

EB NEWS



Ahead of Schedule, Below Cost –
Electric Boat Delivers

SUBMARINE MISSISSIPPI

STORY ON PAGE 2

ELECTRIC BOAT earlier this month delivered the submarine Mississippi (SSN-782) to the U.S. Navy 363 days ahead of schedule and more than \$60 Million below target cost.





REP. JOE COURTNEY OF CONNECTICUT'S SECOND DISTRICT, CHIEF OF NAVAL OPERATIONS ADM. JONATHAN GREENERT AND ELECTRIC BOAT PRESIDENT KEVIN POITRAS PARTICIPATED IN A NEWS CONFERENCE HELD IN CONJUNCTION WITH THE CNO'S VISIT. DURING THE NEWS CONFERENCE, GREENERT ANNOUNCED THAT THE NAVY HAD ACCEPTED DELIVERY OF THE SUBMARINE MISSISSIPPI.



The delivery was announced by Chief of Naval Operations Adm. Jonathan Greenert during a news briefing held near the submarine. Greenert was at Electric Boat at the invitation of Rep. Joe Courtney, D-2nd District, for a series of briefings and tours.

Greenert praised Electric Boat and its construction teammate, Newport News Shipbuilding, for the accomplishment. "The shipbuilding team here and in Newport News continues to deliver submarines that are on time and under budget," he said. "It's probably the best program that we have," he said, referring to the Virginia program.

JOHN HOLMANDER, then VP and Virginia program manager, credited the Navy, the shipbuilders and the supplier base for the shipbuilding benchmarks achieved with the delivery of Mississippi, the ninth ship of the Virginia Class.

"When compared with the lead ship of the Virginia Class, we have reduced our construction span time by two years, and implemented improvements that reduced construction labor hours by 30 percent," he said.

"These are remarkable achievements that demonstrate the skill and commitment of everyone involved in the Virginia-class program," Holmander said. "This kind of performance is the

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THE FACES OF EB



EB DELIVERS SUBMARINE MISSISSIPPI CONTINUED FROM PAGE 3

best way to help the Navy attain its shipbuilding goals and ensure our continuing success as a business.”

Rear Adm. David Johnson, program executive officer for submarines, said, “It should not be missed that with this one year early, under cost delivery came the most complete, combat-ready Virginia-class submarine yet delivered. Mississippi received the highest marks to date from the Navy’s independent assessor – the Board of Inspection and Survey. This program continues to set the standard for DoD acquisition,” he said.

“As the demand signal for these multi-mission platforms increases, we are working to intelligently drive down schedule and put the world’s best submarines into the hands of the operators to execute missions of national importance,” said Johnson.

According to Rear Adm. (sel) Michael Jabaley, Virginia-class submarine program manager, “Mississippi’s record-setting delivery is a testament to the skill and successful partnership of the Navy/shipbuilding team.

“Our shipbuilding team continues



NORTH DAKOTA SHIPS MANAGER MIKE NOWAK BRIEFS CHIEF OF NAVAL OPERATIONS ADM. JONATHAN GREENERT DURING HIS VISIT TO THE GROTON SHIPYARD.

to deliver outstanding platforms ahead of schedule and ready to contribute to our national security.”

Mississippi joined the Navy’s fleet in a commissioning ceremony June 2 in Pascagoula, Miss.

Electric Boat and Newport News Shipbuilding have received contracts to build the first 18 of a planned 30-ship Virginia Class under a teaming agreement that splits the construction workload between the two shipyards. 🇺🇸



EB NEWS

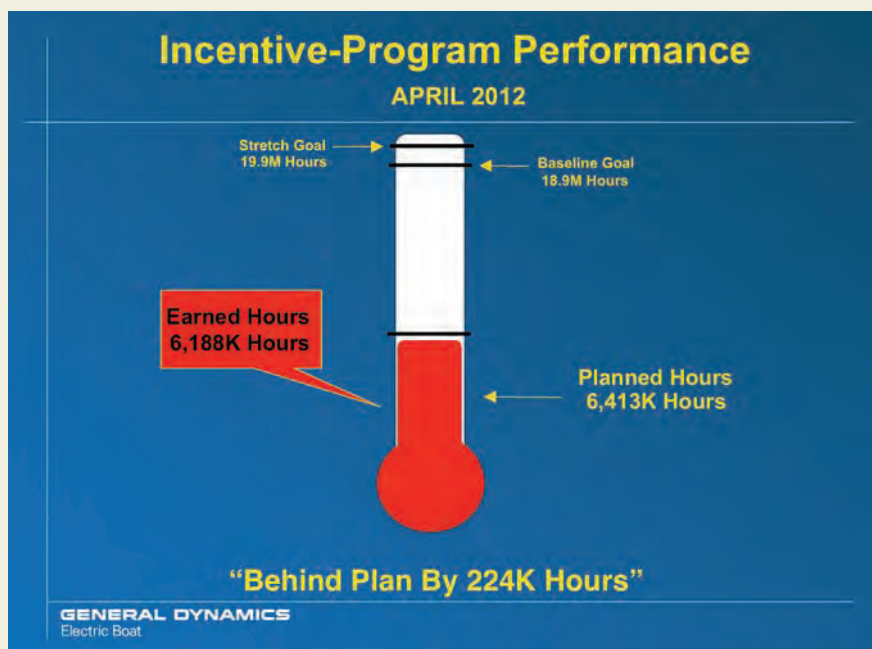
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EBMA AWARDS 2012 SCHOLARSHIPS

THE ELECTRIC BOAT MANAGEMENT ASSOCIATION (EBMA) PRESENTED ITS 2012 SCHOLARSHIP AWARDS EARLIER THIS MONTH. THE RECIPIENTS ARE, FRONT ROW FROM LEFT, REBECCA STARK, DAUGHTER OF RICHARD STARK (494); KAITLYN ELLIOT, DAUGHTER OF DOUGLAS ELLIOT (686); ALISON NOWAK, DAUGHTER OF MICHAEL NOWAK (271); CHRISTINE REHR, DAUGHTER OF GARRETT REHR (330); AND ALISSA WOLFLEY, DAUGHTER OF JAMES WOLFLEY (412). IN THE BACK ROW ARE, FROM LEFT, STEPHANIE FILOSA, DAUGHTER OF RAY FILOSA SR. (436); JANE CONWAY, DAUGHTER OF JOHN CONWAY (448); ZACHARY NADO, SON OF CHARLES NADO (495); AMANDA MARRIOTT, DAUGHTER OF JOHN MARRIOTT (406); AND ALEXANDRA KONICKI, DAUGHTER OF DAVID KONICKI (663). 🇺🇸



EARNED HOURS TO DATE

EB FACT:

Electric Boat's contribution to the World War II effort was significant. U.S. submarines played a pivotal role in the Pacific Campaign, where submarines accounted for 39 percent of all enemy vessels sunk. EB delivered more submarines to the U.S. fleet than any other shipyard. At the peak of its wartime production, Electric Boat launched a submarine every two weeks.

Source: <http://www.gdeb.com/about/welcome/>

ELECTRIC BOAT NEWS is published monthly by the Public Affairs Dept.
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Groton, CT 06340

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ABOVE, WELDER MARVIN TAUL WELDS THE INITIALS OF NORTH DAKOTA SHIP SPONSOR KATIE FOWLER.

QUONSET POINT HOSTS KEEL LAYING FOR SUBMARINE NORTH DAKOTA

The 11th ship of the Virginia Class, North Dakota (SSN-784), marked the ceremonial start of its construction with a keel-laying ceremony at Quonset Point earlier this month.

During a ceremony in Building 2003 attended by employees, members of Congress, Navy leadership and representatives from the state of North Dakota, Ship Sponsor Katie Fowler had her initials welded onto a steel plate that will be permanently affixed within the submarine. Fowler is the wife of retired Vice Adm. Jeff Fowler, a North Dakota native.

“Being chosen to be the sponsor of North Dakota has been a great joy of my life,” said Fowler. “I am looking forward to a life-long relationship with my ship and its crew.”

Just before the welding of her initials, which signifies her bond with the ship and its crew, Fowler said, “USS North Dakota will always be in my thoughts and prayers.”

Electric Boat President **KEVIN POITRAS** noted that



A CLOSE-UP OF SHIP SPONSOR KATIE FOWLER'S INITIALS.

the Navy/industry team has implemented a steady stream of process improvements and capital investments to reduce the cost of Virginia-class submarines while maintaining capability.

He described the delivery of the submarine Mississippi almost a year ahead of schedule and more than \$60 million under target cost as the most recent example of the Virginia team’s efforts to meet aggressive cost and schedule objectives.

“Even with this remarkable performance, we know we can do better,” Poitras said, noting that North Dakota is 36 months into construction and 62 percent complete – a 6 percent improvement over the Mississippi.

Representing the Navy at the keel laying were Adm. Kirkland Donald, director – Naval Nuclear Propulsion; Vice Adm. John Richardson, commander – Submarine Forces; Rear Admiral David Johnson, program executive office – Submarines; Rear Adm. Richard Breckenridge, commander – Submarine Group 2; and Rear Adm. (sel) Stuart Munsch, deputy director – Undersea Warfare.

“Today marks the first time we bring together the whole team of partners as we start this journey together,” said Richardson. “To mark our dedication, we’ll strike an arc and weld our sponsor’s initials into the steel that will become one of the most capable warships in the world – extending our undersea superiority for decades,” he said.

Referring to the Virginia-class partnership, Johnson said, “The Navy/industry shipbuilding team continues to build and deliver these outstanding assets ahead of schedule and ready to contribute to the high-tempo operations our Submarine Force executes around the globe.”

The political leadership at the keel laying comprised U.S. Sen. John Hoeven of North Dakota, and Gov. Lincoln Chafee, U.S. Representatives David Cicilline and Jim Langevin, and U.S. Sen. Sheldon Whitehouse, all of Rhode Island.

Welding Fowler’s initials was **MARVIN TAUL**, a 38-year Quonset Point employee and the facility’s oldest welder. His son Peter and grandson Joshua, also welders at the facility, were in attendance. 🛠️



STANDING BY THE COMPLETED INITIALS ARE WELDER MARVIN TAUL, ELECTRIC BOAT PRESIDENT KEVIN POITRAS AND SHIP SPONSOR KATIE FOWLER.



SERVING AS A BACKDROP FOR THE KEEL-LAYING CEREMONY WAS SECTION 2B TO 5, ONE OF FOUR HULL SECTIONS THAT WILL BE JOINED TOGETHER TO CREATE THE SUBMARINE NORTH DAKOTA.



Electric Boat Awarded \$78 Million for Virginia-class Submarine Procurement

The U.S. Navy has awarded Electric Boat a \$78 million contract to buy long lead-time material for the Virginia-class submarine SSN-792.

The contract provides funding for steam and electrical-plant components, the main propulsion unit and ship-service turbine generator set, as well as miscellaneous hull, mechanical and electrical-systems components to support construction of SSN-792, which will begin in 2014.

Hailed as a model defense-acquisition program for its technical excellence and schedule performance, the Virginia-class submarine program provides the Navy with the capabilities required to dominate both the open ocean and the littorals. In partnership with the Navy, Electric Boat is successfully pursuing its goal to reduce ship costs while maintaining capabilities through overall efficiency improvements, decreased ship-construction labor costs and shortened ship-construction cycle times.

Construction Begins on the Future USNS John Glenn

SAN DIEGO

General Dynamics NASSCO has begun construction of the future USNS John Glenn, the second ship of the U.S. Navy's Mobile Landing Platform (MLP) program. The 765-foot long ship is scheduled to be delivered to the Navy in the first quarter of 2014. When in service, the ship will be used as an offshore staging area for Navy and U.S. Marine Corps personnel and equipment.

NASSCO has construction contracts to build a total of three Mobile Landing Platform ships. The first ship of the class, the future USNS Montford Point, is currently 48 percent complete at the San Diego shipyard. 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 transshipment to shore by other vessels.

General Dynamics NASSCO Delivers USNS Medgar Evers

SAN DIEGO

General Dynamics NASSCO has delivered USNS Medgar Evers (T-AKE 13) to the U.S. Navy. The ship is named in honor of the slain African-American civil rights leader from Mississippi who served as the state's first-ever field secretary for the National Association for the Advancement of Colored People (NAACP).

Construction of the USNS Medgar Evers began in April 2010. NASSCO has incorporated international marine technologies and commercial ship-design features into T-AKE-class ships, including an integrated electric-drive propulsion system, to minimize operating costs during each ship's projected 40-year service life. During the course of the decade-long T-AKE Program, NASSCO has implemented more than 20,000 ideas to drive down costs and improve quality and more than 1.5 million hours have been invested in employee training since 2006. With a cargo capacity of more than 10,000 tons, the primary mission of T-AKE ships is to deliver food, ammunition, fuel and other provisions from shore stations to combat ships at sea.

"As demonstrated on our successful sea trials three weeks ago, the Medgar Evers is ready for immediate service," said Fred Harris, NASSCO president. "The 12 deployed T-AKE ships are performing and proving their ability to serve the fleet in their primary missions and in a variety of other roles."

Including the Medgar Evers, NASSCO has delivered the first thirteen ships of the T-AKE (Lewis and Clark) class to the Navy. The 14th ship and final ship of the class, USNS Cesar Chavez, is scheduled for delivery in the fourth quarter.

SKIPJACK 2050: USING THE PAST TO GENERATE NEW IDEAS

By LINDA RUTAN • Contributing Editor

Looking back to the future may help trigger new ideas in reducing the size of submarines. Recently, a group at the New London facility heard about a Concept Formulation (CONFORM) platform study that is looking at a submarine launched 54 years ago as a starting point for designing smaller, less costly submarines in the future.

When we are thinking about submarine design following the Virginia Class, why would we consider what

FOLLOWING THE PRESENTATION A PARTICIPANT ASKED WHERE MIGHT A SKIPJACK 2050 EXCEL? MAHONEN RESPONDED, "COST."

was done in the 1950s? **JOHN BIEDERKA**, director of CONFORM, explained that the goal of the Skipjack study is to see how new applications of advanced technologies might produce a smaller submarine for the future. Ship size is one of many factors that affect the end cost of a submarine, which was the motivation for the study.

"Outside of the Tullibee, it was the smallest we built," Biederka said. "It had a 'Body of Revolution' hull, a teardrop shape – it was the sports car version of an attack submarine."

Biederka introduced **CHRIS MAHONEN**, an engineering specialist in the Hydrodynamics, Weights & Hydrostatics Dept. (496), who is the task lead and presented "Modernized Skipjack." The Skipjack was launched in 1958. The task's objective, he said, was to study its design

and then update it to modern standards for safety, modular construction techniques and acoustics.

The Skipjack was 252 feet long and displaced 3,513 tons. Mahonen said the goal of the Skipjack 2050 study is to identify where older design practices coupled with new applications of advanced technology might help to reduce the size and cost of future vessels.

"We did not succeed at keeping the sub at its original size, but did produce a concept that is significantly smaller than today's attack submarines," he said. "We have identified a number of factors that lead to the increase in ship size, and are still evaluating others." The current Skipjack 2050 is approximately the size of the USS Sturgeon (SSN-637), which was 292 feet long and displaced 4800 tons.

A smaller submarine means reduced core mission capability. The original missions of the Skipjack were maintained: anti-submarine warfare, anti-surface warfare, and intelligence, surveillance, and reconnaissance. Other missions performed by today's Virginia-class submarines such as supporting special operations forces and providing Tomahawk strike capability have not yet been added.

Mahonen presented many details on the analysis that are submarine technology information and cannot be discussed here. The ongoing study will evaluate different configurations and hull diameters. After revising the concept further, a cost estimate will be performed to better understand potential cost-saving ideas.

Following the presentation a participant asked where might a Skipjack 2050 excel? Mahonen responded, "Cost." ♦

IT ALL COUNTS: HEALTHY HABITS FATTEN WALLETS

When **FRANCIS FINN**, an engineering supervisor in Dept. 435, got word he had won a prize in the It All Counts raffle, he couldn't believe what he was hearing.

"He told me how much, and I had to ask him again," said Finn, the winner of the top \$7,500 prize. "I was surprised, to say the least."

Finn was entered by getting his annual physical, which he said he probably would have done anyway, "But when there's a shot at winning \$7,500, I think a lot of people are more apt to participate."

ROBERT H. NARDONE, VP – HR and Administration, agreed: "The money is great, but more important is the focus on health. We will continue trying to get people interested in their health, and their families' health."

Participation has grown every year since 2006, and this year it increased another 10 percent, with two-thirds of the EB population, more than 6,600 people, eligible for the drawing.



CONTINUED ON PAGE 15



ELY DAVIS-MURPHY AT THE NEW LONDON OFFICE SUPPLY STORE

OFFICE SUPPLY STORE OPENS AT EB NEW LONDON

By LINDA RUTAN • Contributing Editor

From pens and pencils to binders and flip charts, the new Office Supply Store at the New London facility is a real change to how we have done things in the past; it should eliminate all the remote and distributed supply cabinets typically spread around a facility.

“It will eventually supply everyone in the New London facility,” said Business Assistant **ELY DAVIS-MURPHY** (400), who was tasked with setting up the store.

Instead of each department keeping a cabinet with supplies, a Green Belt process improvement project by Operations Supervisor **KYLE MULLANE** (243) determined it would be more efficient to centralize storage and distribution at the New London facility. The Office Supply Store is located on the first floor directly across from the cafeteria.

Since the store opened in April, Davis has been busy training employees how to use the scanners and bar codes of the self-serve Automated Tool Inventory Control and Tracking System (ATICTS). “The goal is to have the store run itself,” she said. Eventually badge readers will be at the doors to provide controlled access.

First time shopper **STEPHEN MOROCH** (355) said the scanning system is easy to use. “If you know how to do it at

Stop & Shop, you can do it here,” he said.

ATICTS has been used in the shipyard tool cribs for years, said **DOUG ROSZELLE** (229), who installed the store’s system. He calls the store’s version “Tool Crib Lite” because the shipyard’s tool cribs have 10,000 items and the store has 100 items.

PETE HALVORDSON (601) said the decision to open the store was based on exploiting the tool crib approach and being able to use the tool crib software and some really good ideas coming out of the process improvement team.

Halvordson summed up the centralized approach as a win-win for employees and department management. “By taking a broader look at what our employees need to do their job,” he said, “We’ve been able to consolidate both the types of items and number of orders placed to improve overall efficiency and, equally important, to ensure the supplies employees need are always available.”

The store’s 100 basic items include binders, pads, pens, envelopes, markers, and highlighters. Davis-Murphy’s Green Belt project that studied supply ordering contributed to decisions about the store’s inventory.

For the basic items, employees must log into a store computer and then scan the item barcode and amount taken. Davis-Murphy runs inventory reports every day and

department managers will get a report at the end of the month on what employees have charged.

Scanning is not required in the “Grab N Go” section of the store where items include less expensive pens, paper clips, and staples. Nearby is a section for recycled goods including used binders and 3-hole punches. Many of these items have a cost-savings tag showing how much the department is saving by using “recycled” supplies.

Davis-Murphy, who initiated the recycled item idea, said the store opened with \$6,300 in “gently used” items that have proven to be very popular. Anyone with reusable items should send them to Davis at the store.

Less frequently required items are at the store’s central console. These include staplers, erasable markers, and batteries, which must be scanned by Davis-Murphy. Additional items are available by consulting the Staples catalogs and filling out special request forms for approval.

Thanks to Mullane’s Green Belt project, special requests can be delivered faster than in the past. He found that EB is ordering approximately 30,000 cartons of Staples items per year and all the cartons for Groton/New London/Norwich are processed through the shipyard Tranship area. Each time employees handle material is a “touch” and many touches were unnecessary.

Staples shipments are now delivered directly to the New London facility. “This eliminates the extra touches and time it takes to get the material to the end user,” he added. “This has been an area of opportunity since acquisition of the New London site in 2010.”

Mullane said he visited the store and was pleased with how the self service system is working and how employees will be getting what’s needed when it’s needed. “It should ultimately bring a culture change to Electric Boat and reduce supply cost in the long term,” he said. 🌱

GENERAL DYNAMICS REPORTS FIRST-QUARTER 2012 RESULTS

General Dynamics Reports First-Quarter 2012 Results

- ▶ **MANAGEMENT AFFIRMS FULL-YEAR EARNINGS GUIDANCE**
- ▶ **AEROSPACE GROUP REVENUES GROW 20 PERCENT**

FALLS CHURCH, VA.

General Dynamics has reported first-quarter 2012 net earnings of \$564 million, or \$1.57 per share on a fully diluted basis, compared with 2011 first-quarter net earnings of \$618 million, or \$1.64 per share fully diluted. First-quarter 2012 revenues were \$7.6 billion.

MARGINS

Company-wide operating margins for the first quarter of 2012 were 11.3 percent, compared to 11.9 percent in first-quarter 2011. Marine Systems margins improved 150 basis points compared to first-quarter 2011 due to improved performance on auxiliary shipbuilding programs. Combat Systems’ operating earnings and margins were negatively impacted in the quarter by \$67 million in non-cash out-of-period accounting adjustments in its European operations. These adjustments reduced the company’s fully diluted earnings per share by \$0.13 in the quarter.

CASH

Net cash provided by operating activities in the quarter totaled \$414 million. Free cash flow from operations, defined as net cash provided by operating activities less capital expenditures, was \$324 million in first-quarter 2012. In comparison, for the first quarter of 2011, net cash provided by operating activities was \$328 million, and free cash flow from operations was \$267 million.

BACKLOG

Funded backlog at the end of first-quarter 2012 was \$46.3 billion, and total backlog was \$55.2 billion. Significant awards received in the quarter include construction contracts for two new surface ships, a DDG 51-class destroyer and a third Mobile Landing Platform (MLP) auxiliary ship. Healthy demand for Gulfstream aircraft continued in the quarter with particularly strong interest among North American customers.

In addition to total backlog, estimated potential contract value was \$26.9 billion, representing management’s estimate of value in unfunded indefinite delivery, indefinite quantity (IDIQ) contracts and unexercised options.

“General Dynamics’ first-quarter performance reflects continued growth in our Aerospace segment as well as the challenges presented by today’s dynamic U.S. federal procurement environment. We are continuing to see slower-than-anticipated award activity, particularly relating to our IS&T programs with validated requirements and approved funding,” said Jay L. Johnson, chairman and chief executive officer. “We remain focused on effectively executing existing programs, securing work associated with delayed awards and capturing new opportunities.

“Given our performance in the quarter and our current outlook for the remainder of the year, we expect full-year earnings per share to be in the \$7.10 to \$7.20 range,” Johnson said. 🌱

THE TRUTH ABOUT YOUR COLON

And then it was time, the moment I had been dreading for more than a decade. If you are squeamish, prepare yourself, because I am going to tell you, in explicit detail, exactly what it was like.

I have no idea. Really. I slept through it. One moment, ABBA was yelling 'Dancing Queen, feel the beat of the tambourine,' and the next moment, I was back in the other room, waking up in a very mellow mood. Andy was looking down at me and asking me how I felt. I felt excellent. I felt even more excellent when Andy told me that it was all over, and that my colon had passed with flying colors. I have never been prouder of an internal organ.

This is a small excerpt from an essay written by Dave Barry, the Pulitzer Prize-winning humor columnist. The full story can be found at: <http://www.miamiherald.com/2009/02/11/427603/dave-barry-a-journey-into-my-colon.html>



HEALTH MATTERS

By Susan Andrews, M.D.

Colorectal cancer is the third most common cancer for both men and women. The incidence of colorectal cancer has been decreasing over the last 20 years. The decrease in colorectal cancer is attributed to the increased use of colorectal screening tests. The screening tests allow the detection and removal of colorectal polyps and other conditions before they progress to cancer.

With colorectal cancer, the cells of the colon or rectum become abnormal and begin dividing without control. The uncontrollable dividing cells form a mass called a tumor. Initially the tumor is localized, but over time the cells can break away and invade the surrounding tissue or spread to other areas of the body and form new tumors.

The exact cause of colorectal cancer is not known. However, certain factors cause an increased chance of developing colorectal cancer. The risk factors include:

- ▶ **AGE** – as people get older.
- ▶ **POLYPS** – these are abnormal growths that are common. Most polyps are not cancerous, but experts believe that polyps can transform into cancer. That is why it is important to detect and remove polyps before they become cancerous.
- ▶ **PERSONAL HISTORY** – previous colon cancer, ovarian, uterine or breast cancer cause an increased risk.
- ▶ **FAMILY HISTORY** of the disease.
- ▶ **CERTAIN DISEASES** – ulcerative colitis or Crohn's colitis cause chronic inflammation and are linked to increased rates of colorectal cancer.
- ▶ **DIET** – some have suggested that large amounts of red meat and processed foods can increase the risk.
- ▶ **EXERCISE** – regular exercisers are at lower risk.
- ▶ **SMOKING** – smokers are at higher risk.

Screening for colorectal cancer involves checking for disease prior to developing symptoms. Colorectal cancer screening can detect cancer, polyps, lesions of abnormal cell growth and other conditions. Finding and removing polyps or other conditions early is one of the most effective ways to prevent colorectal cancer development. Also, colorectal cancer is more treatable with early detection.

There are multiple screening techniques for colorectal cancer. The simplest is the digital rectal exam performed by a Primary Care Provider during a routine physical exam. During this exam the provider will perform a single specimen guaiac fecal occult blood test to check for hidden blood. This test should not be the only screening technique used to look for colorectal cancer but can be a

ELECTRIC BOAT FULLY COVERS THE COST OF COLORECTAL SCREENING TO INCREASE EARLY DETECTION AND MINIMIZE THE IMPACT ON EMPLOYEES AND THEIR FAMILY MEMBERS.

component of other testing. A sigmoidoscopy is a test of the rectum and lower colon while a colonoscopy is a test of the rectum and entire colon. Both tests require preparation of the bowel, while a colonoscopy also requires some sedation. A newer test is a virtual colonoscopy, which uses computerized topographic colonography to create pictures of a prepared bowel. This tool is still being studied for its long-term outcomes. Lastly, a double contrast barium enema uses x-ray technology but can miss smaller lesions.

The U.S. Preventive Services Task Force, the American Cancer Society and other professional societies all agree that the colon should be screened. However, these groups do not agree on the best screening tool or the best time intervals for screening.

The factors taken into account when determining which screening test is right for you include:

- ▶ **Age and medical / family history**
- ▶ **Accuracy of the test**
- ▶ **Preparation required for the test**
- ▶ **Sedation usage**
- ▶ **Follow-up care**
- ▶ **Convenience of the test**
- ▶ **Cost**

What happens if the screening test is abnormal? Depending on which of your doctors finds the abnormality and on which test will determine the next steps. If your Primary Care Provider finds an abnormality on a digital rectal exam or on fecal occult blood testing, he or she will likely refer you to a gastrointestinal specialist. If an abnormality is found during a procedure, then a biopsy or polypectomy is performed to determine the cell structure. If a virtual test detects an abnormality, then a procedure will likely be completed.

Electric Boat fully covers the cost of colorectal screening to increase early detection and minimize the impact on employees and their family members.

The company's health plan also covers Annual Primary Care Provider visits. During these visits, digital exams and fecal occult blood tests can be completed. The Yard Hospital in Groton and the Dispensary at Quonset Point provide stool cards for employees who wish to have intermittent screening tests, which detect abnormal stool. Electric Boat's health plan covers the cost of a colonoscopy consultation, the colonoscopy, and the pathology if samples are taken.

For further information about coverage issues go to myuhc.com or call Hester Jensen at 860-433-6552 or 401-268-2240.

RETIREES

- | | |
|---|--|
| 100 John F. Fallon
19 years
O S Machnst-Shop 1/C | 452 William A. Curran
39 years
Pipe S/Des Sr Spec |
| 100 Robert D. Reed
35 years
Operations Supervisor | 452 George I. Holmes Jr.
38 years
Pipe S/Des Sr Spec |
| 201 John K. Hegel
38 years
General Foreman | 452 Stephen J. Yavinsky
31 years
Pipe S/Des Sr Spec |
| 229 Judith E. Egan
28 years
Welder-Struct. 1/C | 459 Ricardo V. Tesoriero
16 years
Arrgt S/Dsn Sr Spec |
| 230 Scott J. Emard
37 years
General Foreman | 453 Richard H. Kicinski
22 years
Mech Sr Designer |
| 230 Nicholas J. Stimac
42 years
Boom Crane Service Engineer WL | 456 Tejinder Mahal
16 years
Elect Sr Designer |
| 241 Clarence W. Beers Jr.
47 years
Elec Trade Tech | 495 Larry A. Yering
48 years
Logist Tech Aide |
| 243 Henry R. Netherton
33 years
Pipefitter 1/C | 505 Neil L. Wilcox
10 years
Janitor |
| 252 Paul W. Gluck
36 years
Joiner | 901 Willilam L. Haynie
31 years
Install Tech III |
| 323 Wayne E. Discuillo
44 years
Qual Cntl Spec | 901 Donald F. Poirier
36 years
Install Tech III |
| 355 Edward R. Pellegrini Jr.
36 years
Manager of Planning | 912 Manual F. Adriano
36 years
Struct Fa Mech I |
| 411 Thomas L. Johnson
18 years
Program Rep, Principal | 915 Samuel A. Manchester
36 years
Install Mech I |
| 421 Joseph F. Tycz
9 years
Engineering Specialist | 924 Robert E. Chu
10 years
Prod Supp Mech 1 |
| 428 Yvonne Miranda
35 years
P/C Techaid Sp | 969 Robert A. Cornwell
35 years
Financial Analy Proj |
| 449 John G. Dodge III
38 years
Engineering Asst Sr | |
| 449 Jerrold L. Utz
33 years
Test Engineer Sr | |

service awards ★ ★ ★ ★ ★ ★

45 YEARS

- 355 Dean M. Wilkinson
- 492 Herbert A. Segal

40 YEARS

- 321 Brian D. Alger
- 330 Steven R. Christina
- 431 Colin Thomas

35 YEARS

- 226 John J. Donovan
- 230 Mark A. Mills
- 242 Robert R. Brown
- 242 Cecil L. Riley
- 243 Oswald G. Cuvilje
- 252 Keith M. Lewis
- 252 Katherine P. Marceau
- 252 Stephen J. Voronuk
- 272 Michael A. Ross
- 330 John W. Burton
- 330 William J. Converse
- 355 Bruce C. Bowker
- 355 Donald V. Dowd
- 411 Jacqueline M. Krause
- 416 Susan R. French
- 428 Jovelino M. Serpa
- 438 Raymond E. Bastien

- 447 Anthony M. Capizzano
- 452 Denise B. Curran
- 452 Danny T. Shea
- 459 Douglas M. Sherman
- 462 James W. Elkins
- 496 Anson C. Moody Jr.
- 507 John L. Palmer
- 553 Barry L. Johnson
- 626 Gary D. Wood
- 643 Teresa M. Materas
- 686 Johnny Dieters
- 705 Douglas E. Mowell
- 950 Robert F. Bowie
- 950 Anthony L. Ditri
- 970 Frank Hehl

30 YEARS

- 229 Michael M. Koczwanski
- 229 Richard S. Perrotta
- 241 David M. Billings Jr.
- 241 David R. Whittaker
- 242 Michael R. Larochelle
- 243 Glenn R. Cote
- 244 Robert R. Mase
- 252 Robert G. Beaudry
- 252 Karl P. Milkovits
- 271 Robert M. Arruda
- 272 Michael S. Chayben
- 409 Mark W. Gagnon

- 443 Monica M. Harsmanka
- 445 Thomas H. Johns
- 447 Nicolette C. Belanger
- 447 Noel J. Daigneault
- 452 Glen J. Ritchotte
- 456 Kenneth Rowland
- 459 Marc A. Adkins
- 459 Robert D. Beard
- 459 David W. Caswell
- 459 David M. Guerra
- 459 Timothy C. Jackson
- 459 Curtis V. Smith
- 459 Jeffrey E. Wells
- 496 Raymond E. Johnson Jr.
- 496 Mary P. Pine
- 507 Lester W. Burdick
- 610 Patrick E. O'Brien
- 707 David M. Miclette
- 792 Christopher S. Taylor
- 901 David J. Baranowski
- 903 Ronald E. Brenek
- 913 Kenneth W. Nichols
- 915 William T. Heughins Jr.
- 915 Norman C. Pray Jr.
- 921 William C. Grandchamp
- 921 Robert E. St. Louis Jr.
- 933 Robert K. Bowman
- 951 Joseph F. Silvia

25 YEARS

- 100 Nicholas J. Burgess
- 243 Jeffery B. Scalaro
- 272 Kathy L. Calkins
- 341 Deborah A. McNeil
- 406 John C. Nykyforchyn
- 414 Linda N. Kelley
- 425 Kevin J. Dombrowski
- 429 Warren J. Jennings
- 433 Kenneth P. Barbour
- 434 Raymond G. Champine
- 445 Elizabeth A. Oosterom Kanyock
- 445 Gary J. White
- 449 John M. Gennari
- 453 Paula L. McDonough
- 453 Michael V. Parker
- 454 Deborah A. Cluff
- 455 Judith E. Reed
- 456 Ernest J. Iannone
- 456 Kenneth Rapple
- 456 Duane Tyree
- 458 Stefan H. Muenzner
- 459 John R. Lamperelli
- 459 Mary J. Mingoia
- 459 David A. Stillwell
- 460 Stephen B. Chisholm
- 462 Michael T. Mahar

- 480 David A. Sabala
- 485 Thomas G. Boguszewski
- 486 Anthony S. Cimono Jr.
- 495 Stanley W. Mathis
- 551 Steven D. Christley
- 645 Cynthia L. Crabb
- 649 Catherine M. White
- 658 James R. Moody
- 691 Gina M. Lamperelli
- 705 Roger A. Durham
- 792 Alan M. Ouellette
- 904 Clarence E. Hughes
- 904 Kenneth B. Phillips
- 915 Norman R. Kangas
- 915 John R. Loudermill
- 935 John P. Conroy

20 YEARS

- 241 Stanley W. Chappell
- 452 Demetrio K. Quidachay
- 456 Richard A. Frechette
- 621 Margaret M. Houston
- 913 Edmund R. Vieira
- 915 Stephen E. Metcalfe

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

- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--------------------------------------|--------------------------|------------------------|-------------------|--|-------------------|------------------------|---|--------------------------------|------------------------|---|-------------------|---------------------------------------|---------------------|----------------------|--|--|----------------------|---|-----------------------|----------------------|--|---|---|---|--|---|--|---|--|--------------------------|
| 229 Timothy A. Bailey
Donald Berry
Merton W. Cirrito | 252 Christopher M. Belton
William H. Clifford
Scott Colan
James E. Demanche
Arnold J. Felicelli
Fayett T. Finney Jr.
Michael J. Hague
Wayland W. Hedding III
James M. Marsh
Conrad L. Mazzei
Marvin B. Mcintear
Karl P. Milkovits
William B. Newsom
Christopher E.
Stackpole
Jose A. Valentin | 428 Shawn M. Torok
Bryan A. Tyson | 431 David R. Hammond Jr. | 433 Stephen M. Faulise | 449 Evan E. Davis | 462 Michael K. Sands
Mark J. Seitel | 463 David B. Hill | 473 Ginger A. Anderson | 487 Joshua R. Edelstein
Derek C. Sears | 492 Thomas J.
Strandbygaard | 493 Michael K. Forrest | 493 Peterson Fortune
503 Marie J. Martin | 635 Todd R. Evans | 662 Daniel C. Comen
James Lewis II | 705 Mark D. Beecher | 707 Wayne E. Johnson | 776 Richie Balao
Nicholas J. Dazzeo
Craig Handa
Steven T. Kinney
Cesar Lopez
Kevin Mulligan
Jeffrey Roughton | 795 Charles E. Flynn Jr.
Jeffrey Hawk | 901 Michael A. Zompa | 902 Erik J. Francis
Justin V. Landolfi
Kyle E. Lapinsky | 902 Rachelle D. Maini | 903 Patrick B. Pratt | 904 Sophan Chhun
Nelson V. Daniel
Daniel B. Nunes
John T. Vigliotti | 912 Juan T. Contreras
Michael R. Dietzel
Jose F. Garcia | 912 Scott G. Musser
Christopher Olsen
Jason R. Quinn
Dushein R. Ranglin
Andre L. Robidoux
Dylan J. Salvatore
David P. Valliquette Jr. | 913 Eric G. Ahlberg
Michael R. Gagnon
James F. Reilly
Stalin E. Rogriquez
Tammy J. Sliney | 915 Michael P. Georgantass
Richard W. Kraft
Guy S. Shorter Jr.
Peter D. Sprague Jr.
Frank C. Tate III
Jason P. Vespia | 921 Kevin A. Aguiar
Kevin W. Assumpico
Roland A. Barratt Jr.
Steven J. Brunelle
Dianne Calechman
Brian G. Medeiros
Keith M. Moniz | 921 Eric J. Neto
Christopher M. Paul
Thomas Perrin
Alphonso Rivera
Philip J. Saber | 935 Amy E. Furmanick
James F. Loiselle | 962 Suzanne M. Domenicone
Scott D. McGregor | 967 Joshua A. Waleryszak |
|--|--|--------------------------------------|--------------------------|------------------------|-------------------|--|-------------------|------------------------|---|--------------------------------|------------------------|---|-------------------|---------------------------------------|---------------------|----------------------|--|--|----------------------|---|-----------------------|----------------------|--|---|---|---|--|---|--|---|--|--------------------------|

IT ALL COUNTS CONTINUED FROM PAGE 9

Altogether, 149 people won \$125,000 in amounts ranging from \$500 to \$7,500.

In addition to getting an annual physical, employees and spouses are automatically entered in the raffle if they participate in a House Calls or Know Your Numbers screening; fill a prescription at the Electric Boat Family Pharmacy; or enroll in a smoking cessation program.

OTHER WINNERS IN 2012 WERE:

\$5,000

Kelly Ann Ford; James Finocchiaro; Devin Thomas Maloney.

\$2,500

Richard John Schaffhauser; George Leiper Jr.; Dwayne Aker; Mark Underwood; Hector Javier Torres.

\$1,000

David L. Woods; Michael S. Lavoie; Joshua A. Dumas; Gary D. Wood; Matthew Benjamin Cole; Edward F. Hobin; William P. Adams; Robert W. Meyer; Lisa J. Weeks; Daniel William Crawford; Keith Alan Brown; Thomas Francis Trimble; Daniel J. Fagan; Harvon Jemiel Rose; Paul M. Wilcox; John R. Millett; Joshua Wade Olmstead; Steven T. Diformato; John Leon Jarvis III; Robert P. Sedotti; James A. Paolino; Theodore A. Spanos; David Michael Erardy; George Alan Yeo Jr.; Shawn Michael McDermott; Ronald Frank Oliwa; Rodney Olan Brooks; John Filmore Lucy; William Martin Van Blarcom; Stephen R. Leblanc; Stephan Mehling; Henry L. Appleton; Christopher K. Lafreniere; Mae Reese Wagner; Raymond Anthony Mitchell; Richard Slater Graichen Jr; Eric Wilson; Joe C. Defrancesco; Edward R. Campbell Jr; Clayton Earl Beckwith III.

\$500

Diane Juhnecicz; Michael Robert Gillam; Brian Patrick Hill; Robert K. Vaughan; Cheryl Jean Vars; David R. Gardiner; Gary Allen Newsome; Carl Eric Williams; Cortland G. Bryant; Eugene F. Dyer III; Jerry Alexander Radzvilowicz; Joel S. Bausch; Charles Lawrence Fradella; Richard Edward Schneider; Richard L. Bonin; Donald J. Gray; Eric B. Martell; Gerhard Arthur Barron; Brian W. Hickey; Stephen Somers Cody; Andrew R. Alvares; Daniel G. Lowney; Donald Henry Marchesseault; Richard Charles Langlois; Michael A. Campagna; Erik D. Barlick; Jeffrey R. Salisbury; Micah J. Ramsey; Hector Martinez; Lisa Maria McCabe; Joshua Dustin Leaf; Christopher John Pellegrino; Stephen Paul Welkie; Mark Anthony Mills; Betty Jean Hewitt; Jason Akanhay; Adam Christopher Wetherbee; Dennis S. Triba; Charles Arnold Steinhart; Daniel Eduzant; Craig Cameron Dutcher; William L. Parsons; Kevin Gerard Reynolds; David Bowlus; Vieng Amkhamavong; Kevin Orey Rounds; Thomas David Zarbo; William B. Mccaull Jr.; Shane Patrick Taylor; Scott Carl Bruscini; Marie M. Trapp; David J. Jaques; James M. D'ambrosia; Paul W. Murray; Matthew Bruce Ayres; Dennis W. Frageorgia; Duane Austin White; Lucas Allyn Gilger; Sebastian J. Larrea; Ronald Anthony Lastella; Joan Pilling Sears; Eulogio M. Cabellon; James Willard Wolfley; Frank E. Sestito; David Wayne Murley; Richard A. Weedon; Oswald G. Cuvilje; Curt M. Dittrich; Antone M. Mello; Maurice Joseph Taylor; Frank Eugene Morico Jr.; Anthony John Gigliotti Jr.; Timothy R. Welch; Robin M. Fairbanks; Kirtley Mason Webster II; Frederick Robertson Haberlandt; Glen A. Brown; Inez M. Giulietti; Theron Max Miller; Robert J. Terry; Gary Dean Carmody; Mark Charles Capuano; Scott Leroy Long; Thomas E. Frates; Russell Ian Parker; Richard B. Crouch; Anthony E. Faria; Normand Joseph Gervais Jr.; Daniel Wante; Ruth Ann Arder; Jason Lee Osborne; Alfred Francis Kovalik; Charles R. Hartley; Craig R. Cook; Larry J. Frank; Xhovano Ali; Frank A. Ward; David Wilkes Bergheimer; Thomas A. Cifelli; Donald G. Horton. 🍀

EB BUSINESS ETHICS AND CONDUCT

INTERNET USE

Supervisors and managers may permit internet use during non-working periods. However, internet access should not be used to support a personal business or political venture, violate any of the standards in the Blue Book, or in any way be an embarrassment to Electric Boat or General Dynamics.

You may never use the company's internet access to view, send or forward information that is sexually explicit, discriminatory, derogatory, illegal, profane or abusive.

Electric Boat may monitor or filter internet use in order to maintain and enforce company standards.

Be reminded that it is the responsibility of each employee to report internet concerns or abuse to his/her supervisor, manager, union steward or the Human Resources department.

EB Ethics Director **FRANK CAPIZZANO** (860-433-1278) is also 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. Online access is available at www.gd.ethicspoint.com

Remember – When in doubt, always ask. 🍀



ELECTRIC BOAT SAFETY PERFORMANCE

YEAR TO DATE APRIL 2012

