

JUNE 2005



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## Team And Individual Effort Produce Defect-Free VLS Job

A steel trades team has hit its stride with Virginia-class VLS tube welding, completing a recent job on the New Hampshire (SSN-778) with zero defects.

The welders and their foreman attribute the success of the job to lessons learned, along with some ingenuity on the part of a welding engineer.

*Welder Rick Romyns (229) begins work on a VLS tube for the New Mexico (SSN-779). A similar welding job on the New Hampshire (SSN-778) was recently completed with zero defects.*

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# NAVSEA Commander Cites EB Employee For Response In USS San Francisco Collision

On Jan. 7, personnel in NAVSEA's Operation Center (OPCEN) at the Washington Navy Yard were engaged in typical weekend duty – practicing responses to a range of potential scenarios and standing watch. Meanwhile, half a world away and several hundred feet below the surface of the Pacific Ocean, the USS San Francisco (SSN-711) had just run full speed into an uncharted sea mount, injuring most of the crew – one fatally – and suffering severe damage.

**DiCarlo attributed his ability to work full time at Electric Boat, while fulfilling his Reserve requirements, to his family, co-workers, employees and management.**

As news of the collision reached the OPCEN, personnel reacted instantaneously, manning the key positions required to respond to the emergency. One of the responders was Pete DiCarlo, engineering supervisor for the CVN-21 steam-plant fluid-systems group.

DiCarlo, a commander in the U.S. Navy Reserve, has been assigned to duty in the OPCEN since the Sept. 11, 2001 terror attacks, traveling some 400 miles from his home in Westerly, R.I. to Washington every month.

“Typically, weekend duty comprises watches at the OPCEN intertwined with training and other Navy Reserve requirements,” said DiCarlo, a reservist for more than 20 years. “We train regularly for security, terrorism and safety-related issues such as lost ships, bomb threats and evacuations. However, that weekend in January was one I’ll never forget,” he said.

“When we were notified of the grounding, we immediately manned the OPCEN with key personnel from our unit and stood up several watch sections. Minutes seemed like hours until we could ascertain the condition of the ship and develop



*Pete DiCarlo*

assurance that we wouldn't lose the ship and its crew.

“Although we were thousands of miles from the incident, we were receiving real-time information about the incident,” said DiCarlo. “From Friday evening to Monday morning, we were seamlessly integrated with several Navy organizations, providing NAVSEA with an effective and comprehensive assessment and response to the casualty,” he said.

In a letter to DiCarlo's Reserve unit, now-retired Vice Adm. Phillip Balisle, commander of NAVSEA, said, “I would like to express my gratitude and appreciation to each and every member of the unit for their continued support of the NAVSEA Operations Center. The hours of training and individual preparation on your part was clearly evidence in the professional manner in which unit members carried out their duties as part of NAVSEA's response team to the USS San Francisco grounding casualty on 7 January 2005,” said Balisle. “Well done!”

DiCarlo attributed his ability to work full time at Electric Boat, while fulfilling his Reserve requirements, to his family, co-workers, employees and management. “I have an unbelievable support group at home – my wife, Trish; my son, Devon; and my daughter, Giana. They pick up the slack while I'm away on my weekend duty. I never could have maintained two parallel careers without their support,” he said. 🙏

# Casey To Graduates: Emotional Intelligence Is Important Key To Success

**Editor's note:** Earlier this month, Electric Boat President John Casey presented the commencement address to the graduates of Rensselaer at Hartford. Over the years, nearly 700 EB employees have received graduate degrees in business or technical fields from Rensselaer; this year, the graduating class included 11 company employees. Excerpts of Casey's remarks follow:

**A**t Electric Boat, I've made it a point to emphasize what we call the three "Ps" – people, performance and product. These are the critical components of the business we think about every day to maintain the company as a successful enterprise.

I'd like to focus for a few moments on the people element, particularly as it applies to leadership.

We need to value our people and their capabilities – always. We need to understand them better. We need to know what makes them tick... what makes them creative, committed and productive. What makes them get their jobs done better, faster and more cost-effectively.

To accomplish this, we first need to know what makes us tick. This means getting inside our own heads to explore our values and motivations, our career directions and career expectations.

If you as future leaders are going to understand your people, you'd better start with a sound understanding of yourselves.

All of this relates to the concept of emotional intelligence – a term popularized about a decade ago by Daniel Goleman in his book of the same name.

Proponents of emotional intelligence say success in business and other areas of our lives requires awareness, control and management of our own emotions, as well as the emotions of our employees.

If you boil down the concept to its basics, emotional intelligence tells us that

it takes more than just brains to succeed. You must have the capacity to build and maintain healthy relationships.

The more highly developed your emotional intelligence, the better able you'll be to understand your employees' issues, to provide them with constructive feedback and to work together effectively to attain your organization's goals.

At Electric Boat, the development and application of emotional intelligence is a key part of our effort to make our leaders and our company as good as they can be. It's not presented in a classroom as Emotional Intelligence 101, but instead is woven throughout the activities of our leadership development program. We've found it to be an effective approach to building a key leadership capability.

Let me leave you with some thoughts that have helped me over the years ... Casey's core requirements for leadership and success, if you will.

Know your job. Know your people. Know yourself. And know that true leadership demands the courage to always act with honesty and integrity, to know the difference between right and wrong, and to stand behind these values every day.

There's no shortage of individuals in business and industry who are focused on two of the three "Ps" I referred to earlier – product and performance. That's the way it should be. There are, however, fewer of us who can understand and manage the critical people values, which provide the true cornerstones

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# The Green And Black Belts – Leading Process-Improvement Efforts At Electric Boat

## Editor's note:

For more than two years, Electric Boat has been engaged in a process-improvement program designed to support the company's continued growth and success. Called Lean Six Sigma, the program combines two industry-accepted practices – Lean and Six Sigma, which provide the tools employees require to improve products and practices. The employees who use Lean Six Sigma to evaluate problems and lead the teams to solve them are called Green Belts and Black Belts. They attain that designation after undergoing five weeks of rigorous training over a period of several months. The most recent class of "belts" included Michael Cardente (462), Scott Blevons (243) and Robert Barlow (702), who describe their experiences in the Q&A that follows:

## What attracted you to the Lean Six Sigma program?

**Cardente:** Initially I began looking at the program as a way to learn new problem-solving techniques that would enable me to become a better supervisor. However, after attending Process Management Training, I began to understand how Lean Six Sigma could benefit all of EB and wanted to be part of it.

**Blevons:** As a pipefitter for over 20 years and a line foreman for two years, I worked within and sometimes worked through shipbuilding processes to get the job done. This program offered me a vehicle to look at improving those in-house processes as well as exposure to other parts of the shipyard.

**Barlow:** Several things convinced me to pursue this. First, Lean Six Sigma is different from the other quality efforts we've tried at EB. Six Sigma has a focus on

quality but it's also directly tied to the company's bottom line, and can provide tangible results in terms of cost and schedule. Additionally, it's a data-driven process with some very powerful statistical tools behind it.

The other reason was the significant commitment from the company – specifically by training dedicated resources, which provides some extensive management and infrastructure support. The way the program was being implemented convinced me that it was going to be sustained.

## Has the program lived up to your expectations so far?

**Cardente:** Absolutely! Looking back, the last eight months of training have been intense but very effective at teaching the tools we employ. I've also gained exposure to a lot of different areas of our business.

**Blevons:** Yes, from the start the classroom training and the exams were tough! This group as a whole seems to work well together, each one willing to assist each other. I think you would call it teamwork.

**Barlow:** Yes, to this point it has, and I think some aspects of the program have actually surpassed my expectations.

## What do you consider to be the most important takeaway from the training?

**Cardente:** That divorcing ourselves from the "shotgun" or "longest pole in the tent" approach to problem solving is the only way to make meaningful long lasting improvements to our processes. Lean Six Sigma methods enable the team to analyze the entire process and determine which factors truly have the largest

effects on the process. Potential changes are then evaluated to gauge their impact on the process before they are put in place. Once changes are implemented, the process is monitored to ensure that the benefits are realized.

**Blevons:** The materials from the training provided me with the proper tools needed to extract vital information from the people who work this shipyard every day. They are the ones who know the current state of the good and not-so-good processes here at EB.

**Barlow:** I think the notion of what is really "good enough." Typically you think of 99 percent as a very good rate but when you put that in real world examples, it's often not good enough. Early in the training we looked at some comparisons for various processes; for example, surgical procedures in the U.S. at 99 percent good would result in 5,000 incorrect procedures per week but at Six Sigma levels (99.99966 percent) there would be only 1.7 incorrect procedures per week. Similarly, at major airports a 99 percent rate would result in two bad landings per day; at the Six Sigma levels there would be one every five years. It seems simple but it really changes your mindset. And that, I think, is really important if you're going to be successful in Six Sigma, both individually and as a company.

## What struck you as the most memorable aspect of training?

**Cardente:** The cooperation of our team members. Despite the fact that they were extremely busy and working long hours, they still made time to attend the team meetings and were genuinely interested in improving their processes.

**Blevons:** The exposure to the excellent people we have employed here at EB.

**Barlow:** In general, the support I received from everyone as I went through the training program and project, and also seeing our project teams' actions being implemented and realizing they will have a positive impact on people's jobs and the business.

**What was the most significant lesson learned from your first project?**

**Cardente:** Project success is based on the strength of the team.

**Blevons:** Teamwork!

**Barlow:** Probably the most significant lesson learned was the importance of forming your project team and building a good relationship with the team early on in the project. That really sets the foundation for your project. Another thing you learn as you go through your project is to be persistent in terms of gathering data. The data is out there or at least can be collected, but sometimes it's not straightforward as to how and where to get it.

**Do you have any advice for new people entering the program?**

**Cardente:** Take full advantage of the experience of belts from previous waves. During our training, the more experienced belts were always willing to help and we found their input extremely helpful.

**Blevons:** Go for it. This program will give you an out-of-your box mentality and a broader perspective of how work is accomplished here at EB.

**Barlow:** Just to keep an open mind about the process and the tool sets and don't come into the program with a lot of preconceived notions. Rely on people who have been through the program for help and advice, especially on how to proceed on your project. 🙌



### **Black Belts**

*Front row (left to right): Bill Johnson (421), Dave Stempel (415), Kimberly Anderson (452), Andy Stoddard (400) and Kevin McKinzie (452). Back row (left to right): Shane Leroux (670), Rodney Pinkham (413), Mike Cardente (462), Mark Raymond (492) and Matt Perra (210).*



### **Green Belts**

*Front row (left to right): Andy Bilodeau (438), Cindy White (462), Liz Pederson (424), Julie Walker (494) and Bob Barlow (702). Back row (left to right): Tom Johns (403), Bob Buffkin (330), Karl Carter (431), Scott Blevons (243), Mark Homand (459) and Steve Missel (467).*

## NASSCO Launches The USNS Lewis And Clark, First T-AKE Ship

SAN DIEGO

National Steel and Shipbuilding Company (NASSCO) has launched the USNS Lewis and Clark (T-AKE 1), the lead ship in the Navy's new T-AKE Class.

The name Lewis and Clark was selected to honor the two legendary explorers who led the exploration of the American West from 1804 to 1806. Two descendants from the families of Capt. Meriwether Lewis and then-Lt. William Clark – Jane Lewis Sale Henley and Lisa Clark – were the ship's sponsors.

The T-AKE is a dry cargo/ammunition ship that will be operated by the U.S. Navy Military Sealift Command, providing logistic lift from sources of supply either in port or at sea. The ships will transfer cargo – ammunition, food, fuel, repair parts, and expendable supplies and material – to station ships and other naval forces at sea. The T-AKE will substantially upgrade the Navy's ability to maintain its forward-deployed forces, replacing aging T-AE ammunition ships and T-AFS combat stores ships.

Construction on the Lewis and Clark began in September 2003; delivery is scheduled for early next year. The second T-AKE, to be named the USNS Sacagawea, is now in full-rate production for delivery in 2006. Eight ships have been awarded to NASSCO under this program. The T-AKE contract includes options for four additional ships.

The T-AKEs are 689 feet in length and 105.6 feet in beam, with a design draft of 29.9 feet. The ships will carry almost 7,000 metric tons of dry cargo and ammunition and 23,500 barrels of cargo fuel. The T-AKEs will be the first modern Navy ships to employ such proven international marine technologies as an integrated electric-drive propulsion system that can achieve a speed of 20 knots and commercial design features that will minimize operating and maintenance costs over the vessels' 40-year lives. 

## QP Receives General Dynamics Excellence Award

Vertical staging is a part of a broad-based effort to create an improved work center for vertical outfitting called integrated work platforms. This innovative approach to submarine manufacturing includes the vertical staging; self-contained, shop-like work environments; 5S concepts and efforts to create and maintain a safer work environment, while reducing costs and span times.

This concept earned Quonset Point a General Dynamics Manufacturing Excellence Award at the First Annual Manufacturing Symposium and Manufacturing Excellence Awards Ceremony held recently in Tampa, Fla.

Focusing on organization of stage-building material, work platforms and management of support activities, team members from various work functions created a system that realized:

- ▶ an increase of workable space on fixtures by 60 percent;
- ▶ a reduction in set-up time from three weeks to five days;
- ▶ an average construction cost reduction of 19 percent; and
- ▶ enhanced safety.

“The integrated work platform process is a direct result of Quonset Point's endless quest to improve,” said Bill Frydryk, site manager. “This project, with contributions from all trades, management, process engineering, lifting/handling, weld support, manufacturing engineering and safety, exemplifies a true team effort.” 

*General Dynamics Chairman and CEO Nicholas D. Chabraja (center) presents Quonset Point with a GD Manufacturing Excellence Award. Shown are (from left to right) Rick Geschrei, VP of Operations; Bill Frydryk, QP site manager; Joe Cawley, engineering specialist; Tony Moniz, superintendent; Mike Toner, executive VP, Marine Systems; and Joe Lombardo, chief operating officer of Gulfstream and chairman of the GD Manufacturing Council.*



## U.S. Navy Awards Electric Boat \$14.7M For SSGN Work

The U.S. Navy has awarded Electric Boat a \$14.7 million contract modification to manufacture and procure long-lead-time material required for the conversion of the USS Georgia (SSBN-729) Trident ballistic-missile submarines to a Trident SSGN, a multi-mission submarine optimized for tactical strike and special-operations support.

This award modifies a five-year, \$443 million contract announced in September 2002 for design and related support work to convert the first four Trident

ballistic-missile submarines to SSGN configurations. If all options are exercised and funded, the contract will be worth a total of \$1.4 billion.

The long-lead-time manufacturing effort includes material acquisition, manufacturing, inspection, test and storage; work will be performed at Quonset Point, R.I. (89 percent); Groton, Conn. (10 percent); and Norfolk, Va. (1 percent). The conversion is scheduled to take place at Norfolk Naval Shipyard in Virginia beginning in October. 🌊

## EB Lands \$5.1M Contract Modification For Submarine Work

The U.S. Navy has awarded Electric Boat a \$5.1 million contract modification for nuclear-submarine work.

Under the terms of the contract modification, Electric Boat will provide design services for operational research platforms and special operation submarines,

including updated drawings and related configuration data. Electric Boat will also provide material required to support operational ship and shore-support facilities. Initially awarded March 3, 2004, the contract has a potential value of more than \$1.1 billion over five years.

Seventy-nine percent of the work will be performed at Groton; 15 percent at Quonset Point, R.I.; 4 percent at Newport, R.I.; and 2 percent at Kings Bay, Ga. Work performed under this modification is expected to be completed by May 2008. 🌊

## NSSF Wins Key Safety Award, With Help From EB Employees

**L**ike the tide, the awards keep rolling in for the Naval Submarine Support Facility (NSSF) at the Groton submarine base.

NSSF, to which hundreds of Electric Boat employees are regularly assigned, has won the Secretary of the Navy's Shore Safety Award, a major honor that recognizes the efforts of Navy and EB personnel alike.

"The No. 1 item that makes our safety program so successful is the jointness that we have with the Navy and EB," said Cmdr. Paul Wynn, the NSSF repair officer. "The other is that we're real consistent with having our weekly safety meetings and following up on corrective actions. We're pretty religious about it."

Wynn also gave credit to Ken O'Brien (645), an employee of EB's Safety Office, for helping to get the program off the ground about three years ago.

"Trying to find a way to get work done here where both the Navy's and EB's

safety requirements are met has been a challenge, and Ken's been a big part of getting us through that," Wynn said.

O'Brien agreed that it's been hard work, but said everyone on the joint safety team deserves the credit.

"This teaming concept has created a very cooperative environment," he said, "and the Navy has been very supportive of making safety improvements that have been brought up through this team."

O'Brien said the group has also benefited from the involvement of the MTC Safety Committee, particularly Way Hedding (241).

Former EB employee Scott Matusz, now the NSSF Naval Occupational Safety and Health manager, said the Shore Safety Award is the highest honor NSSF could receive regarding safety. He said it comes on the heels of another recent decoration: the Chief of Naval Operations' Shore Safety Award.

"It's a good feeling to be recognized for a job well done," he said, adding that

EB employees who work at the base as part of the New England Maintenance Manpower Initiative (NEMMI) should be especially proud. "The NEMMI employees here at NSSF are equally responsible for the success of the program. The command received the awards, but they're really presented to all of the team here. There's no question about that."

Tom Kiely (795), EB's site manager for the NEMMI contract, said the regular safety meetings, which include walk-throughs of each NSSF workshop by a joint Navy/EB team, have allowed both sides to take a more active role in ensuring everyone's safety.

"It's the command's responsibility to provide us with a safe workplace, and by providing us with the opportunity to walk hand in hand with them and inspect their facilities to ensure they're maintaining that level of safe working environment, we're able to help drive down their injury rate." 🌊



### **EBAAA awards college scholarships to three students**

The Electric Boat Apprentice Alumni Association recently honored the winners of its annual scholarship competition. From left, first-place winner was Robert Kent, the son of Bill Kent (496). He received a \$2,000 scholarship and plans to attend Massachusetts Maritime Academy. Daniel Castano, the son of Dan Castano (452), won the \$1,500 second-place award; he will begin college in the fall at Southern Connecticut State University. Third-place winner was Gabriella Bottone, the daughter of Sal Bottone (459). She'll use her \$1,000 award to attend Three Rivers Community College.



### **Black Engineering Council honors two high-school seniors with scholarships**

At its 10th Annual Scholarship Award Banquet held recently in the Technology Center, the Black Engineering Council of EB continued its tradition of awarding scholarships to graduating seniors in New London County schools in recognition of their achievements in the classroom and in the community. In the photo at left, Tony Brooks, Nuclear Operations engineer (473), presents senior Kenyatia K. McLish of Robert E. Fitch High School in Groton the first-place award of \$1,500. She plans to major in accounting and become a CPA. A second, \$1,000 award was given to Kenneth Yearwood Jr., also of Robert E. Fitch High School. He plans to study engineering. The BEC Annual Family Picnic is scheduled for Saturday, Aug. 27 at Washington Park in Groton. This year's proceeds will be given to the Smith Children Educational Fund at Charter Oak Federal Credit Union. For more details, contact Darrell Comena, ext. 34371.

# Retirees

- |   |   |
|---|---|
| <b>242 Ralph L. Couture</b><br>28 years<br><i>O S Machinist, 1/C</i>              | <b>449 Richard L. Short</b><br>25 years<br><i>Engineering Spec</i>      |
| <b>243 Albert J. Phillips</b><br>37 years<br><i>Pipeftr Trade Tech</i>            | <b>449 Simon P. Smith</b><br>12 years<br><i>Engineer Senior</i>         |
| <b>243 Arthur T. Snurkowski</b><br>31 years<br><i>Pipefitter, W/L</i>             | <b>456 Paul A. Holsinger</b><br>10 years<br><i>Elect S/Des Sr Spec</i>  |
| <b>244 Stanley J Viadella</b><br>33 years<br><i>Sheetmetal Worker1/C</i>          | <b>459 James E. Welch</b><br>41 years<br><i>Supervisor, Design</i>      |
| <b>251 Paul T Tangari,</b><br>37 years<br><i>Painter Spec</i>                     | <b>481 Kenneth D. Tremblay</b><br>26 years<br><i>Asst Prog Mgmt Chf</i> |
| <b>272 James S. Altman</b><br>28 years<br><i>Sto-Sv En-Meh 1/C</i>                | <b>502 Henry R. Sneed</b><br>37 years<br><i>Engrg Project Spec</i>      |
| <b>322 Harrison H. Solt III</b><br>18 years<br><i>Supv, Quality Engrg</i>         | <b>626 Diane L. Lamb</b><br>25 years<br><i>Financial Analyst Sr</i>     |
| <b>330 Edward A. Smuts</b><br>39 years<br><i>Mgr Of Mat'l Mgmt</i>                | <b>629 Edward H. Conant</b><br>16 years<br><i>Mgr Of Engineering</i>    |
| <b>333 James M. Doyle</b><br>43 years<br><i>Warehouseman, W/L</i>                 | <b>924 Larry O. Biegel</b><br>30 years<br><i>M/T Prod Supp III</i>      |
| <b>403 Roger D. Legg</b><br>20 years<br><i>Eng Suppt -<br/>Courseware Develop</i> | <b>950 Eugene T. White</b><br>28 years<br><i>Matl Svc Rep I</i>         |
| <b>411 James A. Meseroll</b><br>22 years<br><i>Engineer Senior</i>                | <b>962 David A. Pilibosian</b><br>30 years<br><i>Buyer Senior</i>       |
| <b>438 Joseph Pastore, Jr</b><br>29 years<br><i>Supv Of Rad Con</i>               |   |
| <b>449 Alan R. Champagne</b><br>39 years<br><i>Test Engineer</i>                  |   |

**continued from page 1**

“If you take pride and care in what you do, and follow procedures, everything should work out well,” said welder Dave Pelletier (229). “And that’s just what happened.”

“It’s becoming easier and easier,” welder Rick Romyns (229) said of the Vertical Launch System tube penetrations. “We’re improving the way we weld around corners and how we do the setup. We’re also trying to change the bevel design – that’d make it even better yet.”

Steel trades foreman Dave Lamoureux (229) said one of the biggest gains in efficiency resulted from assigning a dedicated team of employees to the VLS penetrations job, which entailed burning 36 holes in the tubes. That, he said, allowed them to gain an intimate knowledge of the work, as evidenced by their defect-free performance on SSN-778.

But lessons learned by the welders haven’t been the only key to perfection. Lamoureux said they also owe a debt of gratitude to John Gullotti (341), a principal engineer in the welding and materials engineering group, who solved a magnetization problem with the tubes.

During welding, components will often pick up a magnetic charge that can impair the quality of future welds. Gullotti developed a way to demagnetize the VLS tubes by wrapping cables around them and then applying electricity.

“Residual magnetism is a nuisance we put up with quite often, particularly with hull butts and other really large structures, but this time the parts were small enough for us to be able to do something about it,” Gullotti said. “It’s always a pleasure to be able to use experience and knowledge to help the trades get the job done.”

After Gullotti provided the know-how, pipe welder Gordon Chambers (248) assumed the task of demagnetizing the tubes. Like the rest of the team, he is regularly assigned to the job, allowing him to master it. What used to take him up to two-and-a-half hours per tube now takes just 30 minutes, he said.

Pelletier also gave credit to grinder Joel Russell (227), who applies the finishing touches in preparing the tubes for their X-rays. “I think he had a lot to do with this,” Pelletier said of the defect-free job.

Lamoureux said the other members of the VLS penetration team are Bob Shock, Jerry Doherty and Charlie Dubicki (all of 229).

“It definitely makes a supervisor’s job easier when you can explain a job once and then you can pretty much sit back and watch it all happen,” Lamoureux said. 🙌

**continued from page 3**

for our organizations.

So what I’d like to leave with you today is this – make your numbers, make your schedule, make your quality standards. And most importantly, make sure to harness the creativity, experience and power of your people. Do this and your business, your employees – and you – will prosper. 🙌

# Classified\$

## AUTOS/TRUCKS

1973 DATSUN 620 PICKUP, lo-rider, custom paint w/frames, louvered. \$2,900. 444-1215.

1978 FORD F150, 4X4, 300ci 6 cyl, 4 speed, 1 ton drive train, 8ft flat bed, new sliding rear window, 2 yr old paint, 4" lift and 33" tires, great work truck. \$2,500 OBO. 450-9884.

1989 BUICK CENTURY, 4 door, full power accessories, V6, auto, 117,000 miles, excellent condition throughout, economical and reliable, recent paint, tune up and exhaust. \$1,600. 443-5101

1993 FORD RANGER, XLT 4 cyl, 5 speed, new clutch, \$1,300 / BO. 848-4973.

1997 DODGE CARAVAN SPORT, Minivan, dark green, tinted windows, fully loaded with goodies, 6 cyl 3.3 liter, dual slider, 113K, excellent condition, runs great. Asking \$3,000. Call 608-0434.

1999 FORD RANGER XLT SUPER CAB 4X4 TRUCK: V6 3.0L, 5 speed, A/C, AM/FM cassette stereo, slider rear window, dual air bags, step side bed, alloy wheels, ABS brakes. \$6,500 OBO. 886-4298.

## AUTO PARTS

NEW EXTERIOR MIRRORS, L&R for 2005 GMC 2500 pickup or similar. \$175 (retail \$209). 401-766-0378. 10AM to 2PM, Mon-Thur. Anytime Fri-Sun.

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## BOATS

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## FURNITURE

OAK COMPUTER DESK (75"W x 24"D x 30"H), with hutch (75"W x 12"D x 42" H). Excellent condition. Large storage and work area. Very attractive. Paid \$1,000. asking \$500. 536-0140.

## MISCELLANEOUS

2 BICYCLE CARRIER, for camper ladder, used once, \$45 or best offer. 464-1123.

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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.

FUJI ROAD BIKE, 6 miles of use. Approximately 15 years old. 52 cm. frame, 700 x 25 tires, 12 speed friction shift, cherry red. \$100. 464-9970.

LUSTERWARE TEA SET (service for 4), Westmorland milk glass basket, collectible Fostoria glassware, manual typewriter, vintage jewelry, knitting and crocheting books, native American flag, Star Wars collectibles. 401-596-5788.

TWO AMERICAN/STANDARD porcelain/cast iron, flush mount, double bowl kitchen sinks, (42 inches long). One white, and one pastel yellow, in excellent condition/with stainless rims & all mounting hardware. Sell new for \$700 each. Best offer. 401-596-1379.

## REAL ESTATE

LONGBOAT KEY, FL - for rent, 2B/2B condo, washer/dryer, cable & carport, on canal, next to park, 5 min to semi-private beach. \$600 / week - \$2,000 / mon. 401-783-1273.

VILLA FOR RENT, at Norwich Inn & Spa. Gated community. 1.5 miles from Mohegan Sun casino. Sleeps 4, golf, tennis on site. \$185 - 295/NT. weekend rates. 376-9029.

VILLA FOR RENT, direct beachfront, Puerto Vallarta, Mexico. 2 br/2 ba. Full amenity package. Price range \$1,050-\$2,150/wk. Available year round. 376-9029.

## PETS

2 LOST BOSTON TERRIERS, lost or stolen, male, East Lyme, CT area. \$500 REWARD. 691-2534.

## WANTED

1936-1942 FORD CAR OR TRUCK CHASSIS, with or without drive train. Please call after 4 p.m. 448-1401.

# Service Awards

## 40 years

- 416 William H. Stoddard
- 434 Richard E. Walsh
- 456 John H. Koning Jr
- 459 Paul R. Smith
- 460 John B. Murphy Jr
- 495 Hubert G. Rice

## 35 years

- 501 John W. Kudej

## 30 years

- 229 Alfred J. Budziak Jr
- 229 Frank H. Ward
- 251 Michael L. Chance
- 272 Wayne Gagne
- 278 Grant Hammond
- 321 John D. Crocker
- 330 Steven A. Ucci
- 355 Joseph M. Mendonca
- 355 Christopher D. Sullivan

- 405 Daniel G. Lowney
- 410 Alan J. Binkowski
- 416 Michael L. Matthew
- 421 Michael J. Severino
- 423 Patrick A. Lee
- 433 Peter J. Volkmar
- 434 Michael P. Smith
- 434 Susan M. Sullivan
- 452 Paul J. Basilica
- 456 Louis R. Cassese Jr
- 460 James F. Waskowich

- 462 Glenn N. Clark
- 467 Calvin H. Barton
- 467 Linda M. Bergemann
- 492 Eli C. Xenelis
- 636 Wilfred A. Rondeau
- 642 Emmett E. Harper Jr
- 795 Brian T. Hayes
- 795 Ralph J. Lappin
- 901 Robert J. Eager
- 904 Rachel M. Caldarone
- 904 Gerald E. Duhamel
- 915 Robert K. Gliottone
- 915 John D. Iannone
- 915 Kevin G. Lessard
- 915 Mark Toste
- 921 Raymond R. Cacchiotti
- 935 Joseph Branch Jr
- 957 Stephen W. Correira
- 962 Leeroy J. Beaulieu
- 962 Antonio Delbove

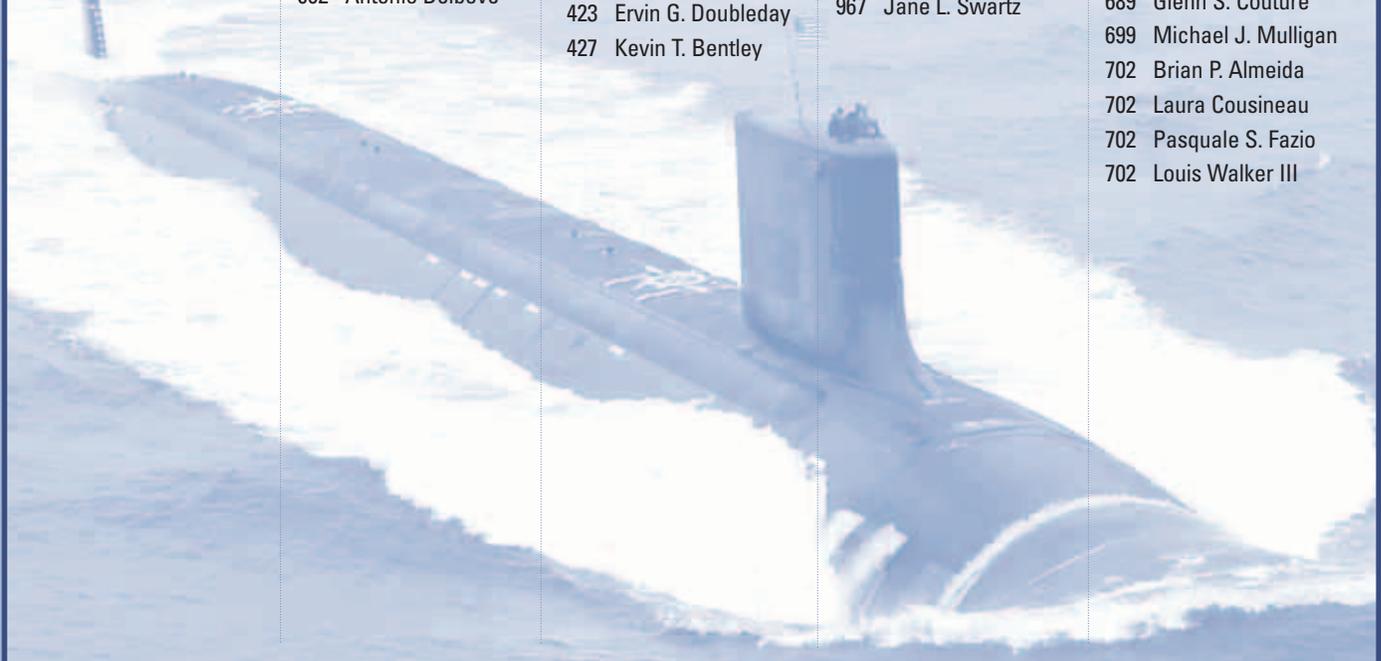
## 25 years

- 226 Joseph A. Ziccardi
- 230 Normand J. Bessette
- 241 Robert A. Myers
- 243 Mark M. Dennis
- 243 Michael F. Verville
- 246 Kenneth E. McCall
- 252 Roland N. Morgan
- 272 Arthur N. Ammons Jr
- 272 Michael J. Ryan
- 322 Eugene D. Stirlen
- 323 Kenneth C. Wimberly
- 330 Thomas R. Achterberg
- 330 Robert S. Giles
- 330 Raymond Wong
- 355 James H. Algieri
- 355 Barbara J. Giffin
- 405 Albert W. Baran Jr
- 405 David G. Muolo
- 411 Norman E. Pettus
- 412 Rocco J. Tarulli
- 414 Michael T. Gilroy
- 414 Michael J. Matigian
- 416 Stephen J. Hudecek
- 416 Stephen J. Kanyock
- 417 Cathleen C. Smith
- 419 Steven S. Nohara
- 423 Ervin G. Doubleday
- 427 Kevin T. Bentley

- 431 Alan R. Babcock
- 435 Frank W. Pearson
- 443 James J. Smith
- 449 Kian K. Wong
- 456 Bruce J. Dora
- 456 Stephen M. Luchka
- 456 Michael R. McGuire
- 459 Wayne J. Aguiar Jr
- 459 James L. Dreitlein
- 459 Robert J. Rossi
- 459 Michael A. Sanders
- 459 John D. Villamil
- 463 Dawn M. Barrasso
- 473 James M. Pasqualini
- 482 Stephen P. McAuley
- 492 Robert P. Delzell Jr
- 492 Theodore M. Linn
- 494 Jeffrey F. Eikenburg
- 507 James Tissiere
- 615 Mario Ruggeri
- 742 Kevin R. Finn
- 797 Rahn L. Deibler
- 900 William A. Frydryk
- 901 Edward C. Apice
- 902 Thomas W. Lamb
- 902 Steven M. Viveiros
- 904 Timothy W. Hinkson
- 904 Patricia A. Rayhill
- 911 Peter L. Gentile
- 915 Eugene R. Trudell
- 950 Shirley A. Watson
- 967 Jane L. Swartz

## 20 years

- 241 Wayne A. Mitchell
- 243 Michael A. Hustus
- 243 Michael J. McKernan
- 272 Mark C. Hoyos
- 410 Mark Zimnoski
- 413 Richard E. Fitzgerald
- 431 Walter E. Guth
- 433 Lloyd R. Bagg Jr
- 433 Donald J. Gray
- 433 Richard J. Rozanski
- 436 Rena M. Warmath
- 449 Ronald C. Mauldin
- 453 Jeffrey D. Pepin
- 459 Dennis L. Argall
- 459 Allen E. Munton Sr
- 461 Marie L. Priestley
- 462 Steven L. Hooper
- 463 Lee M. Miller
- 464 Walter G. Derjue Jr
- 464 Ralph R. Reynolds
- 467 Charles P. Ahnell Jr
- 473 James A. Guli Jr
- 492 Bruce D. Crawford
- 495 Robert P. Cole
- 496 Wallis D. Bolton Jr
- 642 Steven N. Labrecque
- 682 David W. Eggleston
- 689 Glenn S. Couture
- 699 Michael J. Mulligan
- 702 Brian P. Almeida
- 702 Laura Cousineau
- 702 Pasquale S. Fazio
- 702 Louis Walker III



## BIW To Support ASC In Air Warfare Destroyer Program

**Project SEA 4000 will establish a new class of three air-defense capable ships for the Royal Australian Navy to begin entering into service in 2013.**

### **BATH, Maine**

**T**he Australian government recently selected ASC Pty Ltd (formerly known as Australian Submarine Corp.) as the preferred shipbuilder for the Australian Defense Force Project SEA 4000 Air Warfare Destroyer (AWD). Bath Iron Works is a member of ASC's team and will continue to serve as ASC's capability partner in this project phase.

Project SEA 4000 will establish a new class of three air-defense capable ships for the Royal Australian Navy to begin entering into service in 2013. The AWDs will have the Aegis air warfare system as the core of their combat system and will provide sustained maritime area air defense

for deployed forces. The ship is expected to be highly interoperable with the U.S. and other coalition partners.

The announcement marks the start of formal negotiations of an anticipated ship construction contract for ASC. A team of BIW employees has traveled to Australia to support discussions between the government and ASC on the shipbuilder work scope and contract price. As a capability partner, BIW anticipates furnishing a number of employees to fill key management positions in the ASC shipbuilding program. 