

OCTOBER 2004



ELECTRIC BOAT DELIVERS SUBMARINE VIRGINIA TO U.S. NAVY

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Company's first delivery in six years

Against a backdrop of the setting sun and Virginia's (SSN-774) sail, Electric Boat officials delivered the lead ship of the world's newest and most advanced attack submarine to the U.S. Navy in a brief shipyard ceremony Oct. 12.

"On behalf of Electric Boat, this ship is ready for delivery," said Will Lennon, Virginia program manager. "Thank you, Mr. Lennon," responded Capt. Jeff Reed, supervisor of shipbuilding in Groton. "On behalf of the Navy, it's my pleasure to accept Virginia for delivery. Captain (David) Kern, it's my privilege to turn Virginia over to you, to build on its already stellar reputa-

Virginia-bound

A few days after Electric Boat delivered the Virginia (SSN-774) to the U.S. Navy, the ship departed the Groton sub base for its commissioning Oct. 23 at Norfolk Navy Base. Here Virginia passes Electric Boat as it transits the Thames River.

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Capt. Dave Kern, commanding officer of the Virginia (SSN-774), addresses a crowd gathered to witness the delivery of the ship Oct. 12. Also speaking at the brief ceremony were EB President John Casey, left; Capt. Jeff Reed, supervisor of shipbuilding; and Will Lennon, Virginia program manager.

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tion,” Reed said to the commanding officer of the ship.

With that exchange and the handoff of required documentation, the delivery was complete, followed by remarks from Kern and EB President John Casey to a crowd of employees and Navy personnel there to witness the event.

“For many years now, submariners have been dreaming about the type of submarine we need to fight in the 21st century,” said Kern. “The name of that dream is Virginia. But the dream became reality only because of the hardworking people who made this great ship – here at Groton, down the road at Quonset Point, R.I. and at Northrop Grumman Newport News in Virginia. On behalf of the crew, I thank you for all the hard work and dedication,” he said.

Kern was followed by Casey, who asserted, “This is a great day not only for the Navy, but the submarine force in particular and Electric Boat. He noted that the delivery occurred 104 years to the

day after the commissioning of USS Holland, a pivotal moment in the history of both EB and the submarine force.

“It’s taken a decade for us to get where we are today,” he continued, “and I thought it might be worthwhile to reflect on what’s happened at Electric Boat over that time.

“We delivered the last of the 688-class ships, the last of the Trident-class ships and the first two Seawolf-class ships,” he said. With only three submarines authorized during the 1990s, the company shrank from about 18,000 employees to less than 8,000. “We’ve grown back to nearly 12,000 people, which has allowed us to perform the work required to deliver this ship today.”

Casey described the innovations that have characterized the Virginia program – including the design/build process and the teaming arrangement with Newport News.

“But the topic I want to talk about today is our people,” he said. “Our workforce is extremely committed and I really appreciate the sacrifices many of you have made – giving up Saturdays, Sundays, holidays and vacations to get us to this point.

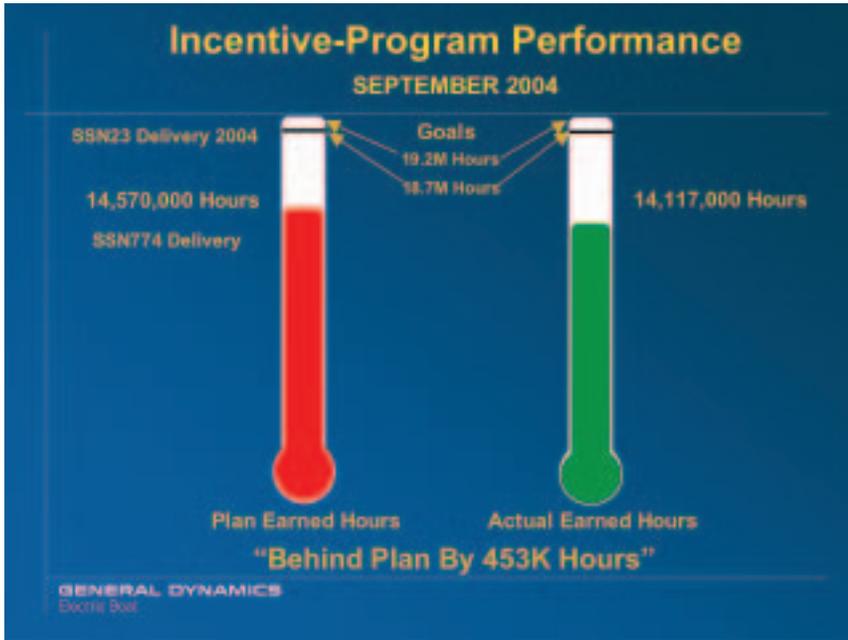
“And we accomplished what we did while improving shipyard safety and quality, and meeting a schedule that was set a decade ago – to deliver this ship by the end of this year,” Casey said, adding that the submarine’s cost was kept within a few percentage points of original estimates. “This ship is clearly the most advanced and capable warship in the fleet today.”

At the conclusion of Casey’s remarks, Kern and Ship’s Manager Tom Berl cut a celebratory cake and passed out pieces to EB employees and Navy personnel. A similar ceremony was held the following morning. 🍩

Doughnuts delivered along with Virginia

Following a brief first-shift ceremony recognizing the delivery of the lead ship of the Virginia class, employees were treated to doughnuts and a cake.





Earned Hours: Where We Stand

Electric Boat **NEWS**

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MTC and MDA-UAW help add new voters to the rolls

MTC volunteer Kevin Mullan (229), center, explains the registration process to Ben Holden (227) during Groton's 2004 Voter Registration Drive. Looking on is MTC volunteer Grace Spencer (229). Altogether, some 298 registration forms were processed by MTC and MDA-UAW volunteers in Buildings 88, 197 and 221, Shaw's Cove and the Wet Dock cafeteria.

EB's Strategic Business-Development Group: What Is It; What's It Going To Do?

Q&A

Editor's note: Several weeks ago, EB President John Casey assigned Senior VP Fred Harris with the task of establishing a strategic business-development organization to more sharply focus the company's efforts to seek and obtain new business. Recently, Harris sat down with EB News to discuss the new organization and the likely business avenues it will explore. The exchange follows:

At his recent expanded staff meeting, John Casey announced he was assigning you to create a business-development organization. Recognizing it's early on in the process, where do things stand at the moment?

We're just beginning the process of selecting individuals who will be a part of that organization. Over the next couple of months, we will begin to put in place the right people, and

begin the process of putting together the right strategies for each of the different sectors of our business and how we might approach them to expand our presence in those areas. We're going to set up a kind of a "war room" on the ninth floor of the Technology Center, which will be a place for people to meet and solidify strategies in the different areas.

This group will focus on understanding where business opportunities are, develop the strategy to go capture some or all of that business, and then ensure that implementation to win that business is, in fact, ongoing. This is not a group whose sole function is to develop the strategy. This group will do that, but more importantly, it will ensure the implementation through the parent groups – the actual Electric Boat organizations that own that business itself. For example, there will be someone supporting the entire submarine life-cycle support area, and helping develop the business strategies. But John Padgett (VP – Submarine Life-Cycle Support) will be responsible for making sure, with this team, that all of the life-cycle support business initiatives are ongoing and being implemented.

So it's a combination of developing strategies,

ensuring implementation and, when necessary, helping the parent organizations implement those strategies.

Are the activities of the business-development group going to be confined to submarines, or are you looking at other, related naval or commercial marine areas?

We will be focused particularly on the submarine area – work which we've done in the past and work which we haven't done in the past. That's really our core business. Secondly, we'll look at other pieces of potential business – for example, helping people in other shipbuilding businesses, in the U.S. or possible outside of the U.S. Thirdly, we'll explore the adjacencies, which would be similar businesses – maybe commercial businesses – but businesses that would fit into our profile in terms of work that we do both at Groton and Quonset Point. That comprises engineering, manufacturing, and assembly and test.

Will you structure your organization specifically to develop those areas – engineering, manufacturing, and assembly and test?

There are a couple of different ways to go. The organization could be customer-focused, business-unit focused or dollar-focused – working in the areas where the money is coming from. So there's no one approach that we will employ to get new business. I think what's more important is

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Fred Harris



Professional organization honors Holmander

The Society of Naval Architects and Marine Engineers recently presented Quonset Point Site Manager John Holmander with its 2004 William M. Kennedy Award. The award is given for outstanding contributions in the development of systems and planning used in shipbuilding and repair. Last year, Holmander was the recipient of the General Dynamics Technical Excellence Award for directing the development of capabilities that enable initial stages of submarine construction to be undertaken electronically rather than manually.



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that we closely examine potential new businesses and make sure we understand how to support those businesses as well as the customers so that we have a chance to win that work. So we're certainly going to be focused around the three major kinds of work we do.

Do you foresee Electric Boat using acquisitions as a way to develop new business?

Acquisition decisions are made by General Dynamics.

Regarding the business-development organization itself, what kind of people are you looking for? Are you looking for people to come to you, or are you going to select from the different functional areas?

The kind of people we're looking for will be entrepreneurial in nature, bright, self-starters, flexible, able to develop good relationships with their customers and their peers, and able to be effective team builders. That's the criteria. The group will be small, drawing help when it needs it for special projects from the parent organization or from around the company.

My vision is that these people would join the organization and spend up to a year, and then move on. We would rotate some of our capable people in to help this group be successful. The personnel makeup may change depending on the work we're developing – whoever fits the bill for the particular job.

Why do we need this organization?

It's necessary because, going forward, the competition for financial resources in the government will become more and more intense. The number of ships being built and the number of ships in the Navy's fleet is going down, so there is fierce competition for increasingly scarce dollars. Historically, we have been in the somewhat unique position where the government has come to us. But our traditional customers won't have the access to new programs and funding that they've had in the past. So now, it's a matter of us helping ourselves. We need to put this group together to be in the business of developing business, and in today's environment, I think it's absolutely necessary to sustain our company. 🙏

Retirees

- 274 **Peter A. Cawley**
35 years, Director Offsite Operations
- 274 **Philip E. Kosma**
30 years, Foreman
- 330 **James G. Bailey**
25 years, Senior Planner Material
- 330 **Edward L. Linehan III**
26 years, Purchasing Agent
- 330 **James B. Mooney**
29 years, Purchasing Agent
- 341 **John L. Matthews**
20 years, Principal Engineer
- 434 **Harry R. Skinner**
29 years, Mgr of Engineering
- 448 **John N. Taglianetti**
34 years, Mgr of Engineering
- 456 **Ronald R. Osborne**
34 years, Design Tech-Elect
- 502 **William A. Brazicki**
27 years, Supv of Engineering
- 663 **Bernard Griffin Jr**
5 years, Management Sys Spec Sr
- 706 **Maryann Becker**
12 years, Engineering Aide
- 901 **David G. Williams**
14 years, Install Tech III
- 911 **Clark R. Carr**
27 years, Foreman
- 931 **Edward G. Beaudreau**
29 years, Num Control Analyst
- 957 **John C. Kopka**
30 years, Prin Mfg Rep



The employee team chosen to receive the first Electric Boat Manufacturing Excellence Award included, front row from left, Mark Page (685), Ed Stack (252), David Sanchez (252), John Plisinski (493), Timothy Baas (493), John Genese (252), Ramduluri Collier (449), Michael Coutu (252), Keith St. Martin (686), David MacLelland (493), Dennis DeFosse (242), John Wuorio (242), Chuck Molkenthin (252), and, back row from left, Ronald Reynolds (252), Robert Stevens (467), Jim McCormack (200), Michael O'Neil (355), Steven Lizee (355), Dean Bailey (355), Michael Hewko (355), George Leach (252) and Dean Brainard (252). Missing from the photo are Scott Rollinson (241), Joe Kiley and Pat Jordan (both of 242), Scott Rae (251), Dennis Wilczek (252), Michelle Kruger (355) and Jonathan Lathrop (493).

New Award Recognizes Employees For Virginia Chin Array Project

An employee team that assembled and installed the Virginia's (SSN-774) high-frequency chin array well within cost and schedule has become the first recipient of a new Electric Boat Manufacturing Excellence Award.

"We shocked ourselves," said Ship's Manager Jim McCormack (200), team leader for the first-of-its-kind installation. "We had to meet a remarkably tight tolerance, and we were actually better than the plan tolerance."

Optical tool/carpenter foreman Dean Brainard (252) said what made the job so challenging was that the major components – the chin array, the bow dome and the Virginia hull itself – were in three different locations in the shipyard during the bulk of the work.

"We did a critical alignment of the chin array to the bow dome without physically bringing them together, and we

did all the work off-hull before the bow dome went on the boat," he said. "Once everything came together, it fit like a glove."

Carpenter foreman Ed Stack (252) said teamwork was a chief ingredient throughout the 13-month project. "We all worked together very well," he said of the team, which included machinists, carpenters, electricians, painters, planners, engineers and management. "I think the key, too, is that Jim McCormack really was a quality leader and he kept us focused and in the right direction."

"The whole team should be proud of this accomplishment," said optical tool tech aide John Genese (252), who used a laser tracker and other high-tech measuring devices that allowed much of the pre-assembly work.

McCormack said the chin array installation, completed in June 2003, was vital to the Virginia's floatoff and

delivery schedule.

"If we drilled one hole wrong, there would've been no way to fix it," he said. "The risk was pretty much recognized early on."

Outside machinist foreman Dennis DeFosse (242), who joined EB just prior to the chin array job, said he was impressed with the teamwork that he witnessed, and has since made it standard practice for his own crew. "People working together is what makes things happen," he said.

To recognize the chin array team's accomplishment, Operations VP Pete Halvordson recently honored the members by presenting them with the new award, which was modeled after a similar corporate award created earlier this year.

Team members said they were surprised and honored to be acknowledged for their efforts.

"You work a lot of projects in the course of time that you're here," Stack said, "so it was nice to get recognized for something that came out exceptionally well." 🍷

Under Pressure

Terry Prindle (456) has his blood pressure checked during a recent Health Fair sponsored by EB, the MTC, the MDA-UAW, the Fitness Center, the Occupational Health Center and Health Net. The fair offered employees a range of attractions, including cholesterol screenings, massage therapy, glucose testing and body-fat testing.



Navy Awards Electric Boat \$15.5 Million Contract For Submarine Engineering Work

The U.S. Navy has awarded General Dynamics Electric Boat a contract modification for engineering and life-cycle support work worth \$15.5 million.

This award modifies a \$13.4 million contract originally announced in October 2002 for reactor-plant planning yard work. This work encompasses engineering services for life-cycle support, maintenance and modernization of the reactor plants and selected propulsion-plant systems on Los Angeles, Trident and Seawolf-class submarines, and the nuclear research submarine NR-1. Additionally, Electric Boat will provide similar services for all systems on the Navy's moored training ships in Charleston, S.C.

If all options are exercised and funded, the contract would be worth \$79.8 million over a five-year period ending in 2007. ♦

EBAC Runners Rank High In International Competition

Participating recently in the JPMorgan Chase Championship in New York City – the largest corporate running event in the world – the EBAC men's and women's A teams turned in blazing performances, finishing 16th out of 54 and 11th out of 54 teams, respectively.

Individual EB Female Results (out of 207 runners)

Place	Runner	Time (pace)
25	Kelly Bergkessel	22:18 (6:22)
90	Harshita Patel	25:14 (7:13)
113	Michelle Lea	26:07 (7:28)
150	Elizabeth Perry	27:42 (7:55)
158	Elizabeth Oosterom	29:09 (8:22)

Individual EB Male Results (out of 337 runners)

Place	Runner	Time (pace)
19	Dave Hurtado	18:03 (5:09)
67	Carl Roth	19:45 (5:39)
150	Gregory Silvaggio	22:04 (6:18)
199	Bryan Preston	22:57 (6:33)
215	Dana Award	23:10 (6:37)
300	Gary Deal	26:14 (7:30)

Additionally, Fortune magazine ranked the teams whose companies appear on the Fortune 500 list. The results were:

EBAC Men's A Team:	Seventh out of 22 teams
EBAC Women's A Team:	Fourth out of nine teams

Black Belts And Green Belts: On A Mission To Improve EB

Call them karate experts of the business world.

Electric Boat's newest wave of Black Belts and Green Belts graduated this month after an intense introduction into the world of data analysis and process improvement. Though they will crunch numbers with their minds instead of shattering bricks with their bodies, the new "belts" anticipate that it will be just as demanding.

"There are things at Electric Boat that could use improvement," said new Black Belt Ed Bradley (462), "but until joining this Lean Six Sigma program, I didn't know what we could do to make them better.

"Now we have a forum for attacking our problems, and I think it's real important that we do attack these problems for the future health of the company," he continued.

"There are a lot of opportunities in the shipyard, and it's good to be a part of what's going on – to really make a difference," said new Black Belt Carol Pepin (424). "I see us as a group of change agents going out there to make EB better and more competitive."

Deneen Thaxton (670), director of Process Engineering, said in addition to undergoing training in various analysis tools, the belts also spend some time "on loan" to her department, where they provide full-time support for ongoing process improvement projects throughout the shipyard.

Thaxton said there are three different "flavors" of belts in EB's Lean Six Sigma program:



Electric Boat's newest Black Belts are, from left, Jeff Cohen (462), Joe Cawley (931), Pat Larkin (424), Scott Streeseman (472), Ed Bradley (462), Carol Pepin (424), Tom Polo (492), Mark Chayer (424) and Bob Gillies (433). Missing from photo is Mike Tomminello (200).



The newest Green Belts are, front row from left, Christine Siciliano (452), Sara Dudnik (494), Andy Peacock (459), Patrice McDermott (410), Sandy Lembree (459), and, back row from left, Steve Christina (330), Scott Cooper (405), Rock Martel (670), Robyn Smith (400), Bernard Schmidt (400), Brian Straub (SUPSHIP Groton) and Kathy Brousaides (454). Missing from photo are Marie Wagner (641) and Cliff Dutrumble (333).

- Traditional Green Belts, who undergo the training and then immediately return to their home departments to help improve things there;

- Full-time Green Belts, who learn the skill set and then serve in Thaxton's group for a year, providing process improvement support in various areas of the company; and finally,

- Full-time Black Belts, who learn a broader skill set and then serve with Thaxton for two years, during which time they undergo leadership development in addition to facilitating more complex process improvement efforts

throughout EB.

"The real advantage of being on loan is the experience and exposure and opportunity you get in learning other areas of the business," Thaxton said, though she strongly advises her belts to keep in touch with their home departments while they're away.

Now more than a year old, EB's Black Belt/Green Belt program recently kicked off its third wave of training. Meanwhile, the employees from the first wave, who graduated last year, are nearing the end of their rotations.

Black Belt Scott Flynn (459), a mem-
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Massive Employee Effort Marks Successful Test Of The Jimmy Carter's Torpedo Room

Though better known for its Multi-Mission Platform and other unique capabilities, the Jimmy Carter (SSN-23) also features its share of more traditional submarine systems, all of which had to pass the usual battery of tests before the boat could be considered ready for sea trials.

One such system, the Jimmy Carter's torpedo room, successfully completed its tests just last month, firing shapes from all eight of its tubes.

"A lot of people out there played a big part in getting this ship to this stage and being able to shoot the weapons," said Chief Test Engineer Mike Mulford (272). "Everything went outstandingly well."

"This was a total team effort," said Ship's Manager Stan Gwudz. "Everybody – the ship's force and all the different trades – made this happen. You couldn't ask for anything more."

"I think it was special for everybody who had a hand in it," agreed Ship's Test Organization technician Tony Sulpizio (272), who was given the honor of firing the first shape.

Mulford said countless EB employees worked hard to support the torpedo system testing, but did so without fanfare or recognition of any kind.

"It's funny, because when Tony fired the first shot, he asked if a press van was topside," said Mulford. "And we joked about it, because we said, 'No, there are no balloons, there's no van, there's no band – we're just going to keep doing

what we do, which is put our head down and keep driving. We're here to complete this ship."

Outside machinist and working leader Tom Daniewicz (242), who's been involved in the Jimmy Carter torpedo room since construction began, said he's thrilled to see the entire boat nearing completion. "I can't wait to see it go out to sea and come back a success," he said.

STO foreman John Daley (272) said Seawolf-class boats like the Jimmy Carter have the most massive torpedo rooms – double that of a typical submarine.

"I've worked in a lot of torpedo rooms, and this is probably the most complicated torpedo room I've ever worked in," he said. "The hourly guys have done an outstanding job with it."

Torpedoman Chief Keith Grieves said he and his Jimmy Carter crew developed a close working relationship with STO, the machinists and other EB trades, which is why the construction and test programs were so successful.

"We always get support from these guys – tons of support," he said. "If it wasn't for these guys, we never would've pulled anything off."

Machinist foreman Gary Kolashuk (100) said the cooperation that developed between the EB trades and ship's force allowed the combined team to push ahead in spite of any obstacles. "The tradespeople and the Navy guys have made it all worthwhile," he said.

Engineering specialist Matt Olander

(400), who is working as an STO supervisor as part of the Professional Development Rotation program, said he feels fortunate to have worked on the Jimmy Carter, a one-of-a-kind ship.

"It's an amazing submarine," he said. "This group of people that's dedicated to the 23 boat is lucky to get to test some of those systems. It'll be a long time before you see another boat with the equipment and capability that this boat has."

In addition to the individuals mentioned above, the Jimmy Carter torpedo room team included outside machinists Willy Thompson, Roger Garrison, Fred Lewis Jr., Pat Buzzee, Tom Ciocca, Stanley Goucher, Alfred Gulowsen, William Boucher, David Majersky, Samuel Rios and Charles Lobato, and machinist foreman Harry Moore III (all of 242); machinist apprentice Dustin Schold (100); STO mechanic Troy Dickson (272); and Jimmy Carter torpedomen Andrew Cheremsak, Jesse Ray, Daniel Zabatta, David Ellison, Chris Robinson, Nick Oshields, Lewis Lee and Craig Babcock.

Mulford said credit is also due the full STO group.

"The entire Department 272 test team contributed an outstanding effort to provide required support system operations leading up to and during the torpedo shots," he said. "These individuals, who are too numerous to name, should be commended for their endless effort and dedication to the Jimmy Carter." ♦

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ber of the first group, said he's seen people's attitudes change for the better since the program was launched.

"When we started, there was some skepticism as to what our program was going to do for the company," he said.

"But over the last year and a half, some of the skeptics have seen what we've been able to accomplish, and now they're coming to us and engaging us with project ideas and asking for our help."

Operations VP Pete Halvordson, who addressed the second wave of belts at their graduation this month, applauded them

for their commitment to the program.

"The future of the company depends on people understanding the business and making it better, instead of using their intuition or shooting from the hip," he said. "I think what you've done and the commitment you've made is outstanding." ♦

Classified

APPLIANCES

26" SAMSUNGTV – color, cable access; \$75 or best offer. 440-3463.

WINDOW AIR CONDITIONER – Panasonic, 13,500 BTUs, 120 volts, operating and installation instructions, good condition; \$100. 401-348-9133.

AUTOS/TRUCKS

BUICK CENTURY, 1989 – 6 cyl., auto, ps, pb, air, am/fm stereo cassette, new tune up, alternator, exhaust, recent paint, excellent condition, very reliable, 116k miles; \$2,400. 443-5101.

CUTLASS SUPREME BROUGHAM, 1984 – original owner; \$2,500 or best offer. 572-8665, evenings.

AUTO PARTS

ALPINE 12 DISC REMOTE CD CHANGER – model CHA-1214, like new, with manual and box; \$175. 572-0447 or 514-2016.

HARDTOP HOLDER – with cover for 1987 Mercedes 560 SL, new in box. List price \$189 will sell for \$100. 446-1657.

(2) RENEGADE WIDE TIRES – P195 50 R15 good condition. Three American racing rims to fit tires, good condition; \$300 for all or best offer. 886-0084.

USED BLACK SPOILER – for 1996 Nissan Maxima, good condition, gaskets and some fasteners required. 848-3504.

BOATS

22 FT. SUN RUNNER – new 350 engine, Volvo outdrive, Cuddy, VHF radio, line, bumpers, trailer and more. Fun boat to run; \$5,500. 401-348-6769.

FURNITURE

BEDROOM SET – loft bed, 5 drawer dresser, bookcase, solid wood, barn door style, excellent condition; \$400. 464-8506.

PROFESSIONAL DRAFTING TABLE & CHAIR – Table has drawers for flat drawing storage; \$150 for both. 464-1158.

MISCELLANEOUS

AMERICAN GIRL DOLL CLOTHES and furniture, 35" collectible doll, child's rocking chair, dollhouse furniture, Jaymar piano, children's books, Fisher Price dollhouse, Porcelain doll. 401-596-5788.

CERAMIC LAZY SUSAN – with wood turntable, Wesmorland glass basket, milk glass hobnail ruffled dish, Star Wars collectibles. Americana Hearthside stoneware casserole dish with cover. 401-596-5788.

DVD PLAYER – Panasonic, pristine condition, 9" display, bonus 6 hour extra battery; \$250. 434-2634.

EXERCISE EQUIPMENT – various models, hardly used, great condition. 401-348-6769.

8 FT FISHER SNOW PLOW – with angle control; \$500 or best offer. 546-6632.

GITAR AMPLIFIER – Ampeg V-4 100 watt, vintage 1973 – original owner. Powerful, great tone, great condition, includes Legend 2x12 speaker cabinet with 70 watt celestions; \$500. 443-5101.

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

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

ORANGE COUNTY CHOPPERS

BICYCLE – brand new, limited edition, chrome and candy apple red, looks like a chopper, must see, perfect for Christmas; \$250. 443-7530.

PICTURE FRAME MOLDING – various lengths and styles, small/plain to large/ornate, 2000 linear feet; \$1,000 or best offer. 599-5014.

SNAPPER – 33 inch riding mower, HiVac with attachments, 11hp Commercial First; \$380. 572-8665, evenings.

SWIMMING POOL – above ground, 54" high, round shape in excellent condition. All associated equipment included. All offers considered. 887-2335.

WOOD MILLED 4 SIDES – Pine \$2 BF, Oak \$4 BF, Red Cedar \$3.50 BF, Maple \$8 BF, Cherry \$5 BF, Birch \$3 BF and Walnut \$6 BF. 447-2427.

MOTORCYCLES

2000 HONDA SHADOW 1100cc – windshield, saddlebags, custom tail/stop lights, never been down; \$5,500. 739-0136.

REAL ESTATE

RENTAL – Highland Apartments, New London, CT, 1-bedroom apt., approx. 720 sq. ft.; \$700 month includes heat & hot water, elevator, walkable to downtown. 445-8243.

RENTAL – New London, CT, 3 bedroom, just renovated & updated, living room, dining room, eat-in kitchen w/pantry, wash & dryer hookup. Nice, quiet neighborhood on dead-end street. No pets, non-smoking; \$980 mo. plus utilities, security, references, available Nov. 1. 536-3295.

RENTAL – New London, CT, 1 bedroom efficiency, just renovated & updated, living w/kitchen efficiency on first floor. On-street parking. Nice quiet neighborhood on dead-end street. No pets, non-smoking; \$675 mo. plus utilities, security, references, available Nov. 1. 536-3295.

WANTED

MUSICIANS – wanted to start local rock band, need drummer, guitarist and bassist with some vocal ability. Must have vehicle and preferably local to New London. 367-0414.

STEEL TRUCK RIMS – 16 inch for 2004 Chev Pickup. 464-2498.

Service Awards

45 years

355 Blaine M. Fernald

40 years

248 Kenneth P. Scarpa
452 John D. Lynick Jr
604 James F. Lemay Jr

35 years

230 Donald W. Allen
321 Theodore J. Richards
355 Roy S. Ditmore
423 Richard F. Bradford
436 Joanne R. Fisher
462 John K. Krause
915 Edward R. Blais

30 years

100 Ronald E. Beck
100 George F. Serra
100 Raymond A. Westcott
226 Patrick J. Hammel
226 Robert A. Mycroft
227 Richard C. Hewitt
229 Peter J. Chapman

229 Paul Chobot Jr
229 Robert F. Dowden
229 Charles D. Dubicki
229 Michael D. McGuire
243 Wayne M. Britcliffe
243 Kathryn Marcinkiewicz
243 Mark K. Sanders
243 Louis J. Tavares
248 Dwight D. Bachelder
251 James J. Macaione
251 David L. Porter
252 George W. Clohecy
252 Michael J. Clohecy
252 Stephen D. St. Onge
274 Paul N. Aas
321 Morgan J. Hodgdon
330 Ronald J. Maggi
330 Barbara E. Sylvia
341 William Weinschenker
355 Henry F. Winthrop
411 Deborah S. Pettini
412 Edward Harasimowitz
416 Arthur D. Rich
427 Michael A. Magana
438 Michael R. McClure
452 James A. Harris
459 Paul F. Cournoyer
462 Kamal W. Matta
495 Dale E. Burnell

495 Richard H. Ledzian
501 Fred Smolen
621 Joan E. Deshefy
629 Melvin J. Williams Jr
633 Janice A. Stimac
795 Walter O. Robinson
817 Michael R. Meehan
902 Dennis E. Hayes
902 David Taylor
903 Mathias Camara III
904 Steven C. Aten
904 Stephen P. Clayton
904 James E. Golden
904 Daniel F. Insana
904 David T. Pierson
911 Raymond Duclos
911 Roger G. Hinrichs
911 Michael Kennedy
911 Stephen M. Lapointe
911 Robert L. Phelps
911 Robert E. White
915 Eugene J. Huether Jr
915 Leo E. Saucier
935 David J. Courtney
962 John T. Guertin Jr
962 David A. Pilibosian
962 Peter F. Scucces
962 Ernest W. Yarborough
970 Roland W. Morin

25 years

100 Anthony G. Chmura
100 Gary F. Kolashuk
100 Frank Pina
241 Michael F. Chiappone
241 Scott G. Rollinson
242 Peter J. Halloran
252 Michael T. Norton
242 Jon J. Papski
252 Robert D. Pirie Jr
243 Scott L. Blevons
243 Steven E. Regnere
246 Karen L. Clark
251 Gumersindo M. Gonzales
251 Daniel H. Leblanc
251 Robert H. Saran
272 Hayward G. Landry
300 David J. Keith
321 Gail A. Ascare
321 Gayle C. Smith Jr
330 Blair T. Decker
402 Susan C. Sears
414 David H. Leach
431 Kevin G. Reynolds
441 Teresa L. Massad
443 Karl J. Paecht
448 Raymond B. Stanley
452 Richard C. Langlois
458 Robert J. Gallo
459 Michael T. Hanley
481 Kenneth D. Tremblay

496 Gary F. Chappell
663 Wayne L. Morse
686 Davie H. Schmidt
853 David W. Murley
854 Sharon R. Olsen
902 Francis A. Jarvis
902 Eric W. Martin
902 William J. Moran
915 James R. Creamer

20 years

226 Anthony G. Pinder
355 Ronald H. Znoj
411 William R. Witcraft
426 Austin H. Wolfe
433 Robert R. DeWald
447 Barry R. Robert
459 Diana Kahl
492 John C. Mador
626 Peter J. Romeo
633 Donna M. Lamphere
702 Elmer C. Couse
813 Carl R. Spakowski
915 Robert H. Danis
915 James E. Grant
962 Joseph L. Correia III



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Electric Boat honors its Distinguished Shipbuilders



On Oct. 1, Electric Boat recognized 37 employees with 40 or more years of service as Distinguished Shipbuilders for their contributions to the company and the nation's defense. The 2004 honorees are, bottom row from left: Neil Mitchell, Ray Williams Jr., Robert SanJuan, Michael Paczowski, Kenneth Scarpa, John Azzinaro, Mario Rebello, Richard Goulet, Sandy LeMay, Kenneth Hammler, Roy Perkins, Jean Leca and Richard Kramarewicz. In the top row from left are: James Paterno, Dennis Maynard, Richard McGill Jr., Joseph Warner, George Strutt, Phillip Smith, George Taylor, Wayne Ure, Elsworth Beverly, Thomas Gavitt, Charles Roode Jr., Chester Zeeman, Anthony Milone, Edward Parchaiski, Raymond Laznovsky and Donald Ross. Not pictured are Clarence Beers Jr., Eugene Buchka, William Crowley, James Gough, Elizabeth Henderson, John Lynick Jr. and George McGowan Jr. Also attending the banquet at the Mystic Marriott were members of the 2003 class of Distinguished Shipbuilders.