

JANUARY 2005



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GRAVING DOCK 3 REPAIRS MOVE FORWARD;

PHASE TWO OF PROJECT ABOUT TO BEGIN

In the most visible sign of progress since the Graving Dock 3 repair project began last summer, the basin has been dewatered and is now being readied for the construction of concrete walls inside the cofferdams that line the dock.

Manager of engineering Jeff Shafer (467), who is overseeing the work as leader of the Graving Dock Assessment Team (GDAT), said numerous EB personnel and outside consultants and contractors have worked long and hard for seven months to bring the project to this point.

“Over the holiday break, the team was successful at dewatering the dock with no unexpected incidents,” he said, adding, “Comple-

Dewatering Complete

Graving Dock 3 will soon undergo long-term repairs, following the successful dewatering of the dock earlier this month.

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ing the dewatering by the first week of 2005 was absolutely critical for beginning phase two of the repair process.”

Phase two, Shafer explained, will involve the construction of the new walls and the anchoring of those walls to the bedrock below. It will also include the installation of various equipment and fittings, followed by flooding and draining of the dock to demonstrate its adequacy, and, finally, a recertification inspection by the Navy.

Engineering project manager Austin Alvarez (463), a member of the GDAT and leader of the design review team, said the deadline to complete the work is Feb. 15, 2006. “We must meet that date to support the main objective, which is to ensure the Hawaii’s construction schedule is not interrupted.”

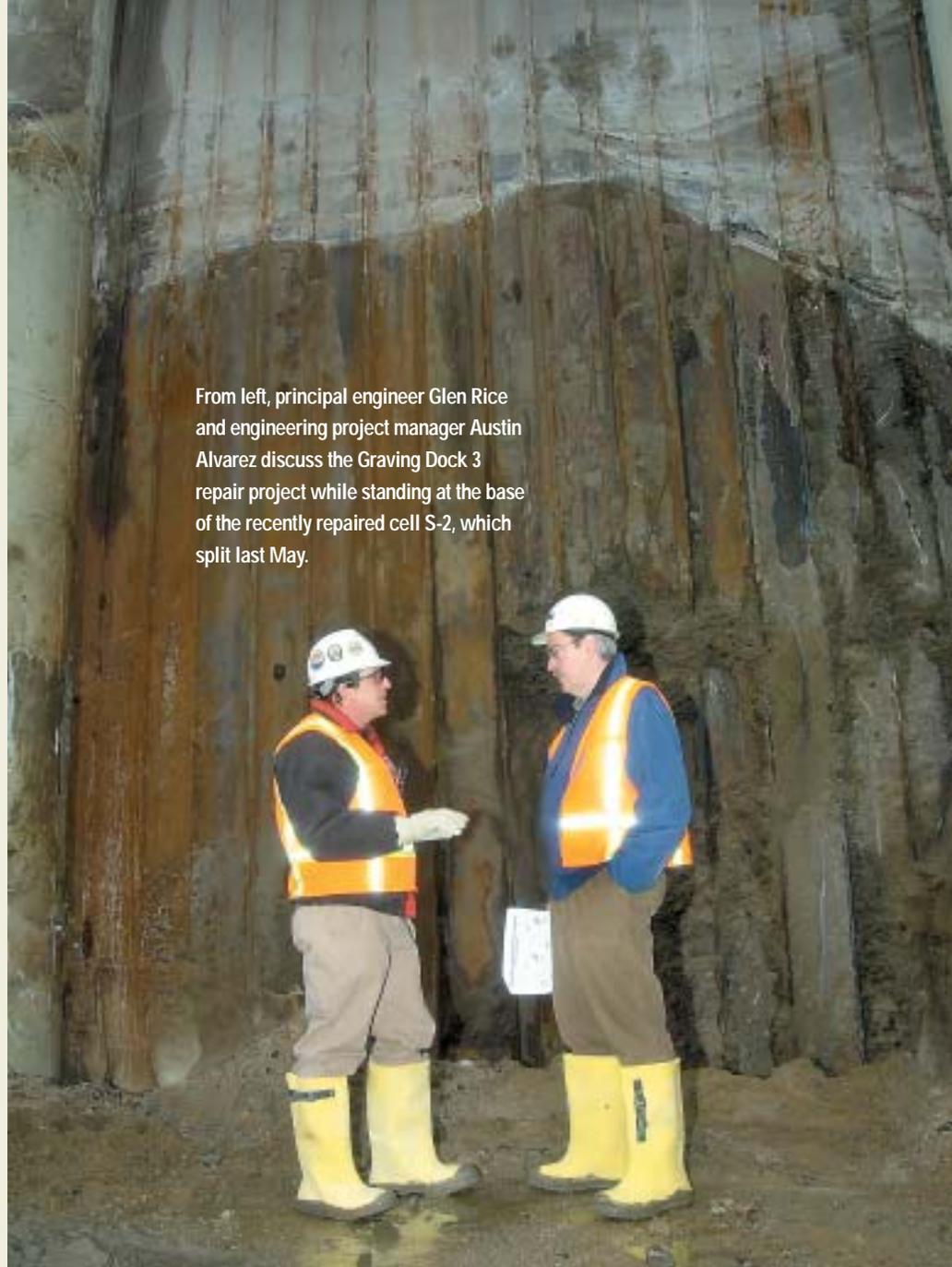
Key to the design of the project, Alvarez said, was EB’s partnering with three consultants for technical direction: Heger Dry Dock, Weidlinger Associates, and Whitman-Requardt & Associates. In addition, retired EB Director Charlie Aldrich and engineering supervisor Dan Kitchel, a young engineer at the time of the original project in the 1970s, were invaluable with their intimate knowledge of the dock’s design and construction.

Before the dock could be pumped out, the contractor chosen for the job, Peter Kiewit Sons, Inc., had to complete the project’s first phase – repairing the sheet piles and stabilizing the soil in cell S-2, which split last May.

“The work on cell S-2 allowed us to dewater the dock safely, but it is not adequate to recertify the dock,” Alvarez explained. “We’ve still got a year’s worth of work ahead of us, but at least we can see the rock ledge and cofferdams now.”

Alvarez said new laser-mapping tools that are used in submarine construction will also be used to provide precise bedrock measurements for the concrete wall designs.

Principal engineer Glen Rice (463), a GDAT member and leader of the cell S-2 repairs, said the contributions of EB



From left, principal engineer Glen Rice and engineering project manager Austin Alvarez discuss the Graving Dock 3 repair project while standing at the base of the recently repaired cell S-2, which split last May.

employees have been critical to the project’s success to date.

“People from throughout EB have provided excellent support to the contractors,” Rice said, citing the GDAT, EB Facilities supervisors, foremen and tradespeople, EB Security, and many others.

Alvarez commended several individuals by name: GDAT members Rice, Kitchel, Gene Netze, Sean Davies, Doug Studwell, Peter Schwarz, Jon Mogul, Jay Minicucci, Bill McCormick, Jim Bourne, David Zoller, Chris Barrett, Dan Corman, Bill Newton, Steve Bell and Susan

Evans; Dockmaster Walt Kohn and staff members Bob Judd and Randy Sargent; Charlie Aldridge; and Tony Trobaugh of SUPSHIP and Kevin Gattton of NAVSEA.

“It’s been great the way everybody’s worked together,” Alvarez said.

Peter Kiewit Sons has been selected through a competitive bid process to continue with the long-term repairs to Graving Dock 3. Peter Matson of Gilbane Co. has been hired as the construction manager, and Weidlinger Associates, a member of the design review team, has been retained as the designer. ♦

General Dynamics Net Earnings Increase 22 Percent in 2004 on Revenue Growth of 17 Percent

Backlog grows on strength of aerospace, defense orders.

Cash remains strong: \$799 million for Q4, \$1.8 billion for 2004

GENERAL DYNAMICS, FALLS CHURCH, Va. General Dynamics has reported 2004 fourth quarter net earnings of \$336 million, or \$1.66 per share on a fully diluted basis, compared to 2003 fourth quarter net earnings of \$279 million, or \$1.40 per share fully diluted. Revenue for the fourth quarter of 2004 was \$5.2 billion, compared to fourth quarter 2003 revenue of \$4.7 billion.

Revenue for the full year of 2004 was \$19.2 billion, compared with \$16.4 billion for 2003, an increase of 17 percent. Net earnings for 2004 were \$1.23 billion, or \$6.09 per share on a fully diluted basis, compared with net earnings of \$1 billion, or \$5.04 fully diluted in 2003, an increase of 22 percent.

During 2004 the company announced plans to divest several businesses. As required by generally accepted accounting principles, the company's reported \$19.2 billion in 2004 sales excludes \$375 million in revenue associated with these businesses. The income from these businesses (\$0.12 per share for the year) is included, but reported as discontinued operations on the company's earnings statement for both the quarter and the year.

Net cash provided by operating activities totaled \$799 million in the quarter and \$1.8 billion for the year. Free cash flow from operations, defined as net cash provided by operating activities less capital expenditures, was \$709 million in the quarter and \$1.54 billion for the year. Free cash flow from operations for the year-ago period was \$789 million in the quarter and \$1.5 billion for the year.

"General Dynamics generated solid returns again this quarter. Net earnings grew more than 20 percent over fourth quarter 2003, on revenue growth of approximately 10 percent. In addition, we had another outstanding cash performance in the quarter:"

*– Nicholas D. Chabraja,
General Dynamics Chairman and
Chief Executive Officer*

Funded backlog at the end of 2004 was \$28.3 billion, and total backlog was \$42.1 billion, compared to \$25.1 billion and \$39.9 billion, respectively, at the end of the third quarter 2004.

"General Dynamics generated solid returns again this quarter," said General Dynamics Chairman and Chief Executive Officer Nicholas D. Chabraja. "Net earnings grew more than 20 percent over fourth quarter 2003, on revenue growth of approximately 10 percent. In addition, we had another outstanding cash performance in the quarter," Chabraja said.

"In the Aerospace group, Gulfstream had tremendous order activity in the fourth quarter, resulting in a \$586 million increase to its funded backlog. Several key program wins in Information Systems and Technology resulted in an increase of nearly \$1 billion in its funded backlog; and Combat Systems' funded backlog increased by approximately \$200 million, not including the impact of a 260-vehicle order from Portugal that remains to be finalized with our European Land Combat Systems group," said Chabraja.

"Additional awards since the end of the year further strengthened our backlog, including a \$586 million contract for two T-AKE combat logistics ships

received by NASSCO, and a \$562 million award for the second of two DDG-51 Arleigh Burke-class destroyers that are in the Defense Department's FY2005 budget," he said.

"In three out of four of our major business groups, earnings and operating margins increased dramatically over the year-ago period, and the growth of funded backlog in all four groups bodes well for our future.

"Looking forward in 2005, we anticipate continued solid performance from Combat Systems and Information Systems and Technology, margin improvement in Marine Systems and continued improvement at Gulfstream," Chabraja said. "We expect 2005 earnings per share from continuing operations to increase in a range between 11 and 13 percent. We also expect free cash flow from operations to approximate net earnings." ♦

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Skipper Recognizes Navy / Electric Boat Efforts To Deliver The Jimmy Carter

During the recent delivery ceremony for the Jimmy Carter (SSN-23), Prospective Commanding Officer Capt. Don Kelso was generous with his praise of the organizations that took the ship from christening to handover to the Navy in a little more than six months.

“This is truly a special day for us. I feel like I just received an early Christmas present. Congratulations to the men and women of Electric Boat on completing construction of Jimmy Carter and delivering her to the U.S. Navy. When I took command of PCU Jimmy Carter on 25 January 2004, one of my first actions was to walk the ship and get a feel for how far along she was and how much work remained. I was absolutely awestruck at the enormity and complexity of the ship.

I remember how impressed I was with the design, but I was also struck by how much work remained and how much testing and training had to be completed in a short period to complete the ship and get her ready for sea.

“Well, 11 months later, I’m here accepting delivery of this magnificent warship. I would call this a miracle, but I know how hard Electric Boat shipyard, the Supervisor of Shipbuilding – Groton, and the crew of Jimmy Carter worked to

Just before the holiday shutdown, Electric Boat delivered the Jimmy Carter (SSN-23) to the U.S. Navy, the company's second delivery in a little over two months. USS Virginia was turned over to the Navy Oct. 12. The Jimmy Carter, shown here on sea trials, will be commissioned Feb. 19 at the submarine base in Groton.





Director of Ships Management Kevin Devine and Supervisor of Shipbuilding Capt. Jeff Reed exchange congratulations during a ceremony held to mark the delivery of the submarine Jimmy Carter (SSN-23) to the Navy.

make this happen. So, it is not a miracle, but the will and teamwork of a dedicated workforce, crew and management team to overcome all obstacles and get a huge job accomplished.

“After taking Jimmy Carter to sea three times on sea trials, I am proud to say that she is well built and meets my expectations.

“Now, I want to recognize a few key people who made this all happen. First, the ship’s manager, Stanley Gwudz. I could not have asked for a more talented, dedicated, hard working ship’s manager. You never gave up and were

always straight with me. I am amazed by your ability to manage an incredibly complex project, tracking thousands of work items daily while overcoming innumerable obstacles. You are the real hero here today.

“Second, Seawolf Program Manager Kevin Devine. I can remember our many meetings discussing the ship and many times me telling you that I didn’t think we were going to make it, if we didn’t do this or that. You always figured out how to make sure we had the people and resources we needed. You always kept your sense of humor and always kept

your eye on the prize and made sure we made it.

“I also want to recognize the thousands of Electric Boat tradesmen, foremen, managers and engineers whose hard work and talent were instrumental in building this ship. There are a few key guys that stand out who deserve special thanks: Chief Test Engineer Mike Mulford, Chief Nuclear Test Engineer Ken Onarheim, Sea Trials Coordinator Rick Sears, foremen Bob Kieffer, P.J. Evering and Mike Tomminello. Well done.

“On the SUPSHIP side, congratulations to Seawolf Project Officer Cdr. Dave Goggins, Lt. Cdr. Chris Hanson and the many talented men and women of Supervisor of Shipbuilding – Groton. Great job.

“I also want to recognize some of the key support organizations that played a major role in helping train my crew and helping us reach this milestone. SUB-LANT representative Capt. Pat Gill and his team. The Naval Reactors Regional Office headed by Mr. Rolf Zeising and his team of professionals. Commander Submarine Group Two, particularly Capt. Frank Lowery and his team of professionals. Great job to all.

“Last, I want to congratulate my crew. It is a huge challenge to pull a group of sailors and officers together from many different backgrounds and experience levels and build them into a dedicated, well-trained team ready to safely take a new ship to sea for the first time. You guys have earned my respect and admiration for a job well done.”

Electric Boat Management Association Sponsors College Scholarship Program

Each year, the Electric Boat Management Association (EBMA) awards \$14,500 in scholarships to the eligible dependents of its members.

The scholarships – \$3,000 for first place, \$2,500 for second place, \$2,000 for third place and \$1,000 for fourth through 10th places – are made available to grad-

uating seniors who plan to attend college in the fall.

Following the application and selection process, the 10 finalists are recognized at a dinner meeting in late April. This tradition of recognizing these bright, talented and dedicated young men and women dates back to 1968.

Scholarship applications are currently

available online at the EBMA web site www.ebma.us. The applications and all supporting documentation must be received at the EBMA office no later than the close of business on March 10. For more information, contact Mark Zecco, the 2005 scholarship chairman, ext. 38797, or mzecco@ebmail.gdeb.com.

At The Lagger Shop, Success Follows Success

Having witnessed what one recent process improvement project can do for their efficiency, Electric Boat's pipecoverers have wasted no time pursuing another.

Just months after developing up new sewing-machine tables that help reduce arm and shoulder fatigue, the employees of the Lagger Shop have implemented a 5S reorganization of their storage rooms that will help reduce downtime and headaches.

"A year ago we couldn't walk in here," said foreman Harlan Trudeau (246) as he stood in the pipecoverers' Building 154 storage area, which features new ceiling-high storage racks. "Everything on these shelves was stacked here in the middle of the room – the room was all boxes; the hallway was all boxes."

Tired of dealing with such a disorganized workspace, Trudeau and his crew kicked off their 5S project. They sorted their materials, discarding what they no longer use; they set their remaining supplies in order; they shined up the area; they came up with a standardized storage plan; and now they will have to sustain their new system.

Trudeau said pipecoverer Ron Nintean (246) determined the shelving needs for the storage area, and also helped figure out the most efficient way to reorganize the room. Once the new racks were purchased and installed, Nintean, Paul Vergason, Allen Bugbee and numerous others began chipping away at the myriad boxes.

"Now we can see just what we have for



From left, pipefitter apprentice Bek Williams (243) and pipecoverer Ken McCall (246) help sort material in the Lagger Shop's newly reorganized storage area.

material," Nintean said. "We don't have to hunt for it for 15 or 20 minutes. Plus, knowing what we have makes our ordering more efficient, too – we only order what we need when we need it, and are less likely to run out."

Pipecoverer Ken McCall (246) said the 5S project will be a real efficiency booster for the shop.

"It's a lot better, a lot neater, and it's going to make it a lot easier to keep things straight," he said.

Trudeau said the success of the reorganization is the direct result of everyone's efforts to make it happen.

"I thank and appreciate all the pipefitters and lagers who contributed to this project in any way," he said. 🙏

Navy Awards Electric Boat \$8.7M For SSGN Material

The Navy has awarded Electric Boat an \$8.7 million material order for the purchase of long-lead-time material required to support ship alterations on USS Michigan (SSBN-727) and USS Georgia (SSBN-729).

Electric Boat is currently engaged in the conversion of these two Trident ballistic-missile submarines – along with USS Ohio (SSBN-726) and USS Florida (SSBN-728) – to SSGN multi-mission submarines optimized for tactical strike and special-operations support. This award will support alterations to be performed after the conversions are completed. ♦

Navy Awards Electric Boat \$6.3 Million Contract Option For Sub Parts

The U.S. Navy has awarded Electric Boat a \$6.3 million contract option to provide on-board repair parts for the Virginia-class submarine North Carolina (SSN-777).

Work will be performed at Electric Boat in Groton (55 percent) and at Northrop Grumman Newport News (45 percent) in Virginia. Northrop Grumman is Electric Boat's teammate in the Virginia-class submarine program.

The option was exercised under the \$4.2 billion contract awarded to Electric Boat in September 1998 for the construction of the first four Virginia-class submarines. The lead ship of the class, USS Virginia (SSN-774), was delivered to the Navy by Electric Boat in October 2004. ♦

Electric Boat Lands \$5.6 Million Contract Modification For Submarine Work

Electric Boat has been awarded a \$5.6 million contract modification for nuclear-submarine work by the U.S. Navy

The contract modification requires Electric Boat to provide design agent, planning yard, engineering and technical support for nuclear submarines. If all options are exercised and funded, the overall contract could be worth more than \$1.1 billion over five years. It was initially awarded March 3, 2004.

Ninety-five percent of the work will be performed at Groton; 2 percent at Newport, R.I.; 1 percent at Quonset Point, R.I.; 1 percent at Bangor, Wash.; and 1 percent at Kings Bay, Ga. Work performed under this modification is expected to be completed by September 2008. ♦

NASSCO Lands \$586 Million Order For Two Logistics Ships

SAN DIEGO, Calif.

NASSCO has announced that the U.S. Navy has exercised options to build two additional ships under the T-AKE program, a new class of combat logistics force ships. The \$586 million contract brings the total number of ships awarded to NASSCO to eight, and the total contract value to \$2.5 billion. The T-AKE contract includes options for an additional four ships.

Exercise of this option expands NASSCO's backlog to 11 ships, the largest in the company's history. In addition to the eight T-AKEs, the company is

building three double-hull oil tankers for BP Shipping Company of Alaska.

Construction on the first T-AKE, the USNS Lewis and Clark, began in September 2003. Delivery is scheduled for later this year. The second T-AKE, to be named the USNS Sacagawea, is now in full-rate production for delivery in 2006.

The T-AKE is a dry cargo/ammunition ship that will be operated by the Military Sealift Command, providing logistic lift from sources of supply either in port or at sea. The ships will transfer cargo – ammunition, food, fuel, repair parts, and expendable supplies and material – to station ships and other naval forces at sea.

The T-AKE will substantially upgrade the Navy's ability to maintain its forward-deployed forces, replacing aging T-AE ammunition ships and T-AFS combat stores ships that are nearing the end of their service lives.

The T-AKEs will be the first modern Navy ships to combine proven international marine technologies such as an integrated electric-drive propulsion system with commercial design features that will minimize the cost of operation and maintenance over their expected 40-year life. ♦



Final preparations for shipout of Sections 8 and 9 of Hawaii (SSN-776) are made at Quonset Point. The unit has since arrived at the Groton shipyard.

Quonset Point Completes Work On Hawaii, North Carolina Sections; Ships Them To Groton, Newport News

Like all Quonset Point work areas, Bay 1 in Building 2003 is always teeming with activity. The past year included work on two large projects, which were completed recently with shipouts of Sections 8 and 9 of Hawaii (SSN-776) and Section 8 of North Carolina (SSN-777).

Sections 8 and 9 of the Hawaii were shipped to Groton Nov. 17. The manufacturing of Section 8 took place at Quonset Point. After receiving Section 9 from Northrop Grumman Newport News in March, Quonset Point employees spent eight months pairing the two

sections and sliding the Raft section into the unit. Quonset Point performed more than 360,000 hours of work on this project.

Several milestones were marked during this work:

- Over the course of the eight-month period, there were no lost workday injuries
- A 25 percent cost savings over similar work performed on the USS Virginia (SSN-774) was achieved
- Only 660 hours of off-loaded work were required (off-loaded work refers to

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Navy Awards \$1.5 Billion In Multi-Year Funding For Virginia-Class Submarines

The Navy has awarded Electric Boat a \$1.5 billion modification to its FY04-FY08 Virginia-class multi-year contract, which provides funding for the FY05 multi-year ship (SSN-780), advance procurement funding for the FY06 ship (SSN-781), and economic order quantity funding for FY06-08 ships (SSN 781-783).

Work will be performed in Groton, Conn. (30 percent), Quonset Point, R.I. (15 percent), and Newport News, Va. (15 percent), with other efforts performed at various sites throughout the United States (40 percent). Work is expected to be completed by April 2014.

With this funding, Electric Boat and its construction teammate, Northrop Grumman Newport News, will continue to achieve economy-of-scale efficiencies in the production of Virginia-class submarines. The Virginia class represents the U.S. Navy's first major combatants designed specifically for post-Cold War missions.

A total of 10 Virginia-class ships have been ordered. In October 2004, Electric Boat delivered the lead ship of the class, USS Virginia (SSN-774), to the U.S. Navy, which commissioned the submarine later that month. Nine more ships – including the five funded by the multi-year agreement – remain under contract. ♦

continued from page 8

work not completed at Quonset Point.)

“The unit was a real challenge based upon the scope of the work,” says Walt Tift (915), area superintendent responsible for this project. “But the teams of people did a great job, which is clearly evident by the savings we achieved.”

“Since we did much of the same work on the Virginia, improvement is expected on the next unit,” adds Superintendent Tony Moniz (915).

“We achieved some remarkable, measurable numbers on this unit. All team members who worked on this project put forth a great effort and the results speak for themselves.”

On Dec. 9, a second unit was shipped out from this area. Section 8 of North Carolina (SSN-777) made its way to the Newport News shipyard. This unit was sent with zero off-loaded hours. ♦

“The unit was a real challenge based upon the scope of the work. But the teams of people did a great job, which is clearly evident by the savings we achieved”

– Walt Tift (915), area superintendent

Connecticut Governor Cites Electric Boat For Flu Shot Donation

HARTFORD, Conn. Connecticut Gov. Jodi Rell has commended Electric Boat for donating its initial supply of flu shots to the Visiting Nurses Association of Southeastern Connecticut. The donation was made in response to the national shortage of the vaccine.

In a letter to Bob Nardone, VP – HR & Administration, Rell wrote:

“I’m writing to say thank you for your efforts to help Connecticut cope with the shortage of flu vaccine. Your donation of vaccine to health authorities meant those most in need received potentially life-saving shots.

These acts of generosity and humanity prove what I have always believed about the people of Connecticut: We are an extraordinary community, willing to work together to face any difficulty and braced by strong personal values.

Thank you again for your support during this crisis. As always, the people of Connecticut will come through together.”

In addition to the 1,500 shots donated by the Groton shipyard to the Visiting Nurses, the Quonset Point site contributed its supply of 800 vaccinations to the Rhode Island Department of Health. ♦

Classified\$

APPLIANCES

GE ELECTRIC RANGE – range hood included; \$160. 443-6019.

26" SAMSUNG COLOR TV – cable access, in good working condition; \$75 or best offer. 440-3463.

WHIRLPOOL RANGE – range hood included; \$200. 437-3489 after 6 p.m.

AUTOS/TRUCKS

BUICK SKYLARK, 1994 – 4 door Sedan, 4 cyl., 2.3 liter engine, a/c, ps, am/fm stereo, power door locks, tilt wheel, cruise control, remote starter, 64.6k miles, excellent condition; \$3,000. 449-8419.

DODGE VAN, 1992 – maroon and silver, maroon interior, new tires, a/c, am/fm cassette player, ps, pb, at, good condition; \$2,500 negotiable. 401-596-5788.

FORD E150 CONVERSION VAN, 1997 – 5.4L V8, 70k miles, 2 zone a/c, tv/vcr, rear am/fm radio w/headphones, snow tires, tow pkg, rear fold-down bench seat; \$7,400. 434-1619.

LINCOLN CONTINENTAL, 1996 – loaded, excellent condition, 104k miles, new brakes, battery, good tires, well maintained; \$5,500 or best offer. 739-9563.

VOLVO S70, 1999 – fully loaded, pewter, 2.4L, 5 cyl., auto traction control, dual climate control, leather, heated seats, power sunroof, etc.; \$8,500. 848-7927.

AUTO PARTS

FREE – Mazda RX7 passenger door for 1979 auto. Also front bumper and rear hatch glass. 440-3463.

1966 MUSTANG PARTS – 289 water pump (brand new), \$15; 6 cyl. rear-end, \$150; 289 intake, \$25; 294 fireball cam, \$40. 608-0631.

BOATS

17 FT. BASS TRACKER – 40 hp out-board, great shape; \$3,500 or best offer. 442-2729 or 572-9952.

FURNITURE

BEDROOM DOUBLE DRESSER – with mirror, \$100; bedroom chest with two drawers, \$50; tv/stereo cabinet, holds 32" tv, \$75; two rocking chairs, \$75. 437-3489 after 6 p.m.

DINING ROOM SET – oval table w/leaf and 6 chairs, lighted hutch/buffet, pecan wood, very good condition; \$350. 535-2903.

4-DRAWER DESK – white, \$80, antique maple Magnavox am/fm stereo console with record player, \$70; 3 tv's, \$20 each. All fine condition. 536-6337.

MISCELLANEOUS

AMERICAN GIRL DOLL CLOTHES and furniture, Ginny Lind style doll's cradle, child's rocking chair, new porcelain doll, children's books and puzzles, dollhouse furniture, Crissy doll, Mickey Mouse earrings. 401-596-5788.

CHAIN HOIST – Budget 1 ton heavy duty, excellent condition; \$50. Also misc. chain and wire rope. 449-0349.

COMPOST TUMBLER – used one season. Paid \$300, asking \$150. 423-4641.

EXTENSION LADDER – aluminum, 28 ft., Type I, 250 lb. capacity; \$175. 447-3834.

Classified Ad Form

Name _____

Dept. _____

Ext. _____

One form per ad; 25 words per ad; two ad maximum per issue. No faxed or phoned-in ads.

Include item description, price and home telephone (List area code if outside 860)

Circle category:

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

Mail to Crystal Smith • EB Classifieds • Department 605 • Station J88-10

FRANKLIN CAST IRON WOOD STOVE – excellent condition; \$375. 401-885-3419.

GARAGE DOOR – 9 ft. overhead, all hardware included; \$85 or best offer. 443-6019.

LADDER – 32 ft. Werner fiberglass; \$250 or best offer. 440-3463.

SADDLES – (2) 17" Lancer all purpose, great condition; \$300. 17 1/2" Crosby Equilibrium, medium tree, high quality, beautiful, like new; \$1,500 or best offer. 442-2729 or 572-9952.

STEAMERTRUNK/WARDROBE – circa 1940's; \$60. 464-6343.

WOODSTOVE – small Atlanta stove works, excellent condition; \$50. 449-0349.

REAL ESTATE

FURNISHED APT. FOR RENT – New London, newly remodeled one bedroom apartment, ideal for one person, good neighborhood; \$700, utilities included, non-smoker, no pets. 701-0198.

TIMESHARE FOR SALE – Newport Bay Club in downtown Newport, RI. Week 28 (July), and week 1 (New Year's week). Both weeks for \$7,500. 546-6449.

WATERFRONT LOT – Cape Coral, Florida, also lot across from water & 2 additional lots, fastest growing area in U.S. 401-348-6769.

Retirees

244 William H. Borders Jr
36 years
Sheetmetal Worker 1/C

330 Russell A. Mulcahy
29 years
Senior Purchasing Agent

452 Michael R. Angelo
42 years
Project Supervisor

453 Frederick A. Welskopp
14 years
Senior Mech Draftsman

467 Clement W. Brown Jr
28 years
Senior Engineer

935 Michael Giacheri Jr
28 years
Foreman

45 years

330 Woodrow W. Klewin Jr

40 years

436 Paul A. Beaupre
477 Robert M. Lawrence

35 years

241 Richard B. Bucklin
272 Robert G. Cruse
333 Edmond J. Najim

30 years

229 David A. Lamoureux
241 William F. Hodgkinson
243 Charles R. Sullivan
248 James L. Jordan
333 Bradford Marchand
355 David E. Bankas
403 Sherry M. Fogue

411 Dennis A. DeFelice
411 Joseph F. Manfre
452 Thomas Williams
453 John F. Curran
455 John T. Barclay
463 Richard A. Dugan
545 Chester A. Grabowski
629 John J. Socha
684 Drew C. Deshefy
742 Dean C. Bennett
902 Richard P. Ancil
902 Steven B. Magnanti
902 Patrick M. O'Keefe
903 Paul R. Gagnon
904 Richard R. Danis
904 Ralph J. Milner
904 John J. White Jr
911 Arthur R. Butts III
911 Hilton J. Higgins
911 John T. Horton
911 Kevin M. Mason
915 Douglas J. De Graide
915 Sidney R. Hobday III
924 Gilbert S. Larose
935 Kenneth A. Boudreau
957 Terry C. Meece
957 Michael G. Reynolds

25 years

226 Steven R. Ouimette
229 John J. Ferguson Jr
241 Marc L. Wolak
242 Edward C. Gencarella Jr
246 Wayne J. Hall
246 James W. Straus
251 Michael J. Prairie
251 Juan R. Sanchez
275 Thomas E. Hagist
322 William P. McMurray
341 David J. Mewha
341 Donald V. Raffo
355 Richard E. Groff
413 Lucinda A. McGee
434 Joseph A. Wilson
435 Keith M. Noseworthy
441 Jerry E. McBride
447 Amuro Cardoza
449 Richard L. Short
452 Eric R. Straub
459 Barbara-Jo Chimenti
459 George G. Lamache
459 Scott A. Olsen
459 Dennis R. Rocha
459 Kimberly A. Young
462 Joseph D. Michaels
477 David Johnson

621 Elaine Dougherty
745 Theodore C. Hurlock Jr
860 Herbert R. Shorter Jr
901 Richard J. Serpa
902 Thomas A. Chapdelaine
902 Anthony L. Lepre
904 Joseph M. Denomme
904 Jeffrey P. Salois
911 Richard J. Duquette
911 Bruce R. Gagnon
911 Ronald F. Larocca
915 Kenneth R. Boiteau Sr
915 James F. Griggin

20 years

100 Jody C. Piekarski
229 Isabel T. McFadden
229 Ronald York
243 Timothy A. Flynn
244 Ronald W. Thompson
252 Henry Daigneault
410 Dennis N. Klein
410 Jeffery A. Mills
419 Keith T. Apicelli
434 Mark N. MacLean
445 Vincent N. Papandrea
448 Richard Fay
449 Michael T. Lame
452 David M. Reagan
473 Robert W. Cullinen
495 Thomas C. Rison
614 Mary J. Erickson
702 Dino N. Spentzos
705 Frederick A. Adams
900 Janette A. Sykora
911 Thomas P. Richardson
915 Edward D. Murphy



GENERAL DYNAMICS
Electric Boat

Electric Boat NEWS

STANDARD PRESORT
U.S. POSTAGE
PAID
GROTON, CT
PERMIT NO. 392

A Half Century Of Submarine Nuclear Propulsion

Fifty years ago –
on Jan. 17, 1955 – the
Electric Boat-built
USS Nautilus (SSN-571)
made history as the
world's first nuclear-
powered vessel.
Commander Eugene
Wilkinson's succinct
message, "Underway
on nuclear power,"
signalled a revolution
in submarine capability
and naval warfare.

U. S. NAVAL DISPATCH

8ND-GEN-1007

FROM:	USS NAUTILUS SSN 571	CLASSIFICATION:	U:ICL
ACTION:	COMSUBLANT		
INFO:			

