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## Navy Commissions USS JIMMY CARTER

**T**he U.S. Navy commissioned the submarine Jimmy Carter (SSN-23) Feb. 19 at the submarine base, the last of the three-ship Seawolf class and the second Electric Boat-built ship to join the fleet in four months.

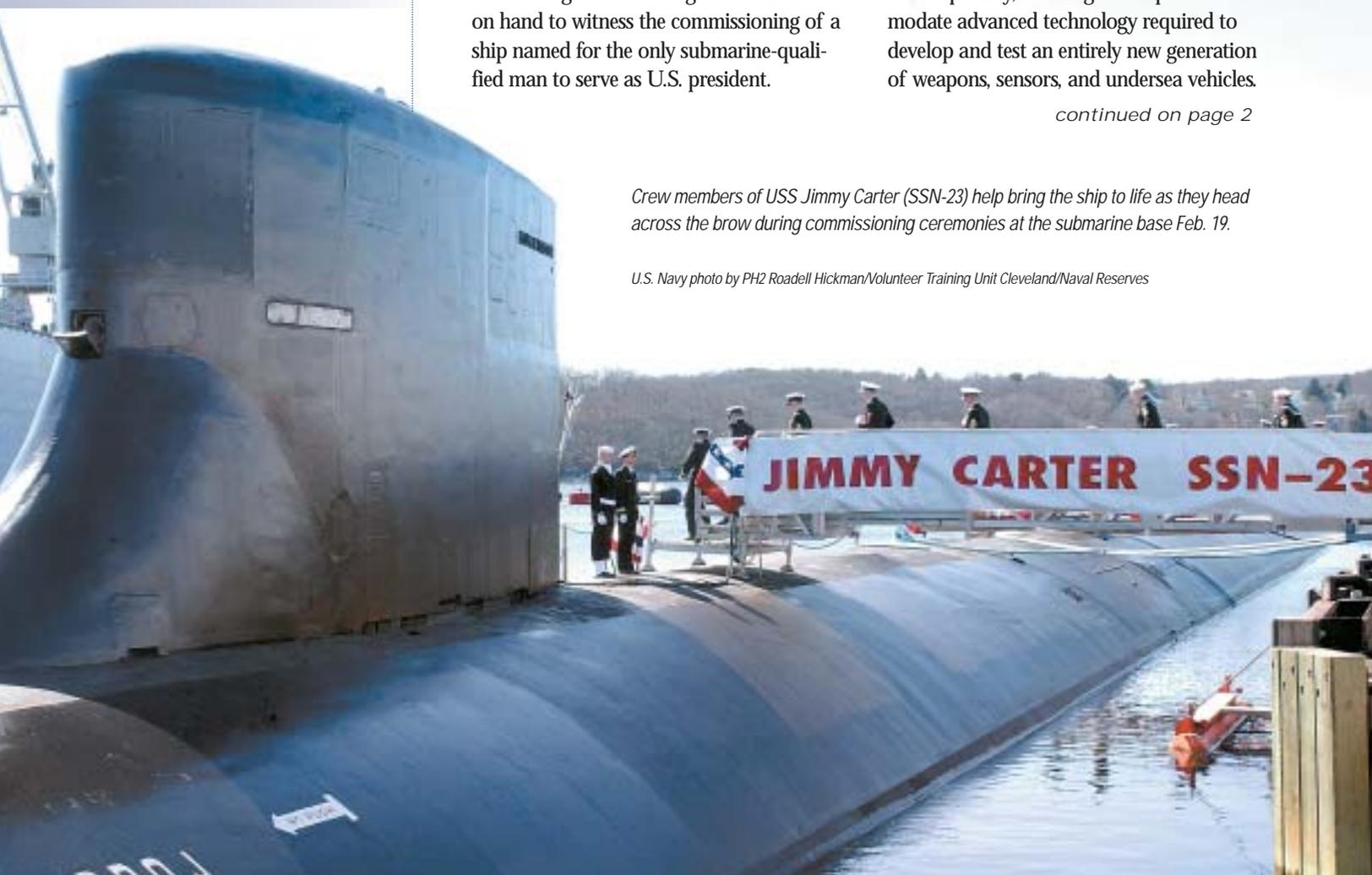
The 2,500 people in attendance included a who's who of Navy leadership and the Carter Administration as well as representatives of the Connecticut and Rhode Island congressional delegation. All were on hand to witness the commissioning of a ship named for the only submarine-qualified man to serve as U.S. president.

Differentiating the Jimmy Carter from all other submarines is its Multi-Mission Platform (MMP), which includes a 100-foot, 2,500-ton hull extension that enhances payload capability, enabling the ship to accommodate advanced technology required to develop and test an entirely new generation of weapons, sensors, and undersea vehicles.

*continued on page 2*

*Crew members of USS Jimmy Carter (SSN-23) help bring the ship to life as they head across the brow during commissioning ceremonies at the submarine base Feb. 19.*

*U.S. Navy photo by PH2 Roadell Hickman/Volunteer Training Unit Cleveland/Naval Reserves*



“ With the advanced capabilities of the Seawolf class and its unique Multi-Mission Platform, the Jimmy Carter will lead the way in the evolution of undersea warfare in the 21st century. The world has never seen a submarine with the capabilities embodied in this ship.”

– *John Casey, Electric Boat president*

*continued from page 1*

At the same time, the submarine retains the operational characteristics of the Seawolf class – the fastest, quietest, most heavily armed undersea combatants in the world.

Selected by the Navy to serve as a test bed for submarine missions in the 21st century, the Jimmy Carter will support classified research, development, test, and evaluation efforts for naval special-warfare missions, tactical undersea surveillance, and undersea warfare concepts.

On June 5, 2004, the 453-foot, 12,139-ton submarine was christened by Rosalynn Carter; in November, it began its sea trials; and in December, the ship was delivered to the Navy.

In his remarks at the ceremony, the former president said he had been honored to serve as the governor of Georgia, the president of the United States and the director of the Carter Center, an influential human-rights organization.

“But the deepest, most emotional honor I have ever had is to have this great ship bear my name,” said Carter. Referring to the ship’s crew, most of whom he has personally met, Carter said, “Their dedication is to use its extraordinary capabilities, many top secret, to preserve peace, to protect our country and to keep high the banner of human rights around the world.” At that, the crowd rose to its feet in a standing ovation.

“Tied up in front of you is 12,000 tons of proof that Electric Boat remains absolutely committed to the U.S. Navy and the nation’s defense,” said EB President John Casey, one of the events speakers. “We are integral partners in

assuring our country’s continuing submarine superiority.

“This morning – for the second time in four months – we are marking a significant event for the U.S. Navy, the Submarine Force and Electric Boat,” Casey said.

“I’m referring, of course, to the commissioning of the Jimmy Carter, which was preceded by the commissioning of USS Virginia in October. Although the Jimmy Carter is technically the third and final Seawolf-class vessel, the modifications it has undergone make it in reality a ship of its own class.

“In that sense, the Navy/Electric Boat team has achieved an unprecedented accomplishment – the commissionings of two lead submarines in just 120 days.

“With the advanced capabilities of the Seawolf class and its unique Multi-Mission Platform, the Jimmy Carter will lead the way in the evolution of undersea

“ Beginning with a notion that was little more than a Power Point slide, we moved from concept design, to detail design, construction, integration, test, sea trials and delivery in half the normal time.

This achievement underscores what I consider an indisputable fact – Electric Boat and its work force are irreplaceable national assets that must be sustained for our country’s security.”

– *John Casey, Electric Boat president*

warfare in the 21st century. The world has never seen a submarine with the capabilities embodied in this ship.

“Just as impressive are the capabilities that produced it. With our revolutionary design/build techniques, Electric Boat took on the task of producing the Multi-Mission Platform, a project as complex as the construction of an entire Los Angeles-class submarine.

“Beginning with a notion that was little more than a Power Point slide, we moved from concept design, to detail design, construction, integration, test, sea trials and delivery in half the normal time.

“This achievement underscores what I consider an indisputable fact – Electric Boat and its work force are irreplaceable national assets that must be sustained for our country’s security.”

Among the event’s other speakers was Vice Adm. Charles L. Munns, commander of Naval Submarine Forces. “It’s a good day when we get a new submarine commissioned, an even better day when it’s named after a president and a submariner, and even more special that we did it on President’s Day weekend,” he said.

“We still don’t comprehend how useful it’s going to be,” Munns said of the USS Jimmy Carter. “Every submarine class we have gets used for much more than we thought possible when we put it in the water. That’s what so exciting about the Jimmy Carter. We know how capable this ship is, but we also know it will be used in ways we cannot even envision now.”

# New Building Enhances Work Of Hull-Coating Crew

**W**hen Electric Boat employees begin applying Mold-In-Place hull coatings to the aft sections of Hawaii (SSN-776) next month, they'll be doing it within the confines of a brand-new building – one that promises to make the work safer, faster and more user-friendly.

“We have services in this building like we've never had before within our temporary structures,” said senior operations analyst Ed Welles (252). “We have air banks. We have water. We have a built-in shower and eyewash station on every level for safety.”

And the new MIP enclosure features deck grating that will allow sandblast grit to fall through to the bottom, minimizing time-consuming cleanup, he said.

“This building is going to save us a lot of time and money,” Welles said. “It's just what we need.”

Though the vendor-built structure was delivered to EB more than a year ago, this is the first time it's being used, explained carpenter foreman Rick Longo (252).

“There were a lot of people who helped us get this building to where it is today,” he said. He added that the finishing touches included, among other things, the creation of user manuals and the installation of MIP-processing equipment on the top deck of the structure.

Welles said the built-in safety features include a containment around the MIP processor to protect workers below from a spill. An added benefit of having the



*Electric Boat's new MIP enclosure is ready for its first Mold-In-Place tile installation and pour.*

processor up top, he said, is that it will allow for the efficient flow-down of the MIP mixture.

The new facility is also climate-controlled, so regardless of extreme weather conditions, tradespeople who work inside will be able to do so in relative comfort. The more stable temperature and humidity will also allow for the year-round application of MIP, something that had been a challenge with the temporary MIP structures.

Longo said the new enclosure, located in Building 260, will be used in conjunction with the MIP tile-fabrication facility established three years ago in the South Yard. The synergy between the two, plus a rail system that allows the new enclosure to travel the length of the boat, is expected to make the entire process much more efficient.

“The building was designed to do 60 feet of MIP at a time,” he said. “When we get done with one section, we can lay out another 60 feet of track and move the building down, close in the ends, reconfigure the staging as appropriate, and we're ready to go again.”

## Electric Boat **NEWS**

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Carpenter Adam Hunt, top, and carpenter apprentice Adam Broussides adjust the staging around the rudder of the Hawaii (SSN-776).

## Carpenters' Innovative Scaffolding Makes MIP Work Move Forward

**E**lectric Boat's new MIP enclosure is expected to make the job of applying Virginia-class hull coatings relatively routine, but the first use of the new building has been anything but.

Though designed and built for the parallel mid-body of the boats, the new enclosure is being put to use on the aft sections of the Hawaii (SSN-776), a job made possible due to some clever staging work by EB's carpenters.

"We knew this was going to pose a little bit of a challenge," said senior manufacturing representative Bob Beaudry

(252). "So we put together a team of some of our senior people who've been doing this for a while, plus some apprentices and a lot of our second-shift people.

"They took charge, and with very little guidance from supervision or engineering, they made it happen," he continued. "And what stands out most of all is their attention to safety – they created a safe, comfortable situation for the other trades to come in and work."

What the team was tasked to do, Beaudry explained, was assemble scaffolding around the conical aft and its many geometric features. To the amaze-

ment of many, the team completed the job in just weeks using metal scaffolding almost exclusively, with very little wood.

"It was a big goal of Operations to eliminate as much wood as possible in the building of enclosures and staging," Beaudry said. "And the only place we used it here was up top, and to fill small gaps. This job was probably 90 percent wood-free."

Carpenter working leader Ken Adams (252) agreed that this particular staging job was a challenge, due to the MIP enclosure's pre-existing framework.

"You can do just about anything with the scaffolding," he said. "You just have to take the time to think about it, and then just do it." He said once the MIP enclosure is moved to the Hawaii's mid-body, staging will be a snap since the building was designed for it.

Carpenter Adam Hunt (252) said working within the MIP enclosure definitely has its advantages over temporary structures. "It's nice because you have a ledge to work off of as you're moving up the levels."

Carpenter apprentice Adam Broussides (252) said he was happy to have been selected for the MIP enclosure's inaugural job. "The people I've worked with really knew what they were doing," he said, "so I've learned a couple things."

Once the team completed the staging in late January, a blast-and-paint job got under way. That work was expected to wrap up by the end of this month, with the application of Mold-In-Place hull coatings beginning March 1. 📍

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*Right, undergoing conversion to a multimission SSGN, USS Florida (SSBN-728) undocks at Norfolk Naval Shipyard, attaining a key milestone in its transformation one week ahead of schedule.*

# USS Florida Reaches Key Conversion Milestone Ahead Of Schedule

**T**he USS Florida (SSBN-728) undocked at Norfolk Naval Shipyard (NNSY) here, accomplishing a key event in the refueling, overhaul and SSGN conversion a week ahead of schedule.

With the undocking, the ship is returned to water, signaling the completion of all hull work.

NNSY and Electric Boat are jointly engaged in the refueling and conversion of USS Florida into a state-of-the art, multimission, guided missile submarine designated SSGN. The first four Trident submarines are undergoing this conversion – two at Puget Sound Naval Shipyard in Washington (USS Ohio and USS Michigan) and two at NNSY (USS Florida and USS Georgia).

According to site manager Dexter White, USS Florida entered drydock in July 2003 for its Engineered Refueling Overhaul. The conversion to an SSGN configuration began in April 2004.

“Approximately 52 percent of the conversion is completed,” said White. “The Lock Out Chambers (LOC) are installed on top of missile tubes 1 and 2, and missile tubes 3 through 24 have been modified, machined, painted and measured. Work platforms are now being loaded into the tubes to support the loading of the MACs (Multiple-All-Up Round Canisters – the containers that will house the missiles),” said White.

“All of the mandatory underwater work was performed to undock the ship, in addition to the installation of pieces of key systems, which enables the ship’s force to operate the ship while waterborne,” he said.

The remainder of Florida’s conversion work will be completed in about a year, with redelivery to the Navy scheduled in March 2006.

“General Dynamics Electric Boat and NNSY have accomplished this important milestone ahead of schedule,” said SSGN Program Manager Capt. William Hilarides. “The continued progress on the SSGN program is the result of a dedicated, professional team from GDEB and NNSY working together to deliver a key capability to the Navy on a compressed schedule.”

White explained that meeting Florida’s scheduled undocking date was crucial, since USS Georgia (SSBN-729) has arrived at the shipyard to begin its Engineered Refueling Overhaul and conversion. This work is scheduled for completion in late 2007.

Electric Boat’s workforce at NNSY now stands at about 550 people. “We’ve come a long way, and now with two ships we have plenty of work for the future,” said White. “Come on down!”

## General Dynamics Is Fourth Largest Defense Contractor

With \$9.6 billion in contract awards from the Department of Defense, General Dynamics was the fourth largest U.S. military contractor in 2004.

The top five contractors, with their 2004 contract award totals, were:

- Lockheed Martin (\$20.7 billion)
- Boeing (\$17 billion)
- Northrop Grumman (\$11.9 billion)
- General Dynamics
- Raytheon (\$8.5 billion)





John Padgett III

## Shifting Focus From New Construction To Modernization, Overhaul And Repair: PADGETT DESCRIBES WHAT'S NEEDED TO SUCCEED

### Editor's note:

With the deliveries of USS Virginia (SSN-774) and USS Jimmy Carter (SSN-23), Electric Boat's workload will transition from primarily new construction to primarily maintenance and modernization. Overseeing this effort is John B. Padgett III, VP – Submarine Life Cycle Support and Overhaul/Repair. Earlier this month, he participated in the following exchange with Electric Boat News.

We've been told that 2005 is the year when the mix of business on the waterfront will begin to shift dramatically from new construction to maintenance and modernization. Where would you say we are in that business shift?

We delivered two new submarines in 2004, a tremendous effort on the part of everybody in the company. And as that effort has completed, we've also had to improve our focus on the overhaul and repair business. We're about half-way through our transition – this includes the alteration and installation work we're doing at Kings Bay and Bangor. We're well on our way toward getting our assets aligned to support modernization, overhaul and repair.

What is Electric Boat doing to generate new modernization and repair business?

Michelle Kruger is coordinating EB's efforts to capture additional contracts in maintenance, modernization, overhaul and repair as a lead in the newly formed Strategic Business Development Group led by Kristin Fletcher. These efforts include the hard work done by Joe Muir and his people in generating new work with the Navy's Special Programs office. Ken Tyler and his folks are in a perpetual effort to execute as much work as they can under the Omnibus contract, and Larry Runkle is keenly focused on the total repair environment. The key objectives of these activities are to distinguish EB as the Navy's acknowledged best-value life-cycle support provider and position the company functionally and politically to capture more work in both the Navy's existing submarine operations and maintenance budget and work at offsite locations. EB is facing many challenges right now as it transitions from a mindset of new construction to a mindset of maintenance, modernization, overhaul and repair. Our biggest challenges here on the waterfront and at the sub base are to ensure that everything is in place to take on shorter availabilities and demonstrate that we are able to perform on the backlog.

How will the company differentiate itself from other shipyards capable of performing the same work?

For overhaul and repair, our primary competition comes from the naval shipyards. We have to be proficient in terms of cost as well as schedule. We certainly have the skills and capabilities to perform as well or better than the public shipyards, but we must be more agile from the standpoint of contracts, planning and the execution of the plan. The pace of a short availability is very intense, so the nature of the planning has to be agile and intense. We have to make sure that we meet the planning gates leading up to the availability, so that we can anticipate the work. The biggest shift in emphasis will be to realize that we're going to be doing similar projects over and over again, and that the pace of each project will be quicker.

Does the shift in work require any changes in management approach?

Yes. Management has to understand that if you have a highly qualified, capable work force – and we do – then it's incumbent upon the leadership team to make sure our employees are given the tools they need to get the job done – and the tools would include the time and the planning, as well as the parts and pieces they need for the work. A good example would be the "open and inspect" process. Let's say you open up a tank during an overhaul job and inspect it, then you decide what the work requirement will be. It's different from new construction where you pretty much know what you're going to see when you're putting a tank together. In overhaul and repair, you might be working on a ship that's been at sea for five or six years, with a tank hasn't been opened over that time. So you might find conditions you didn't expect. That's when you have to be the most agile in your planning and responsiveness. You have to get at issues early and hit that deck running, so the pace is going to be harder. Management really has to be responsive so that when new work is identified, technical and administrative

issues are quickly resolved so we can get started on the work.

**What kind of adjustments will the waterfront workforce need to make to perform this work?**

Everybody has to understand that the period of performance is short and so the intensity of the work during that period is going to be high. There aren't any slow days in the repair business. From the moment the submarine enters the shipyard, the operational Navy applies a lot of pressure to make sure the ship gets back out to sea on schedule. We have to be responsive and sensitive to that pressure, and that's something the workforce really needs to appreciate. Once a ship is part of the fleet, if you take it off-line for a week, it affects a lot of things. If you take it off-line for four months, there's a much bigger impact. The folks on the waterfront who are doing the hard work have to understand that there's no slack in the ship's

operational schedule. Now, having said that, we want to deliver a quality product and deliver it on time and at the right price. But again, if you prepare for the work, give the qualified workers the tools they need, you can have every expectation you'll get the job done properly and on time.

**Will other organizations be involved as the waterfront work transitions to overhaul and repair?**

I really think so. It has to be a total shipyard effort. I mentioned already how important it is to do the planning properly. The people who do the ship checks have to be knowledgeable and thoughtful. The trades have to be responsive to the schedule demands. We can't allow ourselves to think that one individual or small group can do it all, because they can't. The work is too hard to do, and it really takes everybody to accomplish. I've been very, very pleased with the efforts I've seen

to get us aligned for overhaul and repair. Everybody has to work together to meet our safety, cost, schedule and quality goals. We have to focus on all these elements. I think if everybody pulls on those, we'll get there.

At the same time, we can't let ourselves think we're going to be only a repair yard. We still have to deliver Hawaii. We still have to make sure the ships we're building are delivered on time, while meeting quality and cost requirements. We develop learning curve advantages with new construction and I think we'll develop learning curve advantages with the modernization, overhaul and repair business as well.

If you think about it, as the submarine force gets smaller, the value of having a modernized and well-maintained fleet becomes more and more important. So I believe what we're doing is perfectly in

line with what the Navy is trying to do. We have to ensure that the ships we put to sea are as well maintained as they can be and as modernized as we can afford.

That's going to be the key to the success of the submarine force and Electric Boat. ♦

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## Waterfront move

*Joe Houle (501) handles a line as USS Seawolf (SSN-21) is moved from Graving Dock 1 to the South Wing Wall, where it will complete its Dry-docking Selected Restricted Availability (DSRA). The second ship of the class, USS Connecticut (SSN-22), took Seawolf's place in the graving dock on Feb. 23 to begin its own DSRA.*



# Process-Improvement Idea Enhances Recycling Program

Illustrating the boundless potential of EB's Process Improvement program, a simple plan to eliminate the use of brown bags has mushroomed into a project that will enhance and simplify the shipyard's recycling program.

"It started with Paul Marceau of Facilities," explained Lean Six Sigma Green Belt Sara Dudnik (494). "He wanted to reissue the Industrial Security Bulletin on recycling because Facilities was getting rid of brown bags for tab runs, so he went to Rock Martel to see if any other enhancements might be possible."

Martel, the chief of Process Improvement for Groton Operations, asked Dudnik to study the matter. Working with Environmental Resources Manager

Donna Elks and Maintenance Area Manager Mike Street, Dudnik concluded that EB Groton's recycling program was ripe for change.

One such change being implemented now is a consolidation of recycling bins in the shipyard, Purchasing and Shaw's Cove. Instead of five distinct bins at each location, there will be just three: paper; newspapers and magazines; and cans and bottles. The tab run bin is being eliminated because tab runs are now printed on regular paper, and the separate blue bag bins aren't needed because all office paper discarded at EB is now being shredded for security reasons.

Elks said simplifying the program should benefit everyone.

"It was a complicated system beforehand for both the user of the bins and the person who had to empty them," she said. "It should be much easier now."

In addition to being consolidated, the new bins will be clearly labeled on all sides, eliminating the guesswork of what goes where. Paper bins will bear white labels, can and bottle bins will be marked with green, and newspapers and magazines will have red labels – "because people have read them," Elks said with a chuckle. Trash cans, meanwhile, will remain gray.

To help avoid confusion, the new

bins will also feature their own color bags: blue for paper; green for cans, bottles, newspapers and magazines; and clear for trash.

"We're hoping that by having the recycling bins clearly labeled, and reminding everyone what is recyclable, people won't put non-recyclable items in them," Dudnik said.

Elks said a primary purpose of the changes is to increase recycling at EB. "Of course, the more we recycle, the better it is for the environment," she said. On average, EB recycles more than 3,000 pounds of paper per day.

Elks applauded Marceau for enlisting the help of the Process Improvement group from the beginning.

"Submitting these ideas is very important," she said, "because something you might consider almost benign can in fact develop into something much larger." ♣

## Fun Facts:

*One ton of recycled paper saves 3,700 pounds of lumber and 24,000 gallons of water*

*Five recycled plastic bottles make enough fiberfill to stuff a ski jacket*

*Recycling one aluminum can saves enough energy to power a TV for three hours*

## Reduction Tips:

*Return the covers of unused EB tab runs to CSC so they are no longer printed, distributed and discarded*

*Reuse folders and other envelopes when possible*

*Save files and e-mails electronically instead of printing hard copies of everything*

*When printing a document, print only the pages you need*

*Circulate memos and reports instead of printing out a separate copy for everyone*

Janitor Bill Bonang (505) places a green bag into one of EB's new color-coded recycling bins



## EB lands \$61 Million Contract Modification for Submarine Work

Electric Boat has been awarded a \$60.9 million contract modification for various nuclear-submarine work.

The contract modification requires Electric Boat to provide the necessary technical/engineering, design, logistics, and program management support needed to ensure the efficient design and installation of design and configuration changes. Initially awarded March 3, 2004, the contract could be worth more than \$1.1 billion over five years.

Eighty two percent of the work will be performed at Groton; 9 percent at Kings Bay, Ga.; 4 percent at Bangor, Wash.; 4 percent at Newport, R.I.; and 1 percent at Quonset Point, R.I. Work performed under this modification is expected to be completed by February 2008. ♦

## Electric Boat Receives \$150M To Convert USS Michigan To SSGN

The SSGN conversion program continues to move forward as the U.S. Navy earlier this month awarded General Dynamics Electric Boat a \$150 million contract modification to convert the USS Michigan (SSBN-727) from a Trident ballistic-missile submarine to a Trident SSGN.

The modification includes \$177 million in options for the conversion of USS Georgia from SSBN-729 to SSGN-729.

This award modifies a five-year, \$1 billion contract announced in September 2002 for design and related support work

to convert the first four Trident ballistic-missile submarines to an SSGN configuration. The contract has a total potential value of \$1.3 billion.

The modification calls for Electric Boat to convert the USS Michigan at Puget Sound Naval Shipyard in Washington concurrent with the ship's Engineered Refueling Overhaul. Work will be performed in Puget Sound (67 percent), Quonset Point, R.I. (23 percent) and Groton (10 percent); it is scheduled for a December 2006 completion. ♦

## U.S. Navy Awards EB \$58M For Sub Work

The U.S. Navy has awarded Electric Boat two contract modifications for work involving Virginia-class submarines and the USS Connecticut (SSN-22). The total value is \$58 million.

In the first award, Electric Boat received a contract modification for \$41 million for research and development work on the Virginia-class submarine program. This award modifies a five-year, \$78 million contract announced in September 2000 that is worth a potential \$480 million.

Under the terms of this modification, Electric Boat will perform development studies for Virginia-class design improvements, and will continue to evaluate new technologies for insertion into succeeding Virginia-class submarines. Work will be

performed in Groton (94 percent); Quonset Point, R.I. (5 percent); and Newport, R.I. (1 percent). Work is expected to be completed by January 2006.

The second award allocates \$17 million to plan and prepare for the Drydocking Selected Restricted Availability (DSRA) of the Seawolf-class submarine USS Connecticut (SSN-22). Electric Boat will perform advance planning, design documentation, engineering, procurement, ship-checks, fabrication and preliminary shipyard work and other tasks necessary to prepare for the performance of alterations, repairs, maintenance, testing and routine work on the submarine. The work will be performed at the shipyard and completed by December. ♦

## Foreign Relations Council Member Lauds Electric Boat

**Editor's note:** Recently, Electric Boat hosted a visit by members of the Council on Foreign Relations, a nonpartisan organization dedicated to increasing America's understanding of the world and contributing ideas to U.S. foreign policy. Following the visit, council member Benjamin Atkins wrote Electric Boat President John Casey a letter of thanks. Some excerpts follow.

*"We have been fortunate to enjoy visits to a number of organizations, but I*

*have never seen so much enthusiasm among my colleagues as at Electric Boat...*

*"I wish every submariner could visit Electric Boat. Your organization is truly a source of inspiration, worthy of recognition as an emblem of what America can accomplish. I was particularly struck by a sense that anything was possible and by a commitment to ceaseless self-improvement..."*

*"You and Admiral Padgett (John Pad-*

*gett III, VP - Life Cycle Support and Overhaul/Repair) provided the perfect closure to the day, helping us to view the submarine force as a central part of our national defense system. Our discussion helped us to understand the gravity of the decisions that will be made with regard to our shipbuilding industry..."*

*"Thank you for your dedication and leadership in our nation's defense." ♦*

# Classified \$

## APPLIANCES

FRIGIDAIRE STOVE – slide-in, white with black/grey flat-top cooking surface. Works fine, will clean up; \$50. 572-0434.

## AUTOS/TRUCKS

CHEVY CAMARO, 1981 – Z28, factory 4-speed manual, 305 V8, blue with tan interior, new shocks, bushings, exhaust, holly 4-barrel, radiator, needs tires, paint, runs fine; \$2,200 or best offer. 917-6289.

DODGE WINDOW VAN, 1992 – maroon & silver, good condition, a/c, new tires, cassette player, radio, automatic trans, power steering, power brakes, more; \$2,300 or best offer. 401-596-5788.

FORD ESCORT SE, 1998 – 4 cyl., 4 door, at, ac, 53k miles; \$3,500. 917-7084 or 889-5746.

REGAL, 1988 – 2 door, auto, ps, pb, elect windows and door locks, cd/radio, 131k miles; \$1,595. 599-5667.

## AUTO PARTS

TIRES – 4 mounted on 2001 Passat aluminum 9 spoke wheels, 195165R15, used under 15k miles; \$350. 401-738-7097.

## BOATS

1978 MARQUIS DEEP V RUNABOUT – powered by a 1988 90 hp Mercury outboard with power tilt & trim; \$2,300. 442-5912.

MOTORSAILER – 41 ft., 4 cyl. diesel, fiberglass on wood double ender, classic lines; \$12,000 or best offer. 439-1999 after 11 a.m.

## COMPUTERS

DELL COLOR PRINTER – new, never opened; \$60 or best offer. 437-1334.

## MISCELLANEOUS

AMERICAN GIRL DOLL CLOTHES and furniture, Crissy doll, Ginny Lind style doll's cradle, Schwinn Air Dyne exercise bike, vintage jewelry, picture window draperies, manual typewriter, crutches. 401-596-5788.

CROSSBED TOOL BOX – 2 locking lids, top divider tray, will fit pickup truck with interior bed widths of 54 to 57 inches; \$60. 884-6105, leave message.

HOME GYM – Welider Pro 9940, dual workout station, like new, up to 288 lbs weight; \$300 or best offer. 445-8052.

MUSEUM QUALITY MEDIEVAL WEAPON REPLICAS – three swords, three daggers, two axes, one each spear, flail and shield. 401-539-2016.

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

CATEGORY *choose from*

Appliances	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).

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:**

**Terrie Pangilinan,  
EB Classified, Dept. 605,  
Station J88-10.**

POOH STROLLER - \$40, stroller with canopy, \$10; child's glider, \$40; Cosco car seat, 20-40 lbs: \$35, all excellent condition. 443-0687.

WOODSTOVE – \$125, wood and coal stove; \$175. 401-464-9297 or 401-241-9540.

## REAL ESTATE

APT. FOR RENT – Westerly, RI, small 1 bedroom, 2nd floor. No smoke/pets, \$700 month and utilities, security deposit. 401-377-8868.

CAPE COD SUMMER RENTAL – 4 bedroom cape in Falmouth, excellent location, convenient access to town, beaches, ferries, fully furnished, many amenities and the rest of Cape Cod; \$1,000/week.

TIMESHARE – Newport Bay Club in downtown Newport, RI, week 28 (July) and week 1 (New Year's week), both weeks; \$3,000. 546-6449.

# Retirees

- |   |  |  |  |
|---|--|--|--|
| 227 <b>John L. Potter</b><br>31 years<br>Chip/Tnk Tst/Grd 1/C | 243 <b>Frank J. Matteau Jr</b><br>36 years<br>Pipefitter Trade Tech    | 321 <b>David C. Mazzella</b><br>36 years<br>Inspector-Mech-Q 1/C   | 501 <b>Frank P. Perrone</b><br>31 years<br>Maint Pipefitter 1/C    |
| 226 <b>David P. Adams</b><br>31 years<br>Shipfitter W/L       | 229 <b>Ernest J. Bessette Jr</b><br>30 years<br>Welder-Struct. 1/C     | 405 <b>Dennis T. Chin</b><br>29 years<br>Eng Specialist            | 505 <b>John D. Adams</b><br>10 years<br>Janitor                    |
| 226 <b>Tharon R. Humphries</b><br>30 years<br>Shipfitter 1/C  | 229 <b>Stanley C. Hall</b><br>29 years<br>Welder-Struct. 1/C           | 423 <b>John A. Spinnato Jr</b><br>35 years<br>Inspectr-Recv-QC Sec | 507 <b>Dennis A. Semmelrock</b><br>25 years<br>Mt Elect Sv Eng 1/C |
| 226 <b>Rollin E. Rathbun Jr</b><br>29 years<br>Shipfitter 1/C | 230 <b>Reuben B. Fleming</b><br>32 years<br>Rigger 1/C                 | 424 <b>Joan B. Jastromski</b><br>31 years<br>Administrative Clerk  | 601 <b>Eileen H. Smith</b><br>38 years<br>Executive Asst           |
| 226 <b>Frederick W. Weber</b><br>35 years<br>Shipfitter 1/C   | 230 <b>Efren A. Mercado</b><br>28 years<br>Boom Crane Serv<br>Engr 1/C | 455 <b>Diana A. Barnett</b><br>37 years<br>Supv, Admin Services    | 795 <b>Ronald C. Jenison</b><br>36 years<br>Prod Planner           |
| 241 <b>Joseph A. Kelly</b><br>35 years<br>O S Electrician 1/C | 272 <b>Stephen F. Tudisco Jr</b><br>38 years<br>STO-Sv En-Mech 1/C     | 501 <b>Gary H. Hall Sr</b><br>31 years<br>Foreman                  |  |

# Service Awards

## 45 years

278 Arthur E. Muench  
431 Eleanor H. Beidelman

## 40 years

272 Francis J. Hobby  
423 Benjamin W. Pipech  
456 Joseph M. Vacca Jr  
495 Robert A. Pion  
915 Steven A. Mello

## 35 years

243 Stephen W. Morris  
244 Maurice O. Moreau  
246 Paul D. Vergason  
333 William R. Burley  
423 Daniel C. Keane  
463 John F. Waters

## 30 years

200 Randall L. Cote  
230 Douglas R. Church  
230 George R. Molyneux  
251 Rainer A. Ingves Jr  
252 Dennis J. Saran  
330 Paul R. Blouin  
333 Donna A. Aytote  
419 Ronald A. Gheringhelli  
443 Joseph J. Golub  
459 Joseph P. Faulise  
650 William P. Herlihy  
663 James H. Andrews  
901 Andrew E. McGarey  
902 Robert J. Horner  
904 James D. Cogan  
904 Oliver R. Javery  
904 Biagio M. Micheletti  
911 Francis R. Crump  
911 Paul J. Herchen  
911 Ronald P. Korus  
911 James L. Lagor  
924 Raymond J. Morrone

## 25 years

241 Lawrence P. Brzozowski  
241 Christopher J. Mathewson  
241 John A. Rathbun  
242 Patrick M. Jordan  
242 Eugene P. Tillinghast  
243 Frank M. Majkut  
251 Francis J. Breton Jr  
272 Bruce E. Laney  
322 Daniel O. Tremaine  
404 Mary V. Packer  
411 Christopher L. Callahan  
414 James F. Giddings  
434 Diane F. Bassler  
434 Richard A. Cady Jr  
445 Robert R. Desrochers  
445 R. Paul McEntarfer  
447 Mark J. Roy  
459 Donald B. Eagleson  
459 Steven J. Hill  
459 Christopher J. Reust  
460 Edmund L. Curran  
467 David M. Madore

## 20 years

472 Francis C. Laplante  
472 Glenn O. Mortoro  
501 Donald P. Higgins  
505 Francis J. Delia  
545 Thomas A. Ali  
644 Peggy A. Wheatley  
663 Margaret Ladson  
706 Thomas R. O'Meara  
795 Robert J. Goga  
815 Alfred E. Kelly Jr  
901 John F. Dias  
901 Joseph J. Downing  
911 Arthur G. Brouillard  
950 Kevin M. Falk  
950 Gerard H. Viens  
100 Jeffrey L. Robichaud  
243 James J. Laflamme  
330 Sheryl S. Banning  
403 Wayne R. Lenington  
416 Om P. Verma  
425 Ralph F. Covino  
431 Robert D. Groner  
431 Peter D. Leonard  
449 Lawrence H. Bogardus  
452 Arthur B. Sigersmith  
454 Dixon D. Simmons  
472 Kimberly J. Bailey  
495 Roger D. Legg  
507 Phillip J. Nunes  
614 Madeleine R. Dandeneau  
615 Lucille M. Hall  
702 Edward M. Wood  
737 Gene T. Fujimoto  
816 James P. Formwalt  
911 Leonard J. Tougas  
951 Otto W. Bode



GENERAL DYNAMICS  
Electric Boat

# Electric Boat NEWS

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

## *USS Georgia heads upriver for SSGN conversion*

*Against the backdrop of the city of Norfolk, Va., the USS Georgia (SSBN-729) makes its way earlier this month to the Norfolk Naval Shipyard, where it will undergo refueling concurrent with its conversion to a Trident SSGN, a multimission submarine optimized for conventional strike and special operations support. Electric Boat is converting the first four Trident ships to SSGNs under a contract with a potential value of \$1.3 billion.*

*Photo courtesy of Norfolk Naval Shipyard Public Affairs*

