

Electric Boat NEWS

APRIL 2003



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Rotation Program Gives Engineers Shipyard Experience

Working as a trades foreman at Electric Boat is no walk in the park. Just ask the four engineers who recently stepped into that role as part of the Operations Rotation for Engineers, a new program established by the Organizational and Management Development group.

"In engineering, you usually have one or two components that you're working on at a time," said Todd Beardsley (439), who's now serving as an outside machinist foreman in the two-year program. "But in the shipyard, you're building and installing six or seven at once and you have to keep track of them all, and whether anyone in your crew needs anything. You're balancing more stuff, not just what you're working on yourself."

Mary Alice Pocock (433), also an outside machinist foreman, said her

Senior engineer Lisa Reed (412), second from right, confers with, from left, welders Shaun Henn, Chris Schrock and Jeremy Myers (all of 229) in the crew's mess of Virginia (SSN-774). Reed is working as a steel trades foreman as part of the Operations Rotation Engineers, and the welders are members of her crew.

continued on page 12



The President's Corner

Mike Toner, President, Electric Boat

There's no question that Electric Boat is known as the premier resource for the design, construction and lifecycle support of submarines for the Navy.

Over the years, we've become the "go to" shipyard when only the very best in quality, innovation and performance will do.

It's good to know among ourselves that we have established the benchmarks for our industry. And it's good to know that our achievements are recognized by our customer. Our capabilities and commitment are the foundations of our ongoing success.

There is, of course, a flip side to this. As former EB President Jim Turner used to say, "No good deed goes unpunished." I think what he meant by that saying is that the

more you accomplish, the more people expect of you.

Don't get me wrong. That's not a bad thing. In fact, I wouldn't have it any other way. Most of us are in this business because we thrive on challenge. And this year, we're going to get an opportunity to thrive like we haven't had in years.

What do I mean by that? Let me explain.

The last time we delivered a ship was in 1998. Next year, we're going to deliver two – the Virginia (SSN-774) and the Jimmy Carter (SSN-23). That means we're going to be exercising a portion of the delivery stream that we haven't worked on in several years – the preparation of these ships from float off to delivery. For the Virginia, that period begins with its christening Aug. 16 and ends when we turn the ship over to the Navy in May 2004; for the Jimmy Carter, the time frame will run from float off in March 2004 to delivery in December 2004.

To keep to these timetables, we have to maximize the percentage complete we can achieve on these ships while they're on the ground – from the period that begins with pressure hull complete and finishes with float off. That's from now until Aug. 16 for the Virginia and for the rest of the year for the Jimmy Carter. Everyone at Electric Boat needs to realize how critical it is to get as

much work accomplished as we can during these time periods.

Coincident with the new construction work, we're engaged in a number of other crucial projects.

We're preparing for the USS Springfield (SSN-761) depot modernization period (DMP), the first time we've taken on an overhaul job of this magnitude. On the engineering and design side of the house, we're transitioning from the Virginia Program and MMP project to the SSGN conversion program. And earlier this month, we reached an agreement to provide design assistance to BAE SYSTEMS, which is developing the new Astute-class submarine for the Royal Navy. Additionally, we're working hard to staff up organizations at Norfolk Naval Shipyard in Virginia and Puget Sound Naval Shipyard in Washington, where the SSGN conversions will take place.

Each of these activities is complex enough individually. Taken together, they place a considerable amount of pressure on both management and the workforce. We have to make sure that when an issue arises, we attack it and keep moving forward.

To achieve our goals, everyone at Electric Boat has to be at the top of his or her game every day. I'm confident I can count on each of you to rise to the challenges ahead, and I appreciate the contributions you're making to the success of this business. ♦

Calibration Process Is Streamlined; Performed On Ships, Not In Shop

Nobody likes having to redo a job over and over again, especially if it's done right the first time.

But that was the case with the calibration of submarine gauges and instruments at Electric Boat. The components were first being calibrated in the Metrology Lab upon receipt by EB, again at the lab before installation, and once again inside the boat prior to test. In some cases, the recalibrations required ripouts, further complicating matters.

Now, this rework has been virtually eliminated, thanks to several employees' efforts to calibrate components only once – just prior to the Inspection Complete testing phase of a finished system.

"All these gauges are calibrated at the vendor, and an EB employee witnesses the calibrations," explained supervisor of planning Jim Algiere (355), who, with supervisor of planning Bill Jennings (355), spearheaded the effort to eliminate the redundant tests. "So there was no need to reinspect them when they were received in the shipyard."

Metrology Lab supervisor Craig Adamson (341) said EB's own calibration of a particular instrument also meant the clock would begin ticking for the next one, so in 12 or 18 months, depending on the device, it would have to be tested again whether installed or not.

"A lot of the cost savings came out of the ripout routine – by eliminating the need to pull some gauges out for calibra-

tion after they were installed," he said. "It was pretty obvious that EB's calibration guidelines needed to be fixed."

Adamson and Algiere estimated there are about 280 gauges and instruments that are no longer undergoing the extra tests. Since the redundant steps were eliminated, not a single failure has been recorded in the on-ship calibrations, said Jennings.

Some at EB were hesitant to change the procedures, so the team recruited people from all affected areas to demonstrate the validity of the plan, he said.

"It took us a couple months before we got everybody to agree, but we just broke down the barriers by getting everybody to talk about it," he said.

The new calibration guidelines have been in place since the first hull section arrived for the Virginia (SSN-774). "Now that the rest of the ship is here, we're really starting to make a difference," Jennings said.

Besides Algiere, Adamson and Jennings, the calibration process improvement team included Phil Shafer (341), Frank Chiaradio (421), Fred Fichtman (414), Jim McVeigh (274), Mark Rogers (272), John Morey (272), and Northrop Grumman Newport News manufacturing and installation representative Steve Jensen. ♦

Electric Boat **NEWS**

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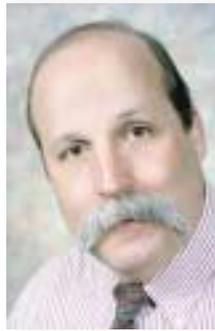
Where We Stand



UConn
Engineering
School Honors
Ray Williams



Director of Naval Architecture Ray Williams has been selected as a founding member of the newly established University of Connecticut School of Engineering Academy of Engineers. Williams, who earned B.S. and M.S. degrees in mechanical engineering from UConn, was chosen on the basis of his professional achievements and career success as well as his efforts to advance the quality and reputation of UConn's School of Engineering.



John Weiglhofer



Pete Rinaldi



Gene Castles



Al Franco



Mihai Gheorghiu



Spyro Pappas



Piet Van Dine

General Dynamics To Recognize EB Technologists At May Ceremony

General Dynamics will recognize eight Electric Boat technologists for their contributions at the corporation's Technology Awards Banquet to be held May 1 in Crystal City, Va.

The EB honorees are Pete Rinaldi and Gene Castles (both of Department 429), Al Franco, Spyro Pappas and Mihai Gheorghiu (all of Department 444), John Weiglhofer and Piet VanDine (both of Department 418) and Stew Peil (434).

Specifically, these employees will be honored for obtaining four patents for their technological innovations. Brief descriptions of their patents follow:

Modular Transformer for Use with Multi-Level Power Converter. This modular power transformer, developed for use with electric propulsion systems – significantly improves system performance and greatly reduces impact to other shipboard power equipment. (Rinaldi, Castles)

Installation and Removal of Energized Permanent Magnets in Permanent Magnet Rotors. This process for installation and removal of powerful permanent magnets in a permanent magnet motor or generator rotor substantially reduces costs associated with the development of specialized tooling and improves personnel safety. (Franco, Pappas, Gheorghiu)

High-Speed Magnet Retention Channel. This new method for retaining permanent magnets on rotors enables high-speed, power-dense permanent magnet motors and generators to be manufactured and used with other high-speed components. (Weiglhofer, Peil)

Magnet Retention Arrangement for High-Speed Rotors. This innovation improves efficiency in permanent magnet motors by developing a smooth cylindrical rotor surface that reduce windage, enables the use of a variety of external magnet shapes, and adds magnet retention shape. (VanDine, Franco, Pappas, Gheorghui) ♦

Quonset Point Ships First Module For Hawaii (SSN-776) To Groton Shipyard

While much of the company's new construction efforts are focused on the 2004 deliveries of the Virginia (SSN-774) and the Jimmy Carter (SSN-23), Quonset Point and the shipyard have marked a key milestone in the life of the Hawaii (SSN-776).

Earlier this month, the first major module for the third ship of the class was transported from Quonset Point to Groton, weighing in at about 1,000 tons and a state of about 99 percent completion. Across the next few months, the module will be integrated with other portions of the ship presently under construction in the shipyard.

"At this point, we're further along than the Virginia was at the same stage of construction," said Ship's Manager Tom Berl. "From the perspective of safety, quality, cost and schedule, everyone involved is doing an outstanding job."

Right now, we have about 100 people assigned to the 776 boat," he said. "By the end of the year, that number should be about 200." In another sign of progress, members of the ship's force will begin reporting for duty in

mid-summer.

According to Quonset Point superintendent Tony Moniz, the arrival of the hull section in Groton was particularly noteworthy since it reflected a significant effort on the part of the QP team.

"Last year, most of our manning was devoted to the Texas (SSN-775) and the MMP project," he said. "We transitioned to the 776 at the end of last year and our team really put in a big effort to finish the section between January and March."

QP Area Superintendent Gil Bissett said the level of performance achieved in completing the section was due to improvements stemming from lessons learned on previous hulls.

Additionally, said Moniz, "our goal was to get to a high level of completion of system inspections prior to load-

ing the modular integrated deck structure into the hull cylinder."

With the module now at Groton, lessons learned in the shipyard will now be applied by many of the employees who worked on the SSN-774 section, said Area Superintendent Ray Rogers.

Rogers also expects results from another form of process improvement based on a photographic record made during work on the SSN-774. "We get the hourly employees and supervisors together and use photos to recall how we did the work on Virginia and how we can do it better on Hawaii," said Rogers. "Our hourly folks have come up with a lot of good ideas to do things better, faster and safer, while maintaining quality and reducing costs." ♦



Groton Food Drive Approaches The Two-Ton Mark

Just three months into a campaign to keep a local food bank in stock, Groton employees have stepped up to the challenge in a big way, contributing more than a ton-and-a-half of food to the organization.

According to HR Chief Jack Shea, who coordinates the effort, employees donated 450 pounds in February, 1,281 pounds in March, and 1,855 pounds in April for a total of 3,586 pounds. All

of the goods go to the Gemma E. Moran United Way/Labor Division Food Center in New London. “Our employees are really responding,” said Shea.

Called the Can-A-Month Drive, the campaign is overseen by a committee comprising representatives from the MTC, MDA-UAW and management. On the second Tuesday of every month, collection bins are opened to take in non-perishable food items such as soup, peanut butter, tuna, spaghetti sauce, pasta and macaroni and cheese

The bins are located at the Main, North Yard, South Yard and Contractors’ gates as well as in the lobbies in Buildings 45, 88, 197 and 221. Containers are also located at Shaw’s Cove, Purchasing and the Sub Base. If you plan on contributing, please don’t bring in glass containers or anything in a yellow bag.

“The level of participation that we’ve seen so far in the campaign has been very encouraging,” said MTC President Ken Delacruz. “We appreciate everyone’s efforts to keep the food center’s shelves full.”

MDA-UAW President Mel Olsson noted that because the food center’s need is ongoing, it’s important to remember the second Tuesday of every



month – and to drop your donation in one of the collection bins. ❖

Snuffy Smith, president and chief steward of Machinists Local 1871, makes a donation during the April Can-A-Month Drive. Smith is also a member of the food drive committee, which was established to help keep the Gemma E. Moran United Way/Labor Division Food Center stocked with canned and non-perishable goods.

The dates for the Can-a-Month Drive for the rest of the year are:

May 13
June 10
July 8
Aug. 12
Sept. 9
Oct. 14
Nov. 11
Dec. 9



Security Guard Joe Pelletier operates the state-of-the-art closed-circuit security system located in Quonset Point's new Command Center.

New Command Center Enhances Security At Quonset Point

The new building located outside of Gate 1 is the Security Command Center and Visitor Control Center, a multi-purpose facility incorporating badge control, visitor control, security systems, emergency alarms, and Gate 1 operations. In addition, it will contain a conference room with audio-visual capabilities.

“This Command Center greatly enhances our ability to provide security for employees, visitors and our product,” says Jim Camara, chief of security. “Our capabilities increase dramatically.”

Other enhancements include state-of-the-art access control security systems, new visitor and employee egress and ingress turnstiles, and new automatic access gates.

One of the main objectives of the new facility was to increase the control of visitors at Quonset Point. All visitors will now report directly to the new Visitor/Badge Control Center to obtain badges and security briefings before entering the facility. The new technology will provide each visitor with a photo identification badge. The new processing procedures will reduce the volume of unnecessary activity at the gates and within the facility.

“Because of the new technology, we can provide photo identifications for all visitors within minutes,” says Camara.

As a process-improvement concept, the Command Center provides several advances: easier access to security, automated record keeping, and increased control and accountability. The new center and information systems result in a more secure environment at Quonset Point. Additionally, the conference room will allow vendors and visitors to make presentations without having to enter the facility.

“The end result is that Security can conduct business with greater efficiency while providing an increased level of security,” says Camara. ♦

Navy Awards Two Contracts To Electric Boat

The U.S. Navy has awarded General Dynamics Electric Boat two contracts worth a potential combined total of \$796 million.

The first contract, valued at \$7.1 million, is for planning in support of the USS Seawolf (SSN-21) selected restricted availability (SRA).

Under the terms of the contract, Electric Boat will perform advance planning, design, and documentation in preparation for the SRA, which is scheduled to be performed at the Groton shipyard from February to September 2004. An SRA consists of repairs, alterations, maintenance and routine work onboard the submarine. If all options are exercised and funded, the total value of the work will be \$53.9 million. At peak times, up to 200 Electric Boat employees could be engaged in the work.

The second award is a \$15.4 million contract modification for nuclear-submarine work.

This contract was initially awarded in May 1999 and could be worth more than \$742 million over five years if all options are exercised and funded. Under the terms of the modification, Electric Boat will provide design, engineering, material and logistics support for the Trident program, the Trident UK program, the two operational Seawolf-class submarines, NR-1, and efforts supporting Los Angeles-class ships. Electric Boat will also provide planning, scheduling and technical support for submarine maintenance activities.

Eighty nine percent of the work will be performed at Groton.; 6 percent at Kings Bay, Ga.; and 5 percent at Quonset Point. Work performed under the modification is expected to be completed by September 2003. ♦



From left, John Steward and Charlie Hewitt (both of 330) operate Electric Boat's new mail screening facility.

New Screening Facility Keeps The Mail Safe And Moving

Before terrorism emerged as a threat in the United States, receiving a letter or parcel in the mail was a non-event.

Now, to ensure that Electric Boat employees aren't exposed to any mail-related hazards on the job – particularly in light of the shipyard's anthrax scare in October 2001 – the company has built a state-of-the-art mail screening facility, which went into full operation last month.

"For each piece of mail we handle, there's no telling what's in it or what it may have come into contact with along the way," said Bob Giles (330), supervisor of Mail Services. "It's a pretty scary thing that requires our full attention."

Giles, who was tasked to develop the screening facility last year, said the project involved reviewing various technologies, choosing the most appropriate hardware and then incorporating it into the shipyard. The result was the construction of two cus-

tom trailers, one housing the screening equipment and the other for sorting the screened mail prior to its distribution by EB Transportation. The trailers were installed at the southernmost tip of the Groton shipyard to keep all mail and parcels isolated until the screening has been performed and allow for the quick removal of the trailers should any hazards be detected.

Giles said the screening process involves reviewing each piece of mail internally and externally, both visually and with the equipment, some of which is similar to an airport X-ray machine. But as Giles stressed, the process "goes beyond X-ray."

With the new screening facility came the need for someone to operate it. Charlie Hewitt and John Steward (both of 330) accepted the challenge. They now work in tandem, screening and sorting each day's incoming mail and getting it out the door without any added delay.

Helping them out during the facility's

first few weeks of operation was John Duarte (330), who Giles called "our mail guru." With the transition complete, Steward and Hewitt are pretty much on their own.

"It's a great feeling knowing we're protecting our fellow employees," said Steward. "Charlie and I both recognize the responsibility that we have here."

"It's a very important job," Hewitt chimed in. "And we're real conscientious. We've got to make sure we don't miss anything."

In addition to screening and sorting the thousand or more letters and parcels that arrive daily, the two have been coming up with various improvements to speed up their new processes, such as the creation of databases that facilitate record-keeping.

"They take so much pride in what they do, making sure they get out a safe product – to ensure the safety of everybody in the shipyard," Giles said. ♦

EBAC Names Athletes Of The Year



Robyn Senior



Harry Martinez



Peggy Plouffe



Joe Scott



Oscar Sahanen

For the first time in the history of the EBAC, one member has been selected to receive two of the annual Athlete of the Year awards. The 2002 Dorothy Bliven Award for outstanding woman athlete and the O.P. Robinson Award for outstanding varsity athlete have been awarded to Robyn Senior for her accomplishments in varsity snowboarding. This is also the first time since the O.P. Robinson Award's inception in 1956 that the recipient of the EBAC Varsity Athlete has been a woman.

Senior has been at EB since 1998, and has been a member of the EBAC Varsity Snowboard Team since it was formed in 1999. From 1999 to present, she has won 18 bronze medals and two bronze+ medals at Wachussett Mountain in Worcester, where the EBAC varsity team competes. She is also active in the EBAC SCUBA Club and is a past co-commissioner.

Joe Scott is the recipient of the 2002 Walter J. Harvey Award, which is awarded annually to the EBAC's most outstanding male interdepartmental athlete.

Scott's accomplishments were impressive in two sports in 2002. In interdepartmental floor hockey, he was the leading scorer for the River Rats and led the team to the A Division regular season and play-off championships. In addition, Scott led the league in points, was tied for most goals with 37, and was selected 2002 MVP for A Division.

In interdepartmental softball, Scott helped GMI win the 2002 regular season and play-off championships in B Division with a .603 batting average. He led the league in hits (38), RBIs (46), home runs (10) and was tied for the league lead in runs (32). He was also named B Division softball MVP.

The President's Awards for support of the EBAC were presented to Margaret (Peggy) Plouffe and retiree Oscar Sahanen in recognition of the time, effort and energy they spent to help the club provide high-quality recreational and athletic events.

The Frank N. Kelly award for promoting EBAC programs has been given to Harry Martinez, who has managed the EBAC Varsity Softball Team for eight seasons. Under his leadership, the team has earned a berth in championship post season play six times, winning the division championship in the Groton League in 2001 and in the East Lyme League in 2002. ♦

General Dynamics Reports 1Q Results

Strong performance in Combat Systems, Information Systems and Technology, Electric Boat; Increased cash flow; backlog continues to grow

General Dynamics has reported first quarter 2003 net earnings of \$221 million, or \$1.11 per share on a fully diluted basis, on sales of \$3.4 billion. For the first quarter of 2002, net earnings were \$229 million, or \$1.13 per share, on sales of \$3.1 billion. The quarter ended on March 30.

"We are able to exceed analysts' expectations in the quarter on the strength of superb performance at all of the businesses in our Combat Systems and Information Systems and Technology groups, and at Electric Boat. All of these business units experienced strong organic growth in both sales and earnings," said Nicholas D. Chabreja, General Dynamics chairman and CEO. "This performance offset continued weakness at NASSCO on a commercial shipbuilding project, as well as the Aerospace group performance.

"Our emphasis on cash generation continues to produce solid results," said Chabreja. "Net cash provided by operating activities in the first quarter of 2003 was \$201 million, an increase of \$287 million over last year's first quarter. Free cash flow, defined as cash from operations less capital expenditures, was \$170 million – \$300 million more than in the first quarter of 2002.

"New orders in the quarter led to an increase in backlog. We ended the first quarter with funded backlog of \$23.9 billion – a 12 percent increase over the fourth quarter of 2002. Total backlog is now \$30.5 billion." ♦

Classified

APPLIANCES

REFRIGERATOR - Hot Point, frost free refrig. runs good, looks good, white; \$50. Sears solid oxygen torch set; \$15. 848-8971

AUTO/TRUCKS

C-1000 DODGE PUMP, 1965 - 8 yd 33,000 GVW, Detroit Diesel, 5 speed, 2 speed rear, new front rubber, recent paint, ready for work, excellent condition; \$5,000 or best offer. 848-9381.

GRAND CARAVAN, 1995 - forest green, privacy glass, cruise control, van in good shape, 137k; \$3,000 or best offer. 599-8620.

HONDA CIVIC Si COUPE, 2000 - black, 160 hp, V-Tec, 5 sp, factory sport suspension, alloys, air, cruise, sunroof, CD. 65k, very good condition; \$13,200 or best offer. 388-2105.

NISSAN STANZA, 1992 - 176k, pb, ps, tilt, 5 speed, 4 dr, 4 cyl, car is not running, has electrical problem, before this problem car ran excellent; \$550 or best offer. 443-9050.

PONTIAC GRAND AM, 1994 - 175k, runs great, no rust, one owner. CD player, new tires, plugs, wires, brake pads; \$2,200. 401-348-9677.

SATURN SL2, 1994 - 5 speed, a/c moonroof, 119k; \$1,800 or best offer. 376-5406.

TOYOTA COROLLA WAGON DX, 1992 - auto, a/c, 167k, well maintained, runs good, new tires, brakes and shocks; \$1,700. 536-8297.

AUTO PARTS

BED RAILS - chrome round tube for Chevy 6 ft. bed, GM product; \$90. 434-2634, evenings.

FORD F-150, 1982 Texas truck with good body parts, hood, fenders, doors, bed, etc. other parts available. 887-0776.

1500cc engine, misc. engine parts, transmission, swing-axle floor pan. Other misc. VW parts. Make offer. 401-377-4661.

BOATS

BAYLINER JAZZ, 1994 - 90 hp jet boat w/trailer, runs great; \$2,750. 536-8297.

CANOE - OldTown, 17 ft. camper; \$400, Kayak - OldTown, 12 ft. Loon; \$200. 464-7436, evenings.

16 FOOT CANOE - green fiberglass with paddles; \$175. 449-0349.

15 FOOT GLASTRON FISH & SKI with trailer, auto bilge pump, fish well, 1994 Johnson 50, oil injected, power tilt, excellent condition; \$3,300. 401-348-0027.

17 FOOT CANOE - OldTown; \$400. 464-7436, evenings.

17 FOOT LARSON BOW RIDER, 1989 - 120 hp outboard engine. Galvanized trailer, depth finder, asking \$3,200. Buying new boat, must sell. 401-322-1440.

41 FOOT, 1912 MOTORSAILER - 4 cyl. diesel, fvc fiberglass on wood; \$12,00 or best offer. 439-1999 after 10 a.m.

SAILMASTER, 1985 - 9.9 L/S outboard; \$450. 691-1735 after 5 p.m.

SUNBIRD 20 FT., 1996 - dual console, 130 hp Johnson, galvanized trailer, bait well, full canvas, some extras; \$11,500. 572-9091.

COMPUTERS

EPSON PRINTER - Stylus Photo 1270, new in box, fully Windows / Macintosh compatible, image sizes to 13" x 44", 5 color ink and black; \$250. 464-2118.

FURNITURE

BEDROOM SET - four piece, nine drawer chest, twin headboard, two nightstands, white with gold trim; \$400 or best offer. 701-0198, evenings.

MATTRESS AND BOX SPRING - queen size Sealy, excellent condition; \$75 for both. 204-0485.

TWO DINING ROOM TABLES and eight chairs; \$75. 376-8768.

MISCELLANEOUS

AMERICAN GIRL DOLL clothes & furniture, child's rocking chair, small piano, doll's cradle, Mickey Mouse collectibles, children's books, dollhouse furniture, new porcelain doll, Fisher Price school house. 401-596-5788.

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

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

BMX BICYCLES - Dyno VFR, 20" rims, good condition; \$90. Haro 7000, 20" alloy rims, aluminum frame, good condition; \$85. 464-8704,

CAMP TRAILER - Coachman, sleeps 6 extra, excellent condition; \$2,000. 848-9026

CAR CARRIER for roof rack, 15 cubic feet; \$35. 739-8614.

EXERCISE BIKE - Air-Gometer with large comfortable seat; \$35. 739-8614.

JOHN DEERE 350-C CRAWLER LOADER, 4-in-1 bucket with backhoe attachment, excellent condition; \$13,500. 1987 12-Ton heavy equipment trailer; \$2,500 or best offer. 848-9381.

LAWN MOWER - 1996 Sears Craftsman 42" 15.5 hp lawn tractor, for parts; \$400. 444-2508.

ROOM A/C, 19 in. color TV with selector box and tv stand, this end-up 5 shelf bookcase; \$125. 376-8768

THULE EXCURSION ROOF -TOP - cargo carrier, excellent condition; \$115. 367-0128.

UTILITY TRAILER - new condition with 6 Ply tires, large adult's rocking chair, 3 tier porcelain cookie dish, new brides veil, typewriter, maple end table, maple table, collectible glassware. 401-596-5788.

REAL ESTATE / RENTALS

CAPE COD SUMMER RENTAL - Falmouth, MA 4-bedroom, 1 bath, fully furnished cape on quiet street. Great condition, excellent location, convenient access to beaches, harbor, town center & boat launch; \$1,000/wk. 572-0434.

PRIVATE PARKING - 4 minutes from main gate, corner of Denison Ave; \$17 per month. 446-0221.

WANTED

1941 DODGE 3/4 - 1/2 TON POWER WAGON, passenger side door, front windshield and frame (split). 401-647-9287.

TREADMILL, 2 hp or greater, late model in good operating condition. 739-9563.

Service Awards

40 years

- 452 Robert K. Ness
- 456 Patricia A. Rossi
- 462 John G. Prokop

35 years

- 230 Michael Decilorami
- 243 Thomas P. Leonetti Jr
- 243 Frank J. Matteau Jr
- 243 Ronald B. Ranes
- 333 Robert A. Lasnier
- 431 Carl D. Page
- 453 Robert A. Chipperfield
- 459 Edward D. Morgan
- 502 Henry R. Sneed

30 years

- 100 Maurice A. Chederquist Jr
- 226 Ronald A. Donovan
- 230 Palmer L. Tillman Jr
- 241 Jorge L. Llanes
- 243 Michael A. Gencarelli
- 251 Carl R. Novak
- 274 Howard A. Manuel
- 274 James F. McVeigh
- 321 Jessie M. King

30 years

- 321 Wayne S. Toporowski
- 330 Norman A. Laperle
- 333 Joseph A. Delesio
- 333 Leroy A. Getchell
- 333 William M. Poirier
- 333 David D. Weber
- 355 Philip P. Gingerella
- 437 Frederick F. Wagner
- 438 John D. Abosso
- 438 Richard A. Douville
- 438 David G. St. Claire
- 438 S. Latese Williams
- 449 Wayne J. Dougherty
- 452 Mark T. Kurpaska
- 454 Peter J. Salmoiraghi
- 458 Mary E. Gee
- 460 Peter E. Gabiga
- 507 James W. Reilly
- 545 Steven W. Dufilie
- 545 Lloyd J. Franklin
- 610 A. Ann Kepping
- 742 Louis Tirelli
- 792 Craig R. Coppage

25 years

- 226 Richard A. Lavoie
- 322 David A. Rabbitaille
- 456 Sandra L. Watrous

20 years

- 100 Norman F. Jordan
- 228 Christopher F. Manning
- 243 Stephen W. Dodge
- 251 Kevin J. Fusconi
- 272 Frank J. Blackburn Jr
- 341 Debra J. Morrisette
- 445 Michael A. Mancuso
- 454 Gregory L. Angelini
- 455 Robert J. Chelednik
- 456 Robert F. Shirley Jr
- 459 Jack R. Flynn
- 460 Willard F. Reavis
- 464 Ronald G. Stevens
- 472 Sandra J. Blankenship
- 472 Bernard J. Wirth
- 545 Jeffrey A. Menard
- 545 Mark R. Rizzo
- 604 Michael J. Panciera
- 705 Larry D. Kramer
- 902 Michael F. Hansen
- 903 Brian G. Shields
- 911 Timothy O. Morris
- 915 Diane L. Webster
- 962 Richard A. McLaughlin

Retirees

- 244 Eugene C. Texter Jr**
31 years
Boilermaker Trade Tech
- 423 Thomas W. Blanton**
38 years
Foreman
- 438 Charles H. Holdredge**
40 years
Dosimetry Tech 1/C
- 452 Jan Szymczyk**
8 years
Piping Sr Designer
- 453 John R. Burbine**
40 years
Design Tech-Mechanical
- 454 Barbara A. Esposito**
28 years
Engineer Specialist
- 459 Norman J. Passarelli Sr.**
23 years
Project Supervisor



Rotation Provides Engineers Valuable Shipyard Experience

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day will typically begin shortly after 6 a.m., when she plans the day's activities for her crew.

"At 7 I go down and meet with my people and then I put them to work, telling them what they need to do and giving them the drawings and materials they need," she said. "And basically the rest of my day is spent running around, trying to support other trades and meeting with other foremen, but most importantly, making sure my employees have what they need on the job."

Harold Haugeto (410), a carpenter foreman, said he entered the Operations Rotation program specifically to help broaden his capabilities and further his career.

"I'm building core competencies and developing supervisory skills," he said of his new assignment. "And I'm getting experience within the shipyard. I think it's up to us to figure out where we want to go and what we

want to do with this experience. Could it be some leadership position within Innovation? Maybe. Could it be a higher-level leadership position within Operations? Maybe with some more experience."

Innovation Director Jackson Morgan (400), who helped establish the rotation program with Dan Dinneen (100) and Bo Miller (648), said the intent is to provide engineers who already have one to five years' experience at EB with the chance to expand their potential.

"We were interested in getting people to learn more about the Operations side of the business. Of course, Operations is staffing up so they have a need to develop supervision. So it was a win-win opportunity," he said. "The program has been received very well, and that's primarily due to the efforts of the first four participants."

Rounding out the initial group is Lisa Reed (412), who is working as steel trades

foreman.

"At first I was nervous about how we would be received in the shipyard, just being engineers," she said. "But the tradespeople have been great. They really want to work with us."

With the program doing so well, five new candidates have recently entered the program, one in Groton and four in Quonset Point.

"We'll extend the program anywhere there's a need and an opportunity," said Morgan. "There are no limits in the program right now."

Any engineers interested in the program can apply through EB's Internal Job Listings (Job Number 48087, Professional Development Opportunity). 