic to eggs or any part of the vaccine. You should discuss with your doctor if you have had Guillain-Barre Syndrome or if you are moderately to severely ill at the time of the shot.

► WHAT are the risks from the influenza vaccine? They include mild problems within the first one to two days and severe problems such as life-threatening allergies.

► WHERE can you get the influenza vaccine? There are different places to get this vaccine. Electric Boat offers multiple avenues for you to receive the vaccine. You may attend an on-site flu clinic at work or you and your spouse can go to the EB Family Pharmacy, your doctor’s office or community flu clinics. The exact date and time will not be announced until the vaccine is available.

PNEUMOCOCCAL DISEASE

Pneumococcal disease is caused by streptococcus pneumonia bacterial. It is a leading cause of vaccine-preventable illness (pneumonia, bacteremia and meningitis) and death in the U.S. Anyone can get pneumococcal disease but some people are at higher risk of getting and dying from the disease.

► WHO should get the vaccine? All adults 65 years of age and older should be vaccinated, plus anyone under 65 with heart disease, lung disease (asthma / COPD), sickle cell, diabetes, alcoholism, cirrhosis, decreased resistance due to disease or medications, or any smoker or asthmatic.

► HOW frequently do you need the pneumococcal vaccine? One dose is needed if the first dose was given after the age of 65. A second dose may be needed if the first dose was given before the age of 65 and more than five years has passed.

► WHO should not get the vaccine? Anyone who is allergic to the vaccine parts or anyone who is currently pregnant.

► WHAT are the side effects? They include redness, pain, and localized reactions. An extremely small number of people are at risk of serious harm.
THE CREEPING CRUD IS A CATCH-ALL TERM THAT MEANS A LOT OF THINGS TO A LOT OF DIFFERENT PEOPLE. I KNOW THIS TO BE TRUE AS I WENT TO THE SOURCE OF ALL MEDICAL KNOWLEDGE – THE INTERNET – AND WAS SURPRISED TO FIND HOW MANY CONDITIONS HAVE BEEN ASSOCIATED WITH IT. FOR OUR PURPOSES LET’S ASSUME IT MEANS A VIRUS OR BACTERIA THAT LINGERS LONG PAST ITS WELCOME.

WHERE can you get the vaccine? The EB Family Pharmacy provides this vaccine for free to United Health members. The Quonset Point dispensary will administer free vaccine to Rhode Island residents starting in September and in conjunction with our on-site flu programs. Watch for dates, times and locations. The pneumococcal vaccine and the flu vaccine can be given at the same time.

ZOSTER

Shingles is a painful rash, also called Herpes Zoster or Zoster, which is from the dormant chicken pox virus. The shingles rash usually appears on one side of the face or body and can last for two to four weeks. The main symptom is pain, but other symptoms include fever, headache, chills, pneumonia, hearing problems, blindness or death. Post-herpetic neuralgia, which occurs in one out of five people, is severe pain after the rash has resolved. Shingles is more common in people over the age of 50 or with those with weakened immune systems.

WHY am I suddenly hearing about the shingles vaccine now? This vaccine was licensed in 2006, which makes it relatively new.

WHAT does the vaccine do? It reduces the risk of shingles by 50 percent. It also reduces the pain in people who did get shingles after being vaccinated.

WHO should be vaccinated? A single dose of shingles vaccine is recommended for all adults 60 or older.

WHO should not be vaccinated? Anyone who is allergic to the components of the vaccine or has a weakened immune system. Pregnant women and anyone with a moderate or severe acute illness should wait to be vaccinated.

WHAT are the side effects? They include mild localized redness, soreness, swelling or itching at the site of the injection, and headache. No serious problems have been identified although a vaccine, like any medicine, can cause a severe reaction. This risk is extremely small, however.

HOW do I get this vaccine and how much will it cost? The vaccine is available through some primary-care providers. By calling 866-218-7398, you can locate the vaccine under your medical plan. Although the vaccine is not covered as part of the drug benefits, it can be obtained through the EB Family Pharmacy at a lower cost than other locations. If you are over the age of 60, the vaccine will cost about $160 at the EB Family Pharmacy.

If you have additional questions, contact our on-site resources from United Healthcare, HESTER JENSEN (860-433-6552 or 401-268-2240); MERCEDES BERES-COSTA (860-433-8272 or 401-268-2240); or the QP Dispensary (401-268-2244).
WELCOME TO ELECTRIC BOAT

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

243 Gary Houle
244 Jorge Morales
Joseph O’Connor
252 Christopher Belton
Kevin Benoit
Lawrence Grills
Ronald Hurst
Tyler King
Michael LaFey
Jacob Lakanier
Kim-Wah Lew
Richard McCormick
Michael Parker
Brandon Trainer
David Treby
Jayson Vaz
Scott Willis
330 Avery Field
Corey Imbriaco
Keith Wood
341 Maggie Crowley
Casey McEddy
356 Bridget Curtis
Alison Damm
Tyler Lapierre
Angelo Luzzi Jr.
Joel Morris
Joseph Odio
Ani Potier
Donald Verges
403 Laurie King
404 Benjamin Vreeland
409 Michael Pasquin
411 Michelle Little
Christian Lund
Donald McBain
Jennifer Mori
Benjamin Spina
412 Nicholas Fast
Justin Stickman
413 Stephanie Dombrowski
Michael Doyle
Christine Fernandez
Thomas Provencher
Mark Rodriguez
Michael Scordi
Alexandra Wastakowski
Chelsea Young
414 Nathan Lavallee
John Marcella
Delano Wilson

415 Kyle D’Urso
Nayear Fam
Thomas Tydelman
416 Andrew Bingham
Seth Buntain
Neal Campbell
Junhi Goldman
Nicholas Putnam
Alex Rizza
Nathan Rogers
Nicholas Rogers
Taylor Strickland
Jamie Wright
427 Joshua Carr
David Cohen
Joshua Edelman
Kennal Gafar
Li Luang
430 Steven Barton
Ying Chau
Colin Duval
Brian Flanagan
Taylor Foxworthy
James Hudgens
Ethan Jervis
Jonathan Lattarulo
Alexander Lavrie
Jayne Morris
Thomas Nye
Nathan Gheoowski
Alexander Paterson
Kevin Reklis
Judy Rod-Jackson
Keith Santor
Timothy Serra
Kyle Smith
Scott Tweedie
Evan VonWinkle
Timothy Wielans
Devin Willie
Earl Hill

423 Kyle Dolin
Matthew Fogel
Devin O’Harrat
Kayla Rayworth
Karla Santiago
434 Shawn Coulter
438 Sean McKibben
443 Kevin He
446 Patrick Feng
Daniel Martin
Daruisz Miczek
John Scimone
459 Joseph Amantea III
Henry Anderson
Yousuf Aybat
Justin Barmhill
Jonathan Boots
Ryan Branch
Zachary Boulanger
James Buschas
Lauren Dejaune
Shelby Dubois-Jennes
Kimberly Fantoli
Joshua Fleck
Thomas Foumier
Randal Francis
Natalie Gill
Colby Jones
Jason Krajcik
George Kuroski Jr.
Patrick Lewis
Shayne McFee
Gerald McKenney
Mukeshkumar Patel
Joshual Pellegrini
Matthew Poulin
Gerald Smith
Zackery Stedman
Nathan Vincent
Scott Waters

452 Joseph Bates
Jon Burke
Edward Caseley
Patricia Collin
Ryan Firth
Noah Greenleaf
Edward Gwiazdz Ii
Zanovia Holston
Matthew House
Connor Jackson
Cynthia Peck
Anthony Salka
462 Brandon Bacon
Christopher Hatem
Benjamin Johnson
Brian Maler
Joshua Skale
Keith Travis
Wyatt Tophel
463 Christopher Bickford
Andrew Hunter
Jefferson Wright
464 Michael Rowse
472 Crystal Key
473 Nicholas Gelles
480 Michael Kuczewski
485 Amanda Amerster
Justin Siliusko
Nathan Wieseman
486 Martin Giovann
487 Michael Crann
Austin Glassner
Kenny Li
Zakariah Ziegler
488 Ryan Heneghan
Anthony Vizzairelli
492 Kevin Brown
John Hartzemilke
Joseph Lambardo
493 Travis Benoit
Ali Dhukka
Forest Dryer
Benjamin Fil
Andrew Freedickson
Dana Frye
Kimberly Fantoli
Joshua Fleck
Thomas Foumier
Randal Francis
Natalie Gill
Colby Jones
Jason Krajcik
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Patrick Lewis
Shayne McFee
Gerald McKenney
Mukeshkumar Patel
Joshual Pellegrini
Matthew Poulin
Gerald Smith
Zackery Stedman
Nathan Vincent
Scott Waters

499 Kimberly Fantoli
Joshua Fleck
Thomas Foumier
Randal Francis
Natalie Gill
Colby Jones
Jason Krajcik
George Kuroski Jr.
Patrick Lewis
Shayne McFee
Gerald McKenney
Mukeshkumar Patel
Joshual Pellegrini
Matthew Poulin
Gerald Smith
Zackery Stedman
Nathan Vincent
Scott Waters

500 Edgardo Canlas
David Cornell
Lionel Marrero
John Rinkes
Audra Tefft
501 Scott Chasson
Michelle Deremer
Paige Henderson
Kyle Reed
502 Brandon Bacon
Christopher Hatem
Benjamin Johnson
Brian Maler
Joshua Skale
Keith Travis
Wyatt Tophel
503 Julie Barrett
Eric Bennett
James Jengo
Sikhotay Lanzofano
William Patterson
Thomas Veneziano
504 Brandon Cline
702 Kenneth Ngai
705 Victoria Walker
776 Francis Hammond
901 Robert Nordin
902 John Coury
Orlando D’Fruscio III
Jason Grate
Peter Ignagni Jr.
Mark Monson
Kenny Vogasavay
903 Scott Chasson
Michelle Deremer
Paige Henderson
Kyle Reed
904 Steven Garofalo
Ryan Heide
Christopher Rammel
Savannah Whalen
905 Paul Goulart
Jeremy Greenleif
James Haskins
Scott Lacalalade
Kent Pope
Catherine Raynette
James Rousseau
Michael Totten
Alan Wright
906 Kyle Reed
907 Steven Amaral
Kathy Bordeleau
Cesar DeSanto Jr.
Paul Lee
Kevin Manchester
Jennifer Pickham
Sarah Pinkhat
Joshua Petrier
Michael Tani
908 Robert Phaneuf Jr.
909 Marciano Roteho
Robert Pepler
910 Helen St. Pierre
912 Joshua Beland
Robert Chabot
Kenneth Corrigan
Marlo Gencarelli
Justin Jarabeau
Paul Langlais
Wesley Parker
Victor Soriano
913 Paul Goulart
Jeremy Greenleif
James Haskins
Scott Lacalalade
Kent Pope
Catherine Raynette
James Rousseau
Michael Totten
Alan Wright
914 Andrew Chapdelaine
Theodore Cocco
Ryan Doyle
Robert Hall Jr.
Jason Hanner
Alan Heath
Jame D. Martin
John Negri
Thomas Noves
Stuart Popovich
Tyler Post
Christopher Richards
Sean Rove
## Service Awards

**50 Years**

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<td>Richard L. McCombs</td>
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<td>John B. Clifford</td>
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**45 Years**

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**40 Years**

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<td>Roy S. Guthrie</td>
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<td>501</td>
<td>Linwood C. Lathrop</td>
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<td>Clifford A. Dutrumble Jr.</td>
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**35 Years**

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**30 Years**

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ELECTRIC BOAT SAFETY PERFORMANCE
YEAR TO DATE AUGUST 2012

Recordable Injury Rate (RIR) YTD 4.53
Lost Workday Injury Rate (LWIR) YTD 1.66
Severity Rate (SEV) YTD 71.88

GOAL ≤ 6.70  GOAL ≤ 1.80  GOAL ≤ 82.46