

Electric Boat NEWS

JANUARY 2006



Ship Talk

Standing on staging alongside Hawaii (SSN-776), Electric Boat President John Casey, third from left, discusses ship-construction techniques with Secretary of the Navy Donald Winter, who toured Electric Boat earlier this month. At left is Capt. Dave Johnson, the Navy's Virginia-class program manager, and Rolf Zeising, the Naval Reactors representative. At right is Cmdr. Dave Solm, prospective commanding officer of Hawaii.

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Electric Boat Hosts Navy Secretary

Acknowledging the company's long-standing relationship with the Navy and its synergies with the submarine base in Groton, Secretary of the Navy Donald Winter traveled to Electric Boat Jan. 19 to learn firsthand about EB's capabilities and the challenges it faces.

Before assuming the Navy's top civilian job, Winter was president of Northrop Grumman's Mission Systems Sector. He was sworn into office Jan. 3.

Winter's visit included a meeting with the company's top management as well as MTC President Ken DeLaCruz and MDA-UAW President John Worobey. While at the ship-

yard, he toured the new-construction submarine Hawaii (SSN-776), scheduled for a June christening, and USS Virginia (SSN-774), in the shipyard for its Post-Shakedown Availability. Winter also toured the Quonset Point facility. "It's been a great day," he said.

At a press briefing held after the Groton tour, Winter said his visit would provide him with a better understanding of the issues facing Electric Boat, the shipbuilding industry and the Navy. In response to a reporter's question, he declined to be specific about the Navy's shipbuilding plans, but stated his concern about maintaining the naval shipbuilding industry's institutional knowledge.

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Improvement Initiatives Extend To Towels, Coveralls

Shop towels and coveralls are two of the most frequently used items in the Electric Boat shipyard. They are also two of the most basic.

But for the employees who have long provided the hands-on distribution, collection and management of the textiles, they are anything but basic.

Enter a trio of recent process improvements – two for the shop towels and one for the coveralls. Since taking effect in 2005, the shop-towel improvements, which led to the creation of self-service bins for employees, have helped boost the efficiency of the painter tool cribs. And the coverall improvement has proved to be a big money-saver, with the promise of continued savings in the years to come.

“They’ve made things more efficient,” painter working leader and tool crib attendant Ed Badessa (251) said of the new bins, which dispense clean towels and accept soiled ones. “People can now take what they need, instead of coming to the tool crib window.

“It took up a lot of our time, because everybody needs clean towels and bags,” he said of the old towel-distribution system, in which the items were handed out individually by the attendants. “With the new system, everything’s right there for them and they can take what they want.”

Steel trades foreman Doug Roszelle (229), who oversaw the shop-towel process improvements, said the new system not only saves the tool crib attendants’ time, but it also greatly enhances the way soiled towels are collected.

“We used to collect the used towels in barrels, which, in addition to having a generally unkempt appearance, were



Painter Gerald Holly (251) helps himself to some shop towels at a new distribution/collection bin in front of the painters’ wet dock tool crib.

prone to an infusion of rainwater,” he said. “That would force us to dispose of the mixture as hazardous waste at a cost of \$450 per barrel.

“This was a good environmental change,” Roszelle continued. “Employees know that the towels need to be returned, and the new collection bins make it much easier for them to do so.”

The towels are rented from Coyne Textile Services, which collects the soiled ones, launders them and brings them back. The new bins, Roszelle said, eliminate the need for EB employees to provide any hands-on distribution of the towels at all. Plus, they feature a disposal cart that EB’s Coyne representative, Jack Bourke, can easily roll into his truck, unlike the barrels, from which he had to lift heavy bags of soiled towels.

“It was absolutely back-breaking,” Bourke said. “But then EB came up with this idea, and it’s fantastic.”

The coverall process improvement, which took effect a year ago, didn’t change the way they are distributed – the tool cribs still issue and collect them. But it did greatly reduce EB’s costs.

Roszelle, who oversaw this process improvement as well, said EB used to purchase all its coveralls at a cost of up to \$63 each. Coyne Textile would then launder them for \$1.14 each per week. However, Roszelle discovered that EB could rent the coveralls from Coyne for just 26 cents more per week, with laundry fees included.

“We saved an estimated \$144,000 in the first year of the rental program alone,” Roszelle said. “And that should continue year after year.”

Roszelle said EB uses various types of coveralls – for example, orange for lead work and gray for general use – and all of them are available for rent. When the coveralls wear out and need replacing, which is pretty often, there is no extra charge to EB. There is also no additional cost to add more pairs to the rotation, other than the increased rental fee.

“We got the graving docks up and running with no startup cost,” he said. “Without the rental program, it would’ve cost us \$45,000 to buy new coveralls for that area of the shipyard.”

The rental program, Roszelle said, has also allowed EB to place its previously purchased coveralls aside as an emergency reserve, pulling them out during occasional high-use periods, such as during blast and paint jobs. Then, after Coyne launders them, EB puts them back into storage.

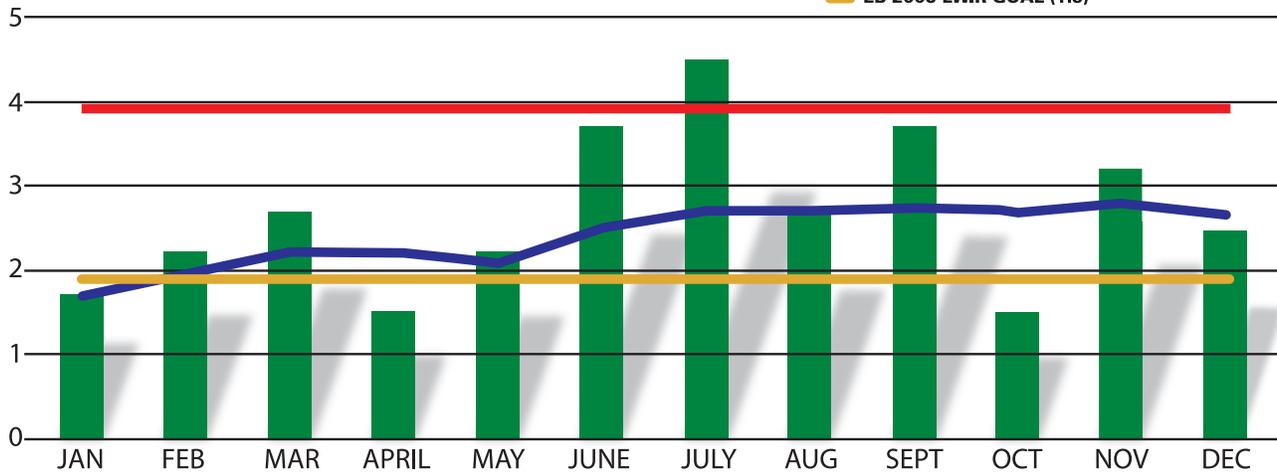
Steel trades Superintendent Ron Donovan (226) praised Roszelle and his team for these and other recent process improvements.

“They’ve improved the availability and quality of our tools and equipment,” he said, “while at the same time keeping safety as the number 1 priority and saving us thousands of overhead dollars.

“It’s a real success story,” Donovan concluded. 🏠

ELECTRIC BOAT CORPORATION 2005 SAFETY PERFORMANCE

■ LOST WORKDAY INJURY RATE (LWIR) MONTH
— LWIR YEAR-TO-DATE (2.7)
— NATIONAL LWIR AVERAGE (3.9)
— EB 2005 LWIR GOAL (1.9)



MTC Members Receive \$150 For 2005 Safety Performance

Eligible MTC members have received \$150 (minus withholdings) safety recognition awards for meeting 2005 safety goals.

The 2005 Safety Recognition Program comprised three elements relating to employees' safe work practices and their efforts to reduce on-the-job injuries:

- \$50 for meeting a Lost Workday Injury Rate (LWIR) of 3.5 or less for the period of September through December 2005.**
- \$75 for the successful completion of the "16J" Safety Awareness Program** by a minimum of 75 percent of MTC Operations employees.
- \$75 for the formation of nine Safety Action Teams** and the implementation of a minimum of 18 new safety initiatives.

The first goal – Lost Workday Injury Rate – was not met. However, participation in the "16J" Safety Awareness Program far exceeded the 75 percent minimum goal; additionally, the MTC successfully formed 10 Safety Action Teams and implemented 29 safety initiatives. The \$150 award is the sum for meeting two of the three goals.

Both MTC President Ken DelaCruz and Operations Director Mike Alu praised the MTC workforce for their efforts to improve shipyard health and safety.

According to DelaCruz, "We must continually improve the safety of our workplace. We want everyone to go home at the end of their shift in the same condition as when they came to work."

Alu added, "The successful completion of the two elements of the 2005 Safety Recognition Program will make the shipyard a safer place in 2006 and beyond." 🌟

Electric Boat **NEWS**

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Addressing the media, EB President John Casey described the company's goals as unchanged but urgent – achieving a built rate of two ships per year and obtaining design work for a new-generation nuclear submarine. Reaching these objectives is critically important both for Electric Boat and the nation, said Casey. 🌟

Marine Group Update

U.S. Navy Awards NASSCO Long-Term Multi-Ship LSD/LPD Maintenance And Repair Contract

SAN DIEGO
National Steel and Shipbuilding Company (NASSCO) has been awarded a seven-year contract for the continuous maintenance and repair of four LSD-41/49 class ships and four LPD-4 class ships for the U.S. Navy. The contract includes one dry-docking and 12 non-docking availabilities and has an estimated total value of \$200 million.

All eight ships are scheduled to be homeported in San Diego during the contract period. They are the USS Germantown (LSD-42), USS Comstock (LSD-45), USS Rushmore (LSD-7) and USS Pearl Harbor (LSD-52); and the USS Ogden (LPD-5), USS Cleveland

(LPD-7), USS Dubuque (LPD-8) and USS Denver (LPD-9).

The LSD and LPD amphibious ships transport Marines and their combat equipment to areas throughout the world, and launch and support landing craft and helicopters during amphibious assault and other military operations.

NASSCO President Frederick J. Harris said, "With the award of this contract, the Navy has selected NASSCO to be the single prime contractor for continuous maintenance of all amphibious classes of ships homeported on the West Coast." Harris noted that since 1997, NASSCO has been providing maintenance and repair services on five LHA-class and LHD-class ships for the U.S. Navy under

a nine-year contract.

"This LSD/LPD contract demonstrates our team's capability to maintain and repair San Diego's homeported fleet to support the high demands of current Navy operations," Harris added. "We are dedicated to meeting the long-term maintenance and repair needs of these complex ships at the lowest cost and on the shortest schedules."

Harris said the advantages of long-term maintenance contracts include more efficient production and lower costs for the Navy, facilitated by staffing continuity at the shipyards, improved planning and purchasing and the transfer of experience between ship availabilities. ♦

Electric Boat Awarded \$13.9 Million Contract For Navy Nuclear Work

Electric Boat has been awarded a \$13.9 million contract by the U.S. Navy to manage and support nuclear-maintenance work for submarines homeported at the submarine base in Groton.

Under the terms of the contract, Electric Boat will operate the Nuclear Regional Maintenance Department (NRMD) at the submarine base through September 2006. The company will provide project management, planning, training and radiological-control services to support maintenance, modernization and repairs in support of operational submarines. A core group of about 22 Electric Boat employees is assigned to the NRMD, with surge groups of up to 110 shipyard employees for short periods.

If all options are exercised and funded, the contract will be worth \$61.8 million over three years. ♦

U.S. Navy Awards BIW \$64M For Lead Yard Services

BATH, Maine
The U.S. Navy has awarded Bath Iron Works (BIW) a \$64 million contract to provide Lead Yard Services for the DDG-51 Arleigh Burke Class AEGIS Destroyer Program and FFG-7 Perry Class Frigate Program.

BIW will provide expert design, planning and material support services for maintenance and modernization. Work is expected to be completed by Sept. 30, 2010. BIW is the lead shipbuilder for the DDG-51 Class and a leading designer and builder of complex surface combatants for the U.S. Navy. Since 1991, BIW has manufactured and delivered 25 Arleigh Burke-class destroyers, the most technologically advanced surface combatant in the world, to the U.S. Navy. Six additional ships are currently under construction in Bath, and three more are under contract for delivery by 2010. ♦



From left, Building 260 tool crib attendant Charlie Sprague (229) shows rigger Paul Gauvin (230) how mobile lift keys are issued electronically. Before a new process improvement took effect last month, Gauvin and other riggers used to spend up to an hour a day issuing the keys manually.

Process-Improvement Effort Develops Keys To Success

Issuing keys for Electric Boat’s mobile lifts used to give members of the Lifting & Handling Department frequent headaches.

The keys would often get lost, and the procedure itself required riggers to check training records manually and then keep a handwritten log. In all, they’d spend up to an hour a day, every day, handing out the keys.

But thanks to a process improvement implemented just last month, the keys are now issued electronically by the Building 260 and graving-dock steel-trades tool cribs, freeing up time that the riggers can now devote to other duties, such as making sure the lifts are properly maintained.

“Bottom line, there was little control of the units,” said rigger general foreman Mark Mills (230). “We thought about assigning someone to it full time, but it wouldn’t be cost-effective.”

So the riggers sought the assistance of steel trades foreman Doug Roszelle (229),

EB’s resident expert when it comes to tool crib technology. Roszelle quickly realized that the tool cribs could efficiently take over the key distribution, as long as some modifications could be made to EB’s online training-records system. He spent the next few months working with the Training Department and the tool-crib software vendor to make the changes happen.

Now, getting a lift key is as effortless as getting anything else from a tool crib.

“When someone asks for a key, the system automatically checks for three different training records,” explained Roszelle. “If the employee’s training is up to date, he’ll get a key. If not, he won’t.”

And because the tool crib system requires a lift key to be returned the next day or the employee is locked out of the system, Roszelle said lost keys are a thing of the past.

“We should save significant money just in key replacements,” he said.

Rigger Paul Gauvin (230), who had fre-

quently been assigned to hand out the keys manually, said the new system not only allows EB to keep better control of the lifts, but it also helps him keep better track of lift maintenance and repair issues.

“Lift inspection cards are given out and collected with each key,” he explained, “so it’s easy for me to collect them on a regular basis. Then I can take care of any problems that crop up.”

Roszelle said the new system is expected to have other benefits as well, such as eliminating unnecessary aerial-lift and fall-protection training. It will now be easy to see who is using the lifts and who isn’t, he said, allowing the trades to pare their list of employees required to take the three training classes to only those who regularly use the lifts.

“There were a lot of things we had to do up front to make this process improvement a reality,” he said, “but now that everything’s done, it’s working like a charm.” 🙌



Bob Hurley, MD
Medical Director

HEALTH MATTERS

"To cease smoking is the easiest thing I ever did;

I ought to know because I have done it a thousand times."

- Mark Twain

Tobacco and Smoking

When you consider how you can live a happy, healthy and productive life, avoiding tobacco is the best single thing you can do for yourself and your family. Tobacco use is such an important subject I think we should spend some time reviewing its history. For both smokers and non-smokers, it'll be worth your time.

The Past

It might surprise you to know that scientists believe the tobacco plant originated in North and South America around 6,000 years ago. There have been traces of nicotine found in human remains in Africa and the Near East, yet it appears that tobacco use originated in the Americas. By the time of the birth of Christ, tobacco was a widespread growing plant and utilized by the indigenous people.

As the Mayan civilization expanded from its base in Central America in 470-630 AD, splinter tribes brought both smoking and rolling of tobacco to an area that is now Mississippi and Ten-

nessee. The Aztecs propagated the ritual of mixing tobacco with resins from other plants and smoking it with great ceremony in a pipe. Indians of lower social stature rolled tobacco leaves into a crude cigar. The habit spread rapidly to other tribes. Shards of an 11th century pottery vessel found in Guatemala reveal a Mayan smoking a roll of tobacco leaves tied with a string. The Mayan term for this? Sik'ar.

It's Worth Noting

In his journal, Christopher Columbus detailed the reverence given tobacco by the inhabitants of the New World. After setting foot on one of the islands in the Bahamas inhabited by the Arawaks, he was presented gifts of "...fruit, wooden spears, and certain dried leaves which gave off a distinctive fragrance." Thinking Columbus was a deity, the Arawaks gave him offerings of their most treasured possessions – including tobacco.

Later these highly valued leaves would be introduced to Europe by the monk Ramon Pane. Accompanying Columbus on his initial expedition, Pane wrote eloquently about the smoking habits of Indians. Upon his return to Spain, he introduced the aristocracy to tobacco; some might argue he unleashed a plague upon the civilized world that dwarfs all war and other diseases combined in terms of human suffering.

The Present

The single greatest risk to an individual's health is tobacco smoke, whether inhaled by primary methods or by secondhand smoke. Some estimates put the number of Americans who die every year from tobacco exposure at more than 465,000. The World Health Organization estimates that, if left unchecked, smoking-related diseases will kill 10 million people per year worldwide by 2020.

Often individuals or tobacco companies argue that smoking is an individual right, but many other experts agree that smoking is a societal issue, based upon the magnitude of suffering and costs associated with its use. The estimated

loss of productivity in the U.S. work force from tobacco use is \$140 billion per year.

Although lawsuits had been brought against the tobacco companies as far back as the 1930s, only recently has litigation been successful against large tobacco companies. In 1994, Mississippi became one of the first states to argue that tobacco companies should compensate the states for the health care of individuals harmed by smoking. This eventually led to a Master Settlement Agreement in 1998 between 46 states and four tobacco companies, which agreed to pay the states \$206 billion over 25 years. This settlement held the promise that smoking-control programs had gained the advantage and that smoking cessation was possible in our lifetime. With this renewed vigor, anti-smoking activists expected a cornucopia of new smoking cessation and tobacco control programs. The settlement did implement new restrictions on advertising and the sale and promotion of tobacco products. Over 14,000 billboards were torn down and replaced with anti-smoking messages. The ban included advertising at stadiums, in public transit and shopping areas. Movie and cartoon advertising also was banned.

If state legislatures had acted in the best interest of the public, all should have been well. But three years after the settlement, only five states were using about 25 percent of the settlement money as recommended by the CDC for tobacco prevention programs. The majority of the states spent much less. Connecticut, for example, has never ranked above 43rd in the appropriate use of tobacco settlement money. Why should you or anyone care about this misuse? Because 1 million teenagers take up smoking every year. Statistics consistently show that 80 percent of adult smokers started smoking before the age of 18. Every day 4,000 young people under 18 try their first cigarette; many try their first tobacco product at 12.

The battle for our children's health is not over. Tobacco companies continue to manipulate behaviors of children by spending \$15 billion annually in the U.S.

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Electric Boat recognizes employees for military service

At a recent luncheon in the Technology Center's 10th floor conference room, EB President John Casey and members of his staff honored seven employees who returned to work from active military duty during 2005. Recognized were, from left, Jeremy Hart (274), Air Force Reserve; Elizabeth Cordon (459), Army National Guard; Joseph Correia (274), Navy Reserve; Armand Allen (453), Army Reserve; Nicholas White (251), Navy Reserve; Ted Larson (411), Marine Corps Reserve; and Richard Marroquin (251), Army Reserve. Additionally, Casey accepted a plaque from the group Employer Support of the Guard and Reserve on behalf of Electric Boat for the company's continuing support of employees called up to active duty.

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In Connecticut alone, Big Tobacco spends \$157 million.

And what of the tobacco settlement money? According to one estimate, Connecticut has received over \$800 million to combat tobacco addiction since 1998, yet has spent less than 1 percent of that total on prevention programs.

With the rates of teenage smoking hovering at traditional levels rather than decreasing, smokers and non-smokers alike can agree when it comes to the health of our children. Working together, we can extinguish the concept that tobacco is a safe or acceptable product. By banning tobacco products both in our homes and workplaces, we take the first steps in changing a culture of manipulation as propagated by Big Tobacco.

You can read more information on this subject matter on the web pages of the American Heart Association, American Lung Association, American Cancer society and Campaign for Tobacco-Free Kids.

"Statistically Speaking"

If you were to fully understand a group of 100 people in a typical organization, you'd find:

- ▶ one uses cocaine
- ▶ five have diagnosed diabetes
- ▶ five have undiagnosed diabetes
- ▶ seven use marijuana
- ▶ 10 are heavy drinkers
- ▶ 25 have high cholesterol
- ▶ 27 have cardiovascular disease
- ▶ 30 smoke
- ▶ 35 are overweight by 20 percent or more
- ▶ 50 don't wear seatbelts regularly
- ▶ 50 feel moderate stress
- ▶ 60 have sedentary jobs

While this obviously doesn't apply to all organizations, it ought to give you pause. All of these conditions are risk factors that – if undetected or untreated – will shorten your life. The good news is that modern medicine has reliable treatments/recommendations for everything on the list. Why don't you make an appointment to see your family doctor for a physical examination or a chat about health and wellness? If you're having other issues, why not get in touch with our Employee Assistance Program? Benefits and the Yard Hospital have the contact numbers and remember, the calls are confidential.

Thaxton: The State Of Process Improvement

EDITOR'S NOTE: As director of process and manufacturing engineering, Deneen Thaxton oversees efforts throughout the company to help its various organizations operate more smoothly and effectively, with less waste and fewer unnecessary steps. In the following exchange, she discusses the state of process improvement at Electric Boat today.

Would you provide a brief definition of Process Engineering and Lean Six Sigma?

Process Engineering helps employees improve their safety, quality, efficiency and job satisfaction by helping them evaluate and execute process change. We use methods like Lean Six Sigma to better understand our processes and solve tough problems. These tools are intended to help teams discover new information about their processes to help them figure out how to choose successful solutions. I've found that people know what is wrong – they live the frustrations every day – and have great ideas on how to fix it. We simply provide a way for them to collect all the ideas and select the ones that will most improve the process.

Our primary goal is to complete projects that improve our performance to the business objectives, but we also help the

leadership team learn to manage their processes and help our employees develop leadership skills through the Lean Six Sigma training. Providing the best value in what we do is the best “sales pitch” we can make to obtain new work.

Where do the project submissions come from?

One way is through a process-improvement database that everyone can access through our homepage on the intranet. Anyone can submit a recommendation for process improvement. Most of the proposals we get are from employees who want to make improvements in their own areas, investigate the use of new tools and technology, or eliminate wasteful steps. Everyone should feel empowered to develop improvement ideas with process owners or leadership.

What's a black belt/green belt? What do they do? How many do you have?

A black or green belt is a title used by industry to describe a person trained in problem solving methods. The primary difference between the two is that the black belt has more statistical training and can integrate multiple smaller projects to achieve more global objectives. We've trained about 40 black belts and 60 green belts in the last three years. In fact, we're just starting another green belt class this month. The training is intense. It takes four months for a green belt and two years for a black belt to complete, so the belts have a good deal of experience by the time they've finished training.

Where do you find candidates?

Either through the job postings or director nominations.

You're three years into this program. Where do you stand now? What measurable results have you achieved?

Last year EB realized \$3.6 million in hard savings and \$8 million in soft savings through various process improvements. Hard savings can be directly connected to a contract or overhead savings. Soft savings are less tangible, like reducing span time or decreasing injury rates. Hard savings are great, but what's really valuable are the process changes that are taking place. We measure changes in metrics such as recordable injuries, cycle time, defects and labor hours as well as dollars and cents.

Teams have worked on more than 700 projects. Some examples are:

Operations Projects

- ▶ Hull butts defects at Groton down from 22 percent to less than 2 percent
- ▶ Frame defects at Quonset Point significantly reduced
- ▶ Rapid-improvement events provide instant results (Deficiency Form/ Deficiency List/ Deficiency Report Process and Wet Dock Paint Tool Crib)
- ▶ TGI close-out rates improved, saving more than \$170,000 in 2005
- ▶ Paint shop – blast and paint process revamped
- ▶ Developed plan for carpenters to reduce cycle time for hull-coating installation to win PSA work on USS Virginia (SSN-774)

Engineering and Design Projects

- ▶ Costs for high-end engineering analysis using the Marlin computer server dropped from \$402,000 per year to \$177,000 per year with the addition of new system hardware.
- ▶ ER-prevention project assigned designers to help the trades directly on the deck plates so that ERs don't need to be written.

Deneen Thaxton

Support Organizations

- ▶ Planners improve electrical work orders to reduce trade rework on Virginia-class ships
- ▶ Buyers gain electronic tool to manage workload
- ▶ Streamlined security patrols save \$60,000 per month
- ▶ Support print job project eliminated more than 100,000 unnecessary print outs
- ▶ URO MRC 3 cycle time reduced

Where do you go from here?

This year is going to be a big one – it's very important that we continue to be efficient and effective to bring more business into the company. We have a number of new initiatives to help us perform better on all of our contracts. For example, we're developing a Supplier Lean Program, where we'll teach suppliers how to be Lean so that their products come in to us faster and at higher quality levels.

We're working with many organizations – I'll use Operations as an example – to take a step back and look at how we're managing the business – what the flow of material, people, information and equipment is and what it should be. It's really a value-stream analysis of the whole product line.

We're also working with the Supervisor of Shipbuilding and the Navy. They send representatives to our process-management training and green belt training and they work with us on some projects.

But the most exciting part of the job is working with the people towards common goals. Every day I meet someone who has a great idea and is energized to make their part of the business better. It's incredibly satisfying! 🍷

Electric Boat Completes Conversion Of USS Ohio, First Of Four Transformational Submarines For The U.S. Navy

**PUGET SOUND
NAVAL SHIPYARD, Wash.**

Electric Boat has completed its conversion of USS Ohio (SSGN-726), the first of four Trident submarines to be reconfigured as multimission vessels optimized for covert tactical strike and special operations support.

Ohio's conversion, undertaken in conjunction with the ship's midlife refueling, provides the Navy with its first truly transformational platform. Ohio will be joined by three additional Tridents undergoing conversion to SSGNs – USS Michigan at the shipyard here, and USS Florida and USS Georgia at Norfolk Naval Shipyard in Virginia. The conversions are being performed under a \$1.4 billion contract awarded to Electric Boat in 2002; work is scheduled for completion in 2007.

Each SSGN will carry up to 154 Tomahawk cruise missiles and support up to 66 Special Operations Forces for an extended time. General Dynamics Advanced Information Systems in Pittsfield, Mass., is the system integrator for the missile-control system. SSGNs will also serve as platforms to develop and test new weapons systems, sensors and operational concepts that could further transform naval warfare. These payloads will include large unmanned undersea vehicles and off-board sensors.

“The on-time conversion of USS Ohio from a strategic-missile submarine to a guided-missile and special warfare platform is a tribute to the collective efforts of the men and women of Electric Boat, Puget Sound Naval Shipyard, the Navy's Strategic Systems Program and the Naval Sea Systems Command SSGN program office,” said EB President John Casey. “Their contributions have provided the Navy with a powerful warship that embodies unparalleled capabilities as well as the opportunity to integrate new technologies and payloads in the future.”

Casey noted that the conversion – comprising design, manufacturing, installation and at-sea testing – was completed only three years after the Navy decided to move forward with the program. “That's a remarkable achievement,” he said.

Referring to the overall SSGN conversion program, Casey said, “Work on USS Florida is proceeding smartly – in fact, its sea trial is on track to follow the lead-ship trial by only three months. This will enable us to provide the U.S. Navy with a second transformational platform over a shorter-than-normal time frame, and at a conversion cost still lower than the lead ship's.” 🍷

USS Ohio leaves Puget Sound Naval Shipyard in Washington state for sea trials.



- 241 Robert W. Perkins**
27 years
OS Electrician 1/C
- 241 Raymond J. Sczesny**
9 years
OS Electrician 1/C
- 242 Angelo Meringolo**
32 years
OS Machinist 1/C
- 252 George Clohecy**
31 years
General Foreman
- 271 Henry A. Doucette**
29 years
Area Superintendent
- 431 Gary A. Sherman**
29 years
R&D Test Man-Mec 1/C
- 438 Dennison W. Maynard**
41 years
Dosimetry Tech 1/C
- 445 John D. Tamburri**
28 years
Test Engineer Specialist
- 605 Neil D. Ruenzel**
19 years
Director of Communications
- 685 William A. Caldwell**
31 years
Sr. Ship Super
- 702 Peter H. Sperling**
17 years
Sr. Eng. Asst.
- 705 Cecil L. Hampton**
20 years
Supervisor of Logistics
- 740 George Niforos**
31 years
Sr. Mgt. Systems Specialist
- 962 Bruce D. Pinel**
31 years
Manager of Eng. Services

AUTOS/TRUCKS

TOYOTA COROLLA CE 2003. White, automatic, AC, CD, 49K miles, fully transferable extended warranty (good until 100K miles or June 2009), 36 MPG. \$11,000 OBO. 887-7417.

SCHOOL BUS CONVERSION. 1989 full-size party bus. Black exterior, limo-tinted windows, maroon interior, carpet, 2 couches, 27" TV, MP3 stereo w/2 12" 1,000W woofers, running sink. \$5,500 OBO. 508-864-7390.

VOLVO 240 DL 1990. 190K miles, great condition inside and out. Runs great. Asking \$2,700. 886-0441.

AUTO PARTS

ALUMINUM TRUCK CAP. Off Toyota Tundra. Fits 6' bed. 1 year old. \$350 w/roof rack. 859-0649.

COMPUTERS

GATEWAY PERFORMANCE 500. Pentium III, Windows 98 OS, 19" monitor, Microsoft Office, PowerPoint, Thrustmaster joystick, speakers, sub woofer, ergonomic keyboard, desk, many extras. \$250. 445-6075.

FURNITURE

COUCH/CHAISE LOUNGE. 2 pieces hook together. Couch 103"/Chaise 66". Color: Can't Complain Brown. Great condition. Purchased 12/04 for \$1,600. \$900 OBO. 442-4623.

MISCELLANEOUS

AMERICAN GIRL DOLL CLOTHES & FURNITURE. Fisher Price Doll House, dollhouse furniture, new ballerina porcelain doll, Crissy doll, metal Tonka dump truck, 1981 Buddy L 4x4. 401-596-5788.

ATHENA SPEAKER SYSTEM. 2 WS-100, 1 WS-60, 2 AS-B1.2 with stands, 1 AS-P6000 sub woofer. \$700. Bowflex Ultimate. 410 lbs. resistance, lat and leg attachment. \$1,000. 448-1718.

BOWFLEX ULTIMATE FITNESS MACHINE. Excellent condition, book and video. Must sell. Asking \$950. 886-0441.

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

CATEGORY *choose from*

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

ITEM NAME; DESCRIPTION; ASKING PRICE; and HOME TELEPHONE (include area code if outside 860).
Deadline is the 15th of the month.

Maximum of two 25-word ads per employee per issue.

Please include your name, department and work extension with your ad (not for publication).

Employees without e-mail can submit their ads through interoffice mail to:

Dan Barrett,
EB Classified, Dept. 605,
Station J88-10.

CRAFTSMAN COMPOUND MITER SAW 12" DeWalt blade, optional clamps, good condition. \$125 OBO. 572-4441.

FIREPLACE-LIKE STOVE. Jotul-GF3 Allagash, direct vent (gas with propane converter), ivory porcelain enamel, used one season. \$1,000. Lowery piano. Good condition. \$1,200. Vintage pedestal sink. \$50. 572-1689 evenings.

FIREPLACETOOL SET. 2-1/2 quarter cast-iron steam kettle. \$50. L.L. Bean Men's suede jacket, new condition. \$75. 376-8768.

FOR THREE-TO-FIVE-YEAR-OLD. Motorcycle w/battery. \$100. 443-0687

GAZELLE EDGE. Total-body fitness machine (Tony Little), brand new, box never opened. \$70. 401-596-5055.

POOL SHARK POOL CLEANER. In-ground pool model GW7500, new, never been opened. \$229. 599-3266, leave message.

SEWING MACHINE. Like new, model 1455, includes foot-control pedal, instruction manual, sewing desk and needles. \$70. Table, 48"x30" one-inch-thick top, metal legs. \$10. 848-3504.

STAR WARS 8-TRACK TAPE. 1940s 3-strand Austrian crystal necklace, ladies' camel-hair coat with fake-fur collar, like new, medium. Also, draperies, crutches. 401-596-5788.

TV/VCR Combination. 20-inch RCA, excellent condition. \$75. 445-6075.

MOTORCYCLE

HONDA 1987 TRX 250X, 4-wheeler, 4-stroke, reverse, light (head), kick start, Moose handlebars, swing arm skid plate, Nerf bars. \$1,000. 444-2203.

REAL ESTATE / RENTALS

APARTMENT FOR RENT - West Warwick. 2 br/1 ba. Great location, close to Quonset. Heat, hot water, cable TV, 2-car parking. \$895 per month. First month and security required. 401-368-6420.

APARTMENT FOR RENT - West-erly. Large 2 bedroom w/off-street parking and big yard. Gas heat, close to Rte. 95, 20-minute ride to EB and casinos. Walking distance to gym, town and Wilcox Park. 10-minute ride to beaches. \$750 plus utilities. 401-596-1599.

CAPE COD RENTAL - Four Bed-room well kept Cape in Falmouth, Mass. Great location for all local activities and launchpad to rest of Cape. \$1,000/wk. 572-0434.

WANTED

MASSAGE TABLE. Portable. 443-0687.

45 years

252 Richard A. Miller
333 Paul R. Shinn Jr.
417 Frank C. Briggs Jr.

40 years

330 Sandra G. Perry
333 Patrick R. Fitzjarrald
403 Ellen D. Benoit
404 Norman J. Kozek
629 Janet Silverman
970 Alfred E. Coletti

35 years

200 Michael J. Alu
243 Richard W. Silvia
251 Frank T. Glynn
321 Charles E. Cox
321 Alvin A. Daniels
333 Carol L. Bridgman
501 James H. Everett Jr.
501 John L. Gifford Sr.
626 Deborah E. Wisniewski
650 John Sanquedolce
915 William K. Batzle Jr.

30 years

228 Louis J. Riccio
230 Arnold C. Brine
230 William J. Riley
230 Joel A. Sadowski
241 Joseph J. Jurczyk
243 Robert G. Lavoie
252 Joseph F. Hague III
252 Douglas A. Leach
405 Andrew P. Stockton
421 Ronald T. McGauthier
795 David M. Johnson
804 Russell D. Perry
904 Wayne N. Joyal
915 Steven B. Carlow
921 Manual F. Adriano
921 George A. Tremblay
924 Kenneth C. Andoscia
935 Howard W. Fleming
950 Paul J. Hilario
951 Steven D. Hunt
951 Arthur J. Jaehnig Jr.
951 Michael B. Staulo
957 Charles M. Beverly
962 Joseph C. Bullock

25 years

226 Thomas J. Purcell
230 Richard J. Maderia
251 Ruth Ann Bellinger
251 Sandra J. Hewitt
251 Joseph J. Johnson Jr.
251 Gilbert Perez
251 Kent D. Swan
252 Robin L. Vuto
272 Robert F. Driscoll
333 Peter G. Chenail
355 Michael W. Kuja
404 Christopher Brown
424 Henry J. Gondek
445 Oliver W. Eichner
452 Kenneth E. Burrows II
452 Robert P. Canova
452 Cathy L. Mansour
452 Gerald D. Peckham
459 Richard E. Wheeler Jr.
472 Joseph P. Wessell II
492 Peter W. Strout
495 Joseph Savino
604 Joseph A. MacKinnon
650 William K. Blaisdell

20 years

226 Michael P. Gouvin
242 Ronald W. Lufkin
243 James L. Hensley Jr.
252 Thomas M. Belisle
252 James E. Demanche
252 John J. Leake
252 Richard Longo
411 Frederick J. Vanriper
414 Kevin M. Kunka
415 Kevin A. Cabral
425 Katherine M. Martinek
445 Luke P. Cappiello
452 James A. Ferris
456 Michael L. Gardner
459 Robert J. Faraci
459 Robert W. Virga
462 James A. Burke
463 Thomas A. Walther
464 David J. Nelson
495 John T. Deneka
545 Mark J. Barney
615 Anne M. Coburn
626 Steven P. Aguiar
663 Kazuko F. Frink
706 Robert W. Sanders
744 Charles E. Couch
924 Timothy D. DiCarlo
950 William A. Desimone
951 Mark P. Lafleur
962 Raymond J. Perry

GENERAL DYNAMICS

Electric Boat

Electric Boat NEWS

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

USS Virginia returns to shipyard for post-shakedown work



The lead ship of the Virginia class, SSN-774, enters Graving Dock 1 earlier this month to begin its Post-Shakedown Availability (PSA). This work comprises maintenance, repairs, alterations, testing and other activities and is scheduled for completion in November 2006. The total funded value of the PSA is \$54.8 million.