

Dollars For EBMA Scholars



The Electric Boat Management Association recently awarded \$16,500 in college scholarships to the children of 12 EBMA members. The recipients were feted at a banquet hosted by John Leonard, VP – Finance, standing on the far left in the back row. Honored were, front row from left, Kelly Giddings (daughter of James Giddings, 414); Anne Newton (William Newton, 740); Tomas O’Keefe (Michael O’Keefe, 445); Rachel Gladue (Edward Gladue, 405); Matthew Mitchell (William Mitchell, 330); Max Freiert (Daniel Freiert, 330); and Anthony LaMesa (Sal LaMesa, 405). In the back row are, from left, Leonard; Christopher Sheehan (Mark Sheehan, 341); Adam Landry (Pete Landry, 463); Lauren Potter (Laurence Potter, 412); Eileen Storvick (John Storvick, 403); and Robert Urbani III (Bob Urbani, 795).

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Toner Provides Business Update; Virginia On Track For Early Delivery

Virginia (SSN-774) is on track to be the first lead submarine delivered ahead of schedule.

That was the word from EB President Mike Toner during a business update he presented at a recent Tech Lecture.

Right now, he said, Virginia is about 70 percent complete. The ship is scheduled to float off in about a year, with delivery scheduled in May 2004, at least a month early.

“When we put the hull together toward the end of this year, Virginia will be 84 percent complete,” he said. “The best we’ve done on any ship

up to this point has been in the 55 to 58 percent complete range.” Toner attributed the improvement to the effectiveness of the design/build approach used on Virginia.

Describing the progress on the rest of the first four ships of the class, Toner said Texas is about 53 percent complete, Hawaii 15 percent, and North Carolina, 2 to 3 percent. “All four ships are moving along and we’re working hard with the Navy on a contract for the next group of ships.” Referring to the Jimmy Carter (SSN-23), Toner said the company’s goal is to deliver that submarine at the end of 2004.

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The President's Corner

Mike Toner, President, Electric Boat



At Electric Boat, we design, build and repair submarines that operate with maximum reliability in extremely hostile environments.

Because of our product's technical and operational demands, the Navy regularly performs audits to verify that we meet all requirements and point out areas where improvement is needed. These audits also help the Navy identify "best practices" developed at EB that can be shared with other organizations.

Three important audits touch nearly every aspect of our design, construction and repair activities. Two of these reviews focus on the SUBSAFE Program, which was developed after the loss of USS Thresher in 1963. In basic terms, this program requires a design that provides a very high assurance that a flooding casualty will not occur through the use of conservative and redundant methods. It also requires a design that provides for an ability to recover in the unlikely event that a casualty were to occur.

One of these audits – the SUBSAFE Functional Audit – is conducted every two years and focuses on our systems, procedures, work force and records. The second audit focuses on our compliance with SUBSAFE requirements on a ship-by-ship basis.

" We have a lot to be proud of. A strong, capable, nuclear work force will help us continue our tradition of excellence and increase our support of the Navy's submarine fleet."

– Mike Toner

The third area reviewed by the Navy is our ability to perform nuclear work. One important portion of this review will start on June 17 and last one week. This audit – called the NAVSEA O8 Evaluation – focuses on Management, Engineering, Test, Nuclear Operations, Quality, RadCon, Facilities and our submarine maintenance initiatives including the Nuclear Regional Maintenance Department at the Groton submarine base.

The NAVSEA team will verify that proper procedures and policies are in place and that all elements of our work force are properly trained, proficient and complying with procedures for performing nuclear work. Some of our engineers, craftspeople, inspectors, RadCon technicians, and radiation workers will be subject to a variety of

examinations. It is important that you clearly demonstrate your abilities to the NAVSEA O8 Evaluation team.

I expect each EB employee to do his or her best every day. As the Jimmy Carter and Virginia near delivery and the level of testing activity increases, and as we become more involved in ship repair, it is vital that we transfer the knowledge and skill of our nuclear work force to a greater number of EB employees. For those of you who must demonstrate specific skills during the NAVSEA O8 Evaluation, I urge you to display your knowledge and capabilities, and share with the evaluation team what we are doing well and what we are working on to improve. We have a lot to be proud of. A strong, capable, nuclear work force will help us continue our tradition of excellence and increase our support of the Navy's submarine fleet.

Nautilus Heads For Home



Near the end of a \$4.7 million preservation availability, the Historic Ship Nautilus (SSN-571) leaves the shipyard for the submarine base where the final touches on the submarine were completed. Nautilus has since reberthed at the Submarine Force Library and Museum in Groton in time for the peak of the tourist season.

EB Business Update

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With the acceleration of the SSGN program – the conversion of four Trident submarines to covert strike and special operations platforms – it’s possible that Electric Boat workers will be working at Puget Sound Naval Shipyard (PSNS) on the ripout portion of conversion as early as November, he said. Two of the Tridents will be converted at PSNS and two at Norfolk Naval Shipyard, coincident with their refueling.

Electric Boat is currently engaged in the design of SSGN and the development of manufacturing kits for the Naval shipyards, but would like to expand its involvement to more of the conversion work itself, Toner said.

The company is continuing with its shipyard hiring campaign and anticipates hiring another 700 workers over the course of the year. These new employees will be needed as additional cylinders for Virginia and Jimmy Carter are delivered, more overhaul and repair work becomes avail-

able, and the SSGN program progresses, Toner said.

He closed his presentation by outlining Electric Boat’s strategic objectives and vision.

EB’s strategic objectives are to:

- Perform on the backlog.
- Support the Navy’s procurement plan. This includes ramping up to a two-ship-per-year production rate as soon as possible.
- Increase involvement in the Navy’s regional maintenance initiatives.
- Capture new engineering and design business and
- Manage workforce hiring and reductions.

The company’s vision for the future is to:

- Deliver the world’s most advanced submarines.
- Maintain industry leadership and
- Remain distinguished by its workforce, technology and commitment.

Electric Boat **NEWS**

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Early Retiree Medical Coverage: Q&A With Bob Restivo

Editor's Note: *EB News recently interviewed Bob Restivo, chief of Employee Benefits, about the company's early retiree medical coverage, which was reinstated Jan. 1.*

■ Who is eligible for early retiree medical coverage?

All current employees who qualify for early retirement from Electric Boat are eligible, with two exceptions: anyone 65 or older upon retirement, and Metal Trades Council employees who are not grandfathered under a previously negotiated early retiree plan.

■ Are employees' spouses also eligible?

Yes, as long as the employees are eligible. The only exception would be if someone left here single and then got married in retirement; that person's new spouse would not be eligible.

■ If an early retiree dies, is that person's spouse still covered?

Yes. The survivor would be covered to age 65, as would dependent children who meet the eligibility requirements (example: a 21-year-old child enrolled as a full-time student).

■ What coverage levels are available under the early retiree medical plan?

The coverage levels for retirees are the same as for active employees: single, employee plus spouse, employee plus child(ren), and family – two adults plus child(ren).

■ What does an employee taking early retirement need to do to sign up for coverage?

First, the employee would have to make application to retire. Then, when that employee came in to meet with one of our retirement counselors, he or she would be given the opportunity at that time to fill out the appropriate medical coverage election form. If the

employee is currently in the active plan, enrolling him or her in the retiree plan would simply involve changing the person's active group number to a retirement group number.

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Bob Restivo

Closer Customer Links Increase Submarine Supply Business

A primary Electric Boat business objective – increasing the company’s role in the life-cycle support of submarines – is one step closer to being realized, thanks to the recent growth of EB’s supply support business.

“In the last two years, the government has identified the challenge of supporting Seawolf submarines because there are only three ships in the class,” explained Senior Purchasing Agent Paul Roy (330). “So we’ve explored relationships with both the Naval Inventory Control Point (NAVICP)

quote. EB would then create and submit the quote, after which EB would be granted an individual contract for the part or materials. The procedure worked, but it would often take weeks or months from start to finish, Roy said.

With the new supply support contracts, however, the government can submit a supply order directly to EB, with the order filled and paid for almost immediately.

“As they need material, they order it from us,” he said. “We charge the contracts for the material and for the labor to go get the material and ship it off to them.

“What the government is doing is really leveraging our inventory and our construction and procurement activity,” Roy continued. “It’s a relationship of trust between us in terms of getting the material in the shortest time at the lowest cost.”

Roy said the arrangement has proved so successful with the two operational Seawolf-class boats that NAVICP and DLA have expanded the program to include Ohio- and Los Angeles-class submarines, with the Virginia class slated to be included next.

Another positive result of EB’s supply support activity is that it has led to the company’s identification as a “certifying activity” for Level 1 material. Level 1 materials are those used in critical submarine systems, and as such must meet strict quality standards.

Previously, Roy said, Portsmouth Naval Shipyard was the Navy’s only certifying activity for Level 1, so all materials sold by EB for Level 1 uses had to be shipped there for inspection. Now, EB can do its own inspections, further speeding up its ability to supply the parts ordered by NAVICP and DLA.

Director of Materials Acquisition Ron Kiely commended Roy and other employees whose efforts have resulted in the supply support growth.

“The government has found that in many cases we can leverage our suppliers to provide materials faster, and at a lower price, than the government can,” he said. “So the government is very happy with the arrangement, and we’re obviously very happy with

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Paul Roy

Since December 2000 EB has been awarded supply support contracts with a cumulative funded value of \$10 million, a fivefold increase over what EB was previously generating in parts and materials sales each year.

*– Paul Roy
Senior Purchasing Agent*

and the Defense Logistics Agency (DLA) that would result in a contractual arrangement that supports their parts and materials needs in a faster, more efficient manner.”

The result of that exploration has been a new partnership between NAVICP and DLA for their purchasing needs, and the subsequent issuance of contracts to EB that will allow it to directly support those needs on an ongoing basis.

Since December 2000, Roy said, EB has been awarded supply support contracts with a cumulative funded value of \$10 million, a fivefold increase over what EB was previously generating in parts and materials sales each year.

Prior to the new arrangement with NAVICP and DLA, the agencies would come to EB with individual inquiries and request a

Q & A With Bob Restivo

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■ Do employees need to provide advance notice of retirement in order to avoid a temporary loss in coverage?

No. An employee who is already covered under the active plan will automatically be covered under the retirement plan provided he or she meets the eligibility rules and chooses to remain enrolled for the coverage. There's no advance notice required.

■ Once early retiree medical benefits begin, how long do they remain in effect?

Early retiree medical benefits remain in effect until age 65 or death, or until the retiree voluntarily terminates coverage.

■ What medical plan will retirees have under this coverage?

In essence, they'll have the same plan they had as an active employee: HealthNet, which covers the Connecticut network; Colonial Cooperative Care, which handles the Rhode Island and southeastern Massachusetts network; and then a nationwide "Out of Area" plan, which is offered by United Healthcare. This will cover people who move to Florida, South Carolina and so on. Through United, they'll have networks across the country that are similar to what exist in Connecticut or Rhode Island. The healthcare plans also have prescription drug coverage. Both of our prescription benefit managers are nationwide – and there are 50,000 participating pharmacies – so access and availability won't be issues as

long as the retirees who have moved out of area are using the major pharmacy chains.

■ How much are the premiums for 2002?

They vary based on the coverage level. Some examples:

■ A salaried employee with employee-plus-spouse coverage under HealthNet (Connecticut residents) is paying \$495.70 per month;

■ A grandfathered MTC employee with single coverage under Colonial Cooperative Care (Rhode Island and southeastern Massachusetts residents) is paying \$192.71 per month;

■ An MDA employee with employee-plus-child(ren) coverage under United Health (out of area) is paying \$393.39 per month;

■ A non-represented hourly employee with family coverage under HealthNet is paying \$593.87 per month.

■ How often will the premiums change?

They'll change the first of the year, every year. And unfortunately, it's always up. I would say that trend will continue, based on what I see with health care in the future. But we're working really hard to contain those premium increases.

■ How are retirees billed for their premiums?

Retirees can choose to have the premiums taken directly out of their pension check, or they can be billed monthly.

■ Is dental coverage included in early retiree coverage?

No. Dental is a separate benefit that's not included in early retiree coverage.

■ Once an employee retires, is he or she still responsible for the individual \$6-per-week payments in addition to the premium?

Retirees are no longer in the active plan so they won't be making those weekly contributions anymore.

■ Will premiums vary based on a person's year of retirement?

No. Everyone within a particular group (salary, MDA, etc.) will pay the exact same amount based on their chosen coverage level (single, employee plus child(ren), etc.), regardless of how long they've been retired.

■ When specifically does an employee become eligible for early retiree medical coverage?

An employee has to be eligible for early retirement – in other words, be at least 55 years old with at least 10 years of continuous service – to be eligible for early retiree medical coverage. Being age 55 upon retirement does not automatically make an employee eligible for early retiree medical insurance.

Retirees

403 **John R. Stella**
13 years
Program Management
Chief

458 **James P. Hammel**
39 years
Manager Engineering
Services

460 **Robert D. Guzzio**
35 years
Principal Engineer



Assistant New London School Superintendent Dr. Gail Nordmoe and EB Engineering Manager Howard Jenkins discuss one of the displays set up by the company's Black Engineering Council (BEC) in the Technology Center. The occasion was the BEC's 7th Annual Scholarship Dinner, which was hosted by Electric Boat earlier this month. Dr. Nordmoe was the dinner's keynote speaker.

Battery Removal Job Is Smooth – And Quick

The recent removal of 126 temporary batteries from the Jimmy Carter (SSN-23) is being hailed as a great success, with everyone involved completing the work flawlessly, and in about half the time allotted.

"The people were the key," said electrical trades Supervisor Ron Poole (241). "We had the right people and they worked together, and that's what counts."

"The evolution itself went fantastic," agreed rigger Foreman Mark Mills (230). "The people were great. There were no holdups or delays for anybody."

What made the removal of the batteries such a challenge – and potentially hazardous – was the fact that they weighed about 2,100 pounds each and were full of acid. So a drop or spill could have caused burns or other serious injuries, not to mention damage to the submarine itself.

But as Poole, Mills and others explained, everything went well from start to finish – and the finish itself came nearly two days early.

"We had set aside about a four-day win-

Employees pull together to make SSN-23 task a success


dow to offload these 126 cells," said electrical trades Superintendent John Chaffee, "but because the team worked so well, we actually did it in the better part of two days."

The batteries were installed in SSN-23 on a temporary basis so EB could conduct tests of the boat's diesel generator. With those tests completed, the batteries had to come back out to make way for the permanent ones, which will be installed later.

Chaffee said the first- and second-shift employees who participated in the battery removal included electricians, riggers, carpenters, machinists, planners, transportation personnel and ship's management. Electricians disconnected all the batteries, while the machinists installed a railing system to move the batteries around within the submarine's battery well. The carpenters, meanwhile, took care of the necessary staging, while the riggers were responsible for

lifting the batteries out of the boat. Then transportation took over, shuttling the batteries onto flatbed trailers for eventual removal from the shipyard. And planners and ship's management helped coordinate it all.

Lloyd Kennerson (545), transportation planning supervisor, complimented everyone for a job well done. "Having to handle 126 batteries four or five times each requires a great deal of concentration and focus," he said. "I have an enormous amount of respect for our employees' skill level, but they just see it as another day at the office."

"These are the kinds of performances that we need to have if we're going to be a discriminator shipyard," said Chaffee, "and it's really driven by the people. As John Casey so often says, it's not the machinery, but the willingness of the people to work together and work in harmony and get the job done." 



Joint Technology Committee Shapes Future Design Processes

“ This group has charted an ambitious and challenging course that will change the way we approach our piece of the business. The success of their efforts will have a direct bearing on our ability to take full advantage of future design and engineering business opportunities.”

Millard Firebaugh
Innovation VP

Created during the 1999 EB MDA-UAW Contract negotiations, the Joint Technology Committee (JTC) was established to evaluate how new tools and processes will affect the Innovation workforce’s roles and responsibilities.

As part of that evaluation, the JTC is working to help ensure that these technological and process changes will benefit the workforce, the MDA-UAW and the company.

“We created this group to help us effectively integrate new technologies into the company,” said Innovation VP Millard Firebaugh. “Since then the committee has far exceeded our original expectations.”

MDA-UAW President Mel Olsson echoes Firebaugh’s praise for the group. He recently characterized the JTC as “a hardworking committee doing a great job at the forefront of advancing technological change.”

The JTC comprises salaried and MDA-UAW hourly employees, and reports directly to Firebaugh and Olsson on a variety of technical process matters. Don Slawski, the program manager for IPDE, is the group’s management sponsor.

Joint Technology Committee members are, seated from left, Mark Zimnoski, Doug Witt and Beau St. Hilaire, and standing from left, Steve Hancock, Pete Johnson, Bill Giustini, Glen Walsh, Mel Olsson, Millard Firebaugh, Don Slawski and Ron Medrzychowski.

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The JTC's primary focus this year is:

- To develop the Joint Technology Committee's operating processes for recording, tracking and evaluating new technology.
- To review existing and future technologies and processes. Members will establish the group's top priorities for 2002 and coordinate the year's efforts with GD Marine programs and all EB functional organizations.
- To review specific tasks under way in Innovation such as Catweb to Portal, Enhanced Product Model, and the Automated Engineering Parts List.
- To develop and initiate a plan to work with Operations to promote enhanced use of the Shipyard Electronic Visualization Room.
- JTC members will also be working with Innovation Project Director Ken Blomstedt on a task to instill the concept of process ownership throughout Innovation. The JTC will work with process owners to ensure that the right people are involved with future design technology implementation and integration efforts.
- JTC members will work with Training Department personnel to define and develop a Roles and Responsibilities training curriculum that will focus on improving interaction between Innovation and Operations' personnel. They will work to ensure that this information is included in all applicable future software and process training. They will continue to work to improve communications between Innovation and Operations as it relates to new technology implementation.
- Finally, the group will be involved with the various Innovation organizations developing the Standard Procedures and Department Directives that establish and document global methodologies for process and technological change.



Navy Secretary Gets EB Update



EB President Mike Toner chats with Secretary of the Navy Gordon England, who visited Groton earlier this month to receive a business briefing from company executives. The visit was arranged by U.S. Rep. Rob Simmons, who also attended the session.

Union Leaders Honor Fallen Workers



On a raw and rainy Sunday morning last month, Ken DeLaCruz, MTC president; Lori Pelletier, secretary-treasurer of the Connecticut AFL-CIO; Sal Luciano, executive director of AFSCME Council 4; Mel Olsson, MDA-UAW president; and Sharon Palmer, vice president – Southeastern Connecticut Central Labor Council, observe a moment of silence at the Workers' Memorial in Groton's Washington Park. Each year, organized labor in Connecticut marks Workers' Memorial Day on the anniversary of the collapse of L'Ambiance Plaza in Bridgeport, which killed more than 25 workers.

U.S. Navy Awards EB \$6M Option For Virginia-Class Repair Parts

The U.S. Navy has awarded Electric Boat a \$6 million contract option for the advanced procurement of on-board repair parts for the first four submarines of the Virginia class.

The work will be shared about equally between Electric Boat and Northrop Grumman Newport News, EB's teammate in the Virginia-class construction, and will be completed by the end of 2007.

The option is part of the \$4.2 billion contract the Navy awarded Electric Boat in 1998 for the construction of the first four ships of the class.

Earned Hours: Where We Stand



Classified

AUTO/TRUCKS

CHEVY BLAZER, 1989 - Silverado (full size), loaded, rebuilt transmission, tires 1 yr. old, 165k, some rust, runs great; \$1,500. 401-596-1507.

FORD FOCUS SE, 2000 - 5 speed, 4 door, pw, pl, cc, ac, 40k, excellent condition; \$9,500. 739-8009

HONDA PRELUDE, 1985 - gray, 5 speed, 107k, 30 mpg, a/c, am/fm/cassette, power moon roof, runs great; \$1,200. 440-0851 leave message.

MERCURY GRAND MARQUIS, 1989 - 4 door sedan, V8, 99k. Needs some work, priced accordingly; \$600 or best offer. 848-8943

PONTIAC GRAND PRIX, 1996 - 6 cyl., 4 door, good condition; \$3,000. 445-1480.

AUTO PARTS

FIRESTONE RESPONSE TIRES (2) - mounted on rims, size is P195/75R14, fits Dodge / Chrysler / Plymouth minivans. Excellent

condition, \$50 for the pair or best offer. 572-9936.

JACK - Hein-Werner model "55", 1 1/2 ton hydraulic bumper/frame jack; \$125. 423-3797.

RIMS - American Racing Equipment - Outlaw 1 rims, 4 - 15" x 7" machined face solid, one piece, clear coated rims with two already mounted tires, locking lugs w/key socket, chrome center pieces and chrome stems. Rims are 4 years old. Great condition, like new; \$200 for all four rims w/2 tires. 848-9934.

TIRES - (2) P225/75B15 and (1) P225/75R15, all on rims and in good condition, \$10 each. 739-2153.

TRUCK CAP - fits Chevy S-10 standard bed, 60-1/2" x 74" Fiberglass by AmeriCan, dark green with tinted glass, sliding slide and front windows; \$200. 442-5253.

VW PARTS - 1967 - 1500cc engine, misc. engine parts, transmission, interior parts, etc. 401-377-4661.

COMPUTERS

ATI RADEON 3D GRAPHIC ACCELERATOR w/32md SDRAM. PC1 bus version, DVD video playback and TV/VCR output support, new in box; \$40. 401-722-1837, ask for Bob.

FURNITURE

SOFABED, good condition; \$30. 691-0831.

MISCELLANEOUS

AMERICAN GIRL DOLL clothes & furniture, dollhouse furniture, child's rocking chair, children's books, small piano, doll's wooden cradle, Tonka dune buggy, Buddy L school bus. 401-596-5788.

ANCHOR CHAIN - six and seven-inch links, various lengths, will cut, good for moorings; \$1 per link. 423-3797.

KITCHEN TABLE - Oak with 4 matching chairs. Measures 40" round with two leaves included, measures 40" x 60" \$275. 442-3983.

KENNEL & insulated dog house; \$100, Large travel pen; \$25. 642-4165.

NORDICTRAC FLEXGOLD exercise station; \$25. 739-2153.

NORDICTRAC EXCEL - quality ski-type exerciser, natural wood finish, still new; \$125. 536-6358.

ORECK VACUUM CLEANER - 1 year old; \$150. 599-2052.

RADAR DETECTOR new, vintage jewelry, vintage clothes, typewriter, Mickey Mouse earrings, Fenton glass basket, Crissy doll, 1950s Ken doll, handmade baby's sweater and hat, children's books. 401-596-5788.

PETS

DOWNSIZING QUICKLY - sound 3 year old AQHA Chestnut Mare. Green broke, needs training, gentle, fast learner; \$1,000. 887-4917.

RETIRED 1982 AQHA TRAIL CHAMPION - great companion horse/stable mate and is proven brood mare sired by Quincy Feature; \$1,200. 887-4917.

WANTED

LITTLE TYKES FOLDABLE TABLE - tricycle and/or Big Wheel for 2-year-old boy. 443-0687 leave message.

Service Awards

40 years

321 Edward R. Honnen
 323 Robert M. Pike
 330 Sandra L. Conwell
 341 Robert L. Martin
 449 David R. Champlin
 452 Robert W. Elwood
 545 Michael A. Bosse
 686 William H. Kowenhoven
 689 Calvin F. Baker
 272 Donald J. Harrison

35 years

443 Constantine G. Proestakis
 455 Diana A. Parham
 460 Herbert A. Segal
 472 John F. Ferreira
 Alan R. Ruditzky
 660 Charles R. Sisson

30 years

244 Stanley J. Viadella
 330 Steven R. Christina
 405 Charles F. Haag
 431 Colin Thomas
 456 William L. Giustini
 463 John A. Rodolico
 601 Karen A. Franciosi
 740 William J. Newton

25 years

100 Peter M. Korenkiewicz
 Wayne E. Mainville
 Jerome S. Ruhe
 242 Richard A. Baruffa
 243 Kenneth K. Panciera
 251 Bernard A. Garnier
 Roger G. Lamothe
 David R. Punska
 252 Andre A. Audette
 Robert F. Burns
 Joseph P. Guerra
 George W. Leach Jr
 Katherine P. Marceau
 Charles K. Miner Jr
 Frederick M. Pierce Jr
 274 Dominick Damiano Jr
 321 Alan G. Middleton
 330 John W. Burton
 David J. Darnbrough
 333 Gary E. Williams
 355 Gregory A. Evans
 Jodi E. Jadcak
 Steven A. Majeika
 402 Susan R. French
 408 Richard J. Damm
 411 Jacqueline M. Krause
 438 Raymond E. Bastien
 Ronald D. Piccoli
 445 Thomas G. Marino
 447 Anthony M. Capizzano
 William J. Edwards
 452 Ronald D. James
 John A. Worobey Jr
 456 Joseph P. Caligiuri
 459 Samuel T. Alice
 459 John J. Donovan
 Elizabeth D. Fiorillo
 460 David T. Bessette
 462 James W. Elkins
 492 Herman R. Belli

25 years

492 Leland W. Boltz
 492 Thomas D. Whewell
 496 Anson C. Moody
 507 John L. Palmer
 553 Barry L. Johnson
 614 Michelle J. Crandall
 621 Catherine E. Griffin
 689 Johnny Dieters
 745 Deborah J. Moeckel
 901 Thomas W. Chiarini
 902 Ronald J. Andreozzi
 915 Robert E. Cadieux
 William L. Menihan
 950 Robert F. Bowie
 James L. Cheever
 957 Linwood J. Safford

20 years

229 David L. Guizar
 Richard M. Lucci
 Robert A. Taylor
 241 David M. Billings Jr
 David R. Whittaker
 243 John W. Waddington
 251 Wayne L. Bliven
 272 Michael S. Chayben
 330 Robert L. Jenkins
 355 Joseph T. Scaplen
 403 Alfred J. Deschenes Jr
 411 James A. Meseroll
 413 Gary W. Lightner
 419 David K. Morrell
 436 Raymond J. Filosa
 437 Raymond G. Champine
 438 Paul T. Dagle
 447 Nicolette L. Capozza
 448 Matthew N. Cormier
 455 Leonora F. Adams

20 years

456 William E. Mahn
 Kenneth Rowland
 Randy A. Wood
 459 Marc A. Adkins
 Kevin M. Dragoo
 Michael S. Enos
 Patrick J. Gill
 Timothy C. Jackson
 Albert J. Laflamme
 Curtis V. Smith
 462 Victor T. Pleskun
 464 Gary R. Blessing
 472 Michael W. Hawkins
 Thomas H. Johns
 Richard A. Bazinet
 496 Susan P. Mack
 545 Michael J. Gilman
 602 Douglas M. Peachey
 610 Patrick E. O'Brien
 686 Vasco Castro III
 706 David M. Miclette
 737 Michael T. Turnbull
 795 Robert M. Arruda
 Robert D. Kosinski
 901 Frank D. Vocco
 902 William T. Heughins Jr
 Antonio S. Simeone Jr
 903 Robert W. Willis
 911 Paul W. Schmidt
 915 William J. Bailey
 Roger G. Lavallee
 Henry J. Matteau
 Kenneth W. Nichols
 Daniel K. Parker
 Joseph F. Silvia
 951 Robert A. Lingard
 957 David R. Dekeulenaere

New Business For EB

from page 5

it. It's resulted in millions of dollars' worth of new business to us that we would've never had in the industrial sales area alone."

Besides Roy, others who are involved with the supply support business, including fielding government inquiries, fulfilling orders and providing status reports to the customer, are Admin Specialist Mary Brown, Buyer Specialists Bill Gerrish and Willy Rondeau, Senior Buyer Bill Belisle, Material Tech Aide Larry Avery (all of 636) and Buyer Specialist Patty Guzek (330). Additional technical support is provided by Dept. 447's Don Stenz, Debbie Winsor, Charlie Shindell and Henry Blanchette.



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.**

Circle category:

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

Appliances _____

Autos / Trucks _____

Auto Parts _____

Boats _____

Computers _____

Furniture _____

Miscellaneous _____

Motorcycles _____

Pets _____

Real Estate / Rentals _____

Real Estate / Sales _____

Wanted _____

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