

NOVEMBER 2001

Team finds faster ways for joining hull sections

It began with a challenge issued by then-Operations Director Lee Morse to steel trades Superintendent Ron Donovan: Reduce to four weeks the length of time it takes to join submarine hull sections.

Never mind that the average hull erection, as the joining process is called, took 12 weeks, or that the quickest performance to date at Electric Boat was six weeks.

With new automated welding tools in place and a fierce determination to succeed, a 10-mem-

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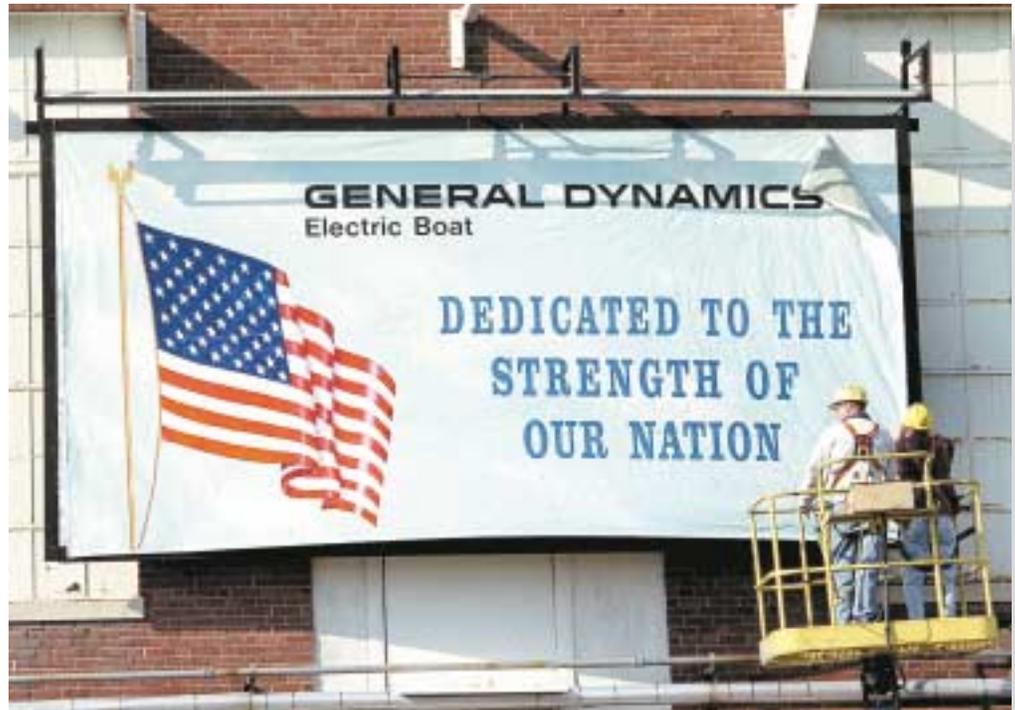
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Painters' Billboard Instills Shipyard Pride

Danny Kerwin and Dennis Rolfe had often thought about changing the billboard on the front of the Yard Hospital, but it was just that – a thought.

Following the Sept. 11 terrorist attacks, however, the timing suddenly felt right for the longtime Electric Boat sign painters/artists to make the change.

"I thought with everything happening in the country right now, this would emphasize how important our jobs here at EB are to national security," said Rolfe, an EB employee for 21 years.

"We were concerned in the beginning whether they would approve the wording," Rolfe said of management, "but they approved everything."

"I think given the state of the country, it will give people pride in working at the shipyard," said Kerwin, a 33-year EB veteran.

As an illustration of their teamwork, Rolfe developed the design and wording for the new billboard, while Kerwin decided to paint it on canvas so it can be easily changed later on.

Electric Boat employees Danny Kerwin and Dennis Rolfe hang their new billboard on the front of the Yard Hospital.

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New process reduces hull erection time

Electric Boat **NEWS**

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ber integrated team was quickly established by Donovan to begin working the issue. Dozens of planning meetings later, the team had broken the process down into 126 individual steps, reduced or eliminated many of the non-value-added steps, and then mapped out the manpower requirements.

Team members said they are now convinced that they and their fellow employees will be able to meet Morse's challenge.

"We're all real confident," said Al Smith (229), referring to the 15 or so welders who have been trained on EB's new servo-robotic welding equipment that will facilitate the hull-erection process. When the actual welding is being done, he explained, it'll be a nonstop effort, with the automated welding machines running continuously across three shifts for about three days.

Though welders will do the lion's share of the work, several other trades will play key roles in the process, particularly shipfitters and grinders. If all goes according to plan, said team member John Elias (226), EB should be able to complete a hull butt in 936 hours from those three trades combined, versus 1,381 hours for a hull erection completed recently at Quonset Point using the original method.

That projected reduction in hours greatly impressed Operations VP John Casey, who saw a

process-improvement presentation by the team this month. "If you break the 1,000-hour barrier, you're doing outstanding," he said.

The team has already put its new process to the test, beginning with an axis-horizontal hull butt for SSN-23 late last year. The process is also being applied to an axis-vertical hull butt on SSN-776 that is scheduled for completion in early December. In fact, seven more hull erections – two on the 23 and five on the 774 – are slated to be done in Groton from February to October 2002.

Mike Sweeney, facilitator of EB's process improvement efforts, credited the team members for improving the hull-erection process over the past few months. "There's so much homework that they've done," he said, referring to the evaluation of the steps involved and changes to make many of them more efficient.

The hull-erection team also includes Ray Pelletier and John Sigersmith (226); Pete Matylewicz, Bob Burkle and Doc Holliday (229); Lee O'Connell (341); and Joe Bollentin (355).

As a senior engineer, Bollentin developed the software that helped the team analyze each step in the process and identify how much time will be required for each, along with creating a manning schedule. ■

New billboard for Yard Hospital

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Riggers Howard Cioci and Russell Arruda (230) made the canvas for this project; Kerwin said they'll likely be asked to make another so he and Rolfe can begin working on something new when the mood strikes them. Then, when it's ready, they'll be able to pull one down and put the next one up.

"This is a lot more interesting than painting 50 no-smoking signs," Kerwin said with a chuckle as he applied bright red paint to the new patriotic billboard earlier this month in the painters' North Yard shop. Just days later, they had completed their work of art and nailed it to the base of the two-year-old EB Centennial billboard.

Admiring the new billboard as the artists put it in place was their foreman, Brent Cugini (505), and Area Manager Mike Street (505).

"That slogan, that's what we stand for here at Electric Boat. It says it all," Cugini noted. ■

Dennis Rolfe, top, and Danny Kerwin apply paint to a new billboard for the front of the Yard Hospital.





Several hundred Electric Boat employees at Groton attended ceremonies honoring the nation's veterans on Nov. 13. The main speaker was Rear Adm. Mike Tracy, commander Submarine Group Two. Behind Tracy are, from left, Steve Hancock, who sang the national anthem; Howard Jenkins, who offered a prayer; and MDA-UAW officer Wayne Burgess, EB President Mike Toner, and Boilermaker President Tom Anderson, who all spoke at the events.

Ceremonies recognize veterans, EB workforce contributions

Several hundred Electric Boat employees gathered in Groton Nov. 13 to honor the nation's veterans – including some 2,000 co-workers – and to receive recognition for the part they play in preserving democracy.

Two events were held – one on the green next to the Nuclear Engineering Building and the other by the flag on the Main Yard hill. Both began with the National Anthem, sung by Steve Hancock (646), a twice-wounded Marine veteran of the Vietnam War. He was followed by Howard Jenkins (459), who offered a prayer for all veterans, particularly those now working at EB.

President Mike Toner told the crowd that the ceremony was intended to honor veterans of past conflicts as well as the servicemen and women now engaged in the war on terrorism. "It's important that we remember these people who have sacrificed so much for us."

He also included as veterans EB employees who produced submarines during World War II and the Cold War. "Many

" These ships were built by special people who really care about America – who have pride in the country and pride in the product. "

– Mike Toner, EB President



EB employees honored the nation's veterans at ceremonies in Groton on Nov. 13.

of us here worked long and hard to deliver ships that made a difference in the Cold War," he said. "These ships were built by special people who really care about America – who have pride in the country and pride in the product."

Boilermaker President Tom Anderson, another twice-wounded Vietnam veteran, echoed that same theme. "Everybody here today who builds submarines is a veteran. We're all Americans fighting for the same thing – peace and prosperity. This is not a union thing or a company thing. It's an American thing and that's why we're here today."

MDA-UAW officer Wayne Burgess, who served three Vietnam tours in the Navy, noted that some veterans require help to recover from wounds or overcome other hardships. "Let us continue to help those veterans in need with the greatest possible compassion and efficiency. To the rest, since they ask no special help, we can best pay tribute this day by recognizing what they have achieved and joining them

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George O'Hara "the Father of DDAM"

George O'Hara, a pioneer in the field of shock-proofing, shows off a submarine model that he had just received from Innovation VP Millard Firebaugh, right, during a daylong seminar at Electric Boat last month. O'Hara, the seminar's guest speaker, is regarded as the father of the Dynamic Design Analysis Method, or DDAM. He provided a historical perspective of the subject to about 70 people, including dozens of EB engineers and numerous other representatives from SupShip, Bath Iron Works, the Naval Undersea Warfare Center and the Naval Surface Warfare Center. Engineering project manager Jim

Dimitri (463), who coordinated the seminar, said DDAM combines rigorous theory with full-scale shock tests to develop practical structural designs that can withstand shock.



Vets given recognition for service at ceremonies in Groton

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in their resolve to keep America strong and free."

The ceremonies' main speaker, Rear Adm. Mike Tracy, commander of Submarine Group Two, recognized the contributions of veterans over the years while commending Electric Boat and its employees for their support of the Navy.

"General MacArthur once said that the inescapable price of liberty is an ability to preserve it from destruction," said Tracy. "The men and women of Electric Boat, on a daily basis, give us that ability. You

" Everybody here today who builds submarines is a veteran. We're all Americans fighting for the same thing - peace and prosperity. This is not a union thing or a company thing. It's an American thing and that's why we're here today. "

- Tom Anderson, Boilermaker President

have provided it for over a century, and you continue to do so as you build the most sophisticated submarines in the world.

"To the entire Electric Boat team, from craftsmen to management and to your outstanding company leadership, thank you for your shining example. You put our country first in all that you do. You support our community and our military with the same vigor that made an 1812 American Naval officer proclaim, 'Stout hearts have fought for that bright flag, strong hands sustained its masthead high.'" ■



Above, Pat Rendeiro of the Occupational Health Clinic administers a flu shot to Louis Maggiacomo (242). Altogether, the company provided more than 2,200 employees with free vaccinations.

EB walkers raise \$2,500 for breast-cancer cure

An Electric Boat team raised \$2,515 in the "Making Strides against Breast Cancer" fundraising walk last month in Hartford. Team members Yvonne Miranda (355), Dale Petrangelo (355) and Tom Erick (278) participated in the five-mile walk at Bushnell Park.

The event drew more than 4,600 participants, including many breast-cancer survivors and their families. Altogether, \$520,000 was collected during the walk.

The EB team extended its appreciation to the following people who helped raise money for the event: Susan Buehler (436), Maggie Cordero (428), Linda Delosreyes (416), Donna Havrilla (420), Gina Lamperelli (403), Laretta Mariani (601), Irene Motta (605), Karen Sequara (452), and Evelyn Sullivan (484).

U.S. Navy awards Electric Boat \$17.2 million in submarine work

The U.S. Navy has awarded Electric Boat a \$17.2 million contract modification to provide design agent, planning yard, and engineering and technical support for various nuclear submarines.

Under the terms of the one-year award, Electric Boat will perform design agent services, update ship drawings and related

data, and provide planning, scheduling and technical support for engineered overhauls and extended refit periods. Work will be performed on Seawolf-class and Virginia-class submarines, as well as the proposed SSGN, the designation given to Trident submarines converted to conventional-strike and special-warfare platforms. ■

Earned hours – closing in on the goal

For the first time this year, Electric Boat is running ahead of its Earned Hours goal, and supervisors say there's a good chance the company will remain ahead during November and December, resulting in a \$500 pre-tax bonus for each employee.

While the terminology behind the Earned Hours incentive can be confusing, the concept itself is simple, explained Craig Sipe, superintendent of manufacturing at Quonset Point.

"We earn hours by completing our work and making our budgets," he said. "We earn hours by starting and closing work packages; by signing off on SWSS and CPJ cards, and by completing operations on travelers." SWSS means Shipyard Work Stating System

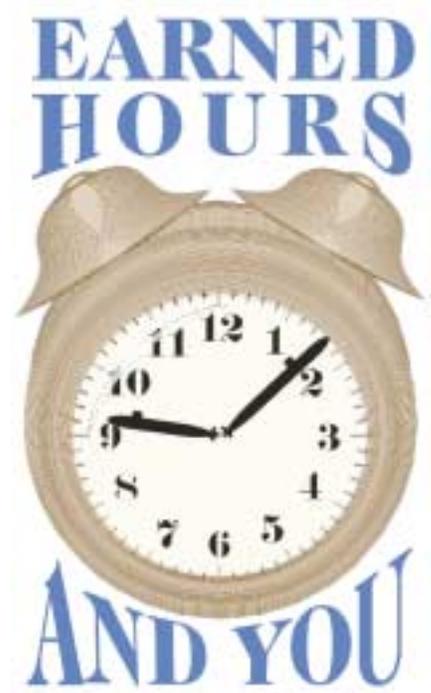
and CPJ means Control Pipe Joint. Travelers, meanwhile, are process and routing documents.

The use of such paperwork allows EB to track the progress of its contracts. But it's not the paperwork that really makes the difference – it's the ability of employees to complete their assigned tasks as quickly and efficiently as possible.

"We earn hours by coming up with new ideas and process improvements that allow us to get the work done faster," Sipe said. "All these things mean progress toward the Earned Hours goal – and they're all within our own power to achieve."

Robert Smith, director of Program Finance, agreed.

"Although we tailed off during the summer, strong performance across all parts of the business in October allowed us to get back on track," he said. "If we are able to continue this strong performance through the last two months of the year, the goal is



within our reach."

At the beginning of 2001, EB established an Earned Hours goal of 14,194,000. In short, the company determined how much progress it would need to make on each of its contracts to achieve a strong performance overall. To help motivate employees, the company will distribute \$500 bonuses to employees if the goal is reached.

"There are numerous tasks which will need to be completed in order to meet this year's goal," Smith said. "Our ability to complete or support the completion of these tasks in a timely manner is how we earn value. Putting in the extra effort to get your jobs done on time will help all of us meet the goals," he said.

Sipe said every employee can make a difference by pursuing the completion of each job to which he or she is assigned, and within the time allotted.

"In my exceedingly humble opinion, I think we have a good chance to make the goal," he said. ■



" In my exceedingly humble opinion, I think that we have a good chance to make goal. "

- Craig Sipe,
Superintendent of manufacturing
at Quonset Point

Mechanics demonstrate can-do spirit, repair heating unit on their own initiative

When Al Gimbert and Wayne Ali saw the older heating unit with the exposed drive shaft being used in Building 260, they knew it posed a safety risk.

They also knew they had to take action to eliminate the hazard.

So without hesitation, the two sheetmetal mechanics built and installed a safety cover for the shaft. The job was similar to one they had performed days earlier on a similar heating unit, but unlike the first job, which had been assigned to them by second-shift steel trades supervisor Russ Conti, they took the second one upon themselves.

“We were walking by the job and we noticed the other machine over in the corner,” Ali explained. “Then we looked at one another and said, ‘We might as well cover that one, too.’”

Gimbert said the machine’s safety hazard wasn’t fully obvious because of its placement in the noisy work environment.

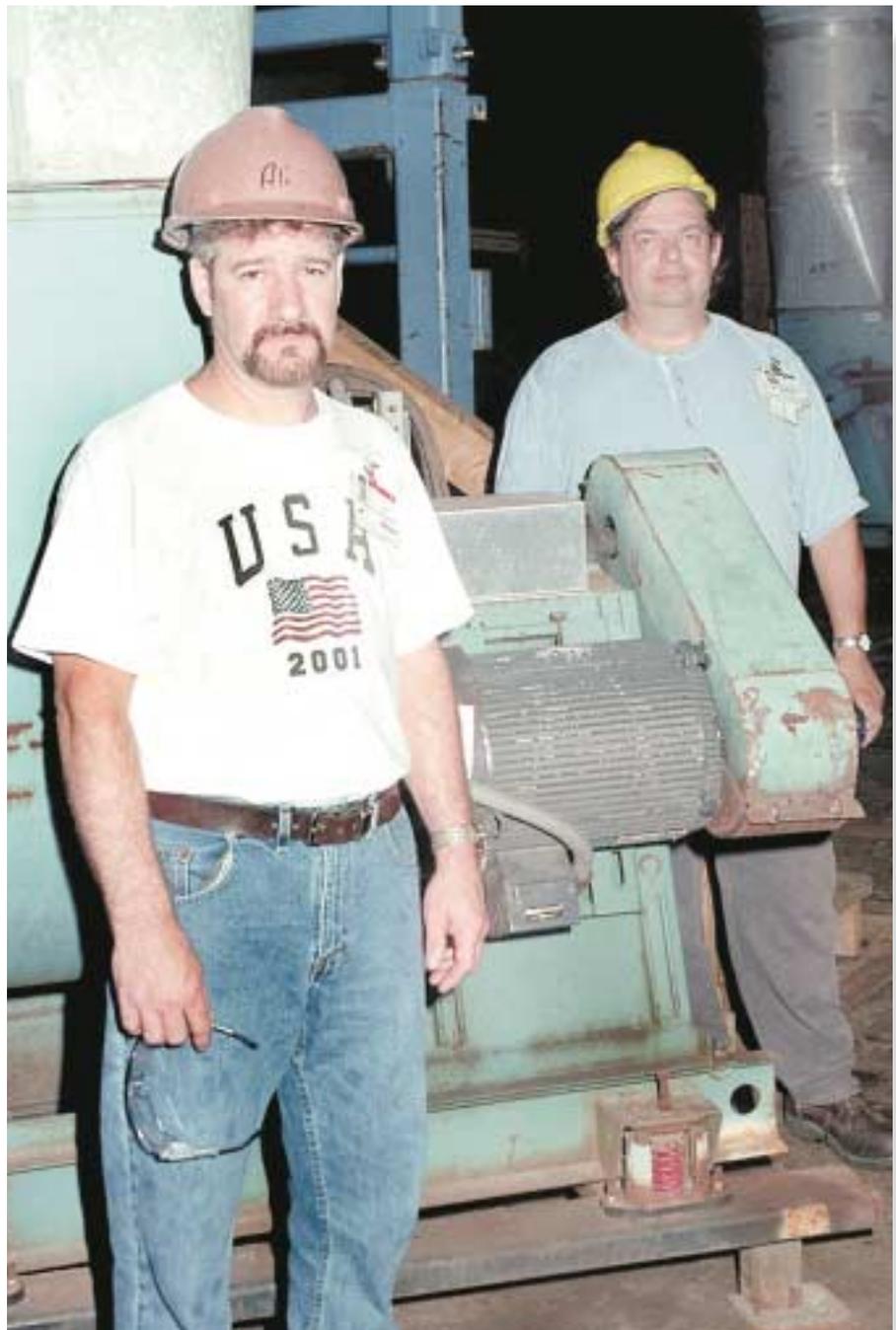
“That shaft is really spinning, but there’s so much noise out there that it looks like it’s motionless. So you might be tempted to grab it or touch it. It was a very dangerous situation.”

Conti was quick to praise Gimbert and Ali after he learned of their actions.

“These guys are solid-thinking employees,” he said. “I’m thrilled that they took it upon themselves to address this. They’re good people.”

Also offering words of praise was Ron Donovan, steel trades superintendent.

“This is a great example of our team



Wayne Ali, left, and Al Gimbert.

members recognizing the importance of safety and taking the initiative to correct a hazardous condition, eliminating the potential injury to other team members,” Donovan said.

Despite the praise, the two sheetmetal mechanics have remained humble about what they did, saying being safety-minded should come naturally to every Electric Boat employee.

“Safety’s part of our job,” Gimbert said. “We just take it into consideration every day.” ■

“ Safety’s part of our job.
We just take it into
consideration every day. ”

– Al Gimbert,
EB Sheetmetal mechanic

Robert Smith

Director of Program Finance



Al Ayers

Director of Workers' Compensation



Ayers, Smith named finance directors

Two significant promotions have been announced in EB's financial organization - Al Ayers to director of Workers' Compensation, and Robert Smith to director of Program Finance. Both men report to John Leonard, VP- Finance.

In his assignment, Ayers is responsible for the overall program management of the Workers' Compensation Self-Administration Unit. He came to EB in 1987 from the Chase Manhattan Bank, N.A., in New York City, where he spent two years in internal audit. He has held various positions of increasing responsibility within the finance department since then, prior to being appointed to provide financial oversight of the third-party administrator of EB's Workers' Compensation Program. In June 2000, he

was named manager of Workers' Compensation and was in charge of the transition of the program to self-administration, which became effective Jan. 1.

Ayers holds a BS in accounting from LeMoyne College and an MS in finance from Rensselaer Polytechnic Institute.

Smith will be responsible for the Virginia, Seawolf, SSGN, and Delivered Ships Program Finance organizations. He has been an Electric Boat employee since 1989, holding positions of increasing responsibility. Most recently, he served as manager of Virginia Class Program Finance. Before that, he was manager of Ship Construction Finance.

Smith earned a BS degree in electrical engineering from Clemson University and an MBA from Rensselaer Polytechnic Institute. ■

Left, Mel Olsson, MDA-UAW president, and Bob Nardone, VP - HR & Administration, review the details of a new 54-month agreement between the union and the company shortly before announcing the contract at a press conference held in the Technology Center. The MDA-UAW membership ratified the contract by a 908 to 375 vote.



Engineering societies converge at Electric Boat

By Barbara Davis
Human Resources Specialist

" All three societies share similar goals of encouraging and supporting their members to attain high professional achievement in the engineering field. Having all three societies meet here at EB was a good way to encourage our engineers who may want to participate in these organizations. "

*- Marie Wagner,
EEO/AA Officer*

"How does a professional transfer engineering skills into business skills?"

"How do you analyze a decision to determine if it is a good or bad career move?"

"How does a technical employee deal with a non-technical boss?"

These were just a few of the questions discussed at an Electric Boat event last month. Members of three professional engineering societies met to talk about career management issues during a Tri Society Meeting hosted by Electric Boat. The 120 guests included professional and student members of the Society of Women Engineers, The National Society of Black Engineers, and the Society of Hispanic Professional Engineers.

Electric Boat employees Kim McLean, Chris Wells, Jose DeLeon, Linda Donovan, Barbara Davis and Marie Wagner designed the program Building Bridges to Success, which allowed attendees to learn about each of the organizations. Attendees also learned about EB through model room tours.

The program's highlight was a panel discussion focusing on strategies for enhancing careers in the engineering field. The panelists tackled a wide array of questions, reflecting the diversity of an audience that included college students charting their first steps into the field and experienced engineers planning their next level of advancement.

Director Deneen Thaxton welcomed the guests and introduced the panelists. They included Electric Boat employees Carol Davis, principal engineer; Howard Jenkins, manager of second-shift design; and Alberto Franco, director of engineering.

The Tri Society Meeting was coordinated through the EEO office. "All three societies share similar goals of encouraging and supporting their members to attain high professional achievement in the engineering field," said Marie Wagner, EB's EEO/AA officer. "Having all three societies meet here at EB was a good way to encourage our engineers who may want to participate in these organizations."

Electric Boat employees came away from the event with very positive assessments.

Patricia Neal, project engineering assistant (403), commended the panelists on their candid responses.

"At first I thought that the entire discussion would be geared to the students seeking career guidance," said Neal. "But as I listened to each panelist speak from the heart about overcoming personal and professional issues and obstacles, I realized that this was extremely helpful to me. Each of these people have learned a lot along their careers, and they apply that knowledge effortlessly as they analyze and solve problems today."

Wayne Washington, a senior designer (459) and a member of EB's Black Engineering Council, welcomed the opportunity to network with professionals outside Electric Boat.

"Many people commented that it was great to meet others in the engineering and design fields who work with different products and mediums," said Washington. "And those people were very impressed with Electric Boat's product - boats designed to sink and then resurface. That concept is very intriguing to engineers who work in other fields."

"This event gave the participating societies an opportunity to get to know each other," said Howard Jenkins. "It also helped the student attendees prepare for the working world."

Anyone interested in joining or obtaining more information on the engineering societies may contact the respective members here at EB:

The Society of Women Engineers - Kim McLean, x33305

The National Society of Black Engineers - Chris Wells x31269

The Society of Hispanic Professional Engineers - Jose DeLeon, x33754. ■

Retirees

251 Charlie R. Shepherd
27 years
Painter

252 David S. Joy
28 years
Joiner

252 Dominick J. Santamaria
19 years
Carpenter

355 Robert H. Haas
22 years
Senior Planner

403 Charles H. McPherson
39 years
Project Chief

403 Thomas W. Stevens
32 years
Eng Asst Proj

414 Bernie Gigliotti
28 years
Principal Engineer

453 Gerhard Schultz
17 years
Sr Mech Designer

459 John R. Krieg
26 years
Sr Struct Designer

621 Stanley V. Moore
26 years
Financial Clerk

660 Donald E. West
27 years
Capt Plant Protection

791 Wallace A. Smith
39 years
Foreman

911 Thomas F. Irons
26 years
Foreman

950 Raymond L. Dubois
24 years
Mat'l Svc Rep

Classified

APPLIANCES

REFRIGERATOR - Admiral brand, 18 cu. ft., green; \$60. 464-1384.

AUTO/TRUCKS

CHEVY CELEBRITY, 1985 - dependable 2nd car, 95k (mostly highway), new front brakes, good tires; \$800. Call Andy, 446-9954 after 8 pm weeknights.

CHEVY NOVA ENDURA, 1973 - 350 c.i., 2 speed power glide, roll cage, legal any Enduro track in New England. Must sell; \$1000 or best offer. 401-461-9443, ask for Greg,

DODGE DAYTONA, 1988 - Shelby-Z, turbo, loaded, partially started restoration project. Runs great, leather interior; \$2,500. 456-0210.

DODGE RAM MARK III, 1996 - conversion van, power everything, 33k miles; \$12,500. 443-8002.

GEO METRO, 1993 - 155k, reliable, inexpensive transportation; \$1,100. 437-7873.

ISUZU PICKUP, 1986 - 4 wheel drive, hi/lo range, 5 speed, tan, 106k, 2.3L, 4 cyl., runs well, sun roof, body good, garage kept, 4 new tires, new transmission; \$2,500. 536-8660.

MAZDA, 1992 - B2600 J truck with bedliner and cap; \$2,950. 859-0870.

MITSUBISHI ECLIPSE GS, 1997 - original owner, 18k, loaded, power steering, brakes, windows, cruise control, alarm system, sun roof, a/c, Homelink system; \$10,995. 443-0204.

NISSAN SENTRA, 1988 - 2 dr, engine, transaxle, tires, and brakes in good condition. Has a sensor problem, car is currently registered and emissions inspection good until October 01; \$300 or best offer. 445-0686

AUTO PARTS

15-INCH AMERICAN RACING "5 STAR" - wheels with tires, 4 lug universal, previously on Mustang; \$400. 928.4268.

FOURTIRES - with rims, two P225/75B15 and two P225/75R15. Low miles, good condition; \$10 each. 739-2153.

RIMS - four chrome wagon wheels for GM cars or small truck 15" x 7" like new, 5 bolt pattern; \$85 or best offer. 848-3766.

RIMS - two chrome wagon wheels, 14" x 6" fits GM cars, 5 bolt; \$50 or best offer. 848-3766.

S-BLAZER PARTS ('95 - '97) - tubular design tow hitch with 2" receiver; \$80. Steering linkage aluminum skid pan; \$50. Transfer case aluminum skid pan; \$50. 401-348-0752.

TRUCK BED LINER - free, fits small-bed Toyota or Nissan pickup truck. 444-7618, Ed.

BOATS

JET BOAT, 1994 - Bayliner Jazz, 90hp w/trailer, cover & toys. Winterized & garaged when not in use; \$1,000. 401-783-1273.

VOLVO MD-2 - 12 hp diesel marine engine ideal for sailboat auxiliary; \$1,000. 445-9502, leave message.

COMPUTERS

PENTIUM 100, 16 mb of ram, 850 mb hard drive, 14" monitor, 1 mb Trident video PCI, high speed 16550 IDE I/O, 1.4" floppy drive, speaker, printer, keyboard, mouse and pad with mid-tower, 256k pipeline cache; \$700. 443-4101 ask for Dennis.

FURNITURE

LIVING ROOM SET - 2 wingback chairs, cherry armoire, cherry coffee tables, camel back 7-foot couch with paw feet, sold separately or all. 401-596-4293.

RENOVATION SALE - formal dining room, Pennsylvania House cherry table w/2 leafs, six chairs, can seat 10 to 12 - Cherry corner curio cabinet; \$2,000. 401-596-4293.

MISCELLANEOUS

AMERICAN GIRL DOLL, clothes & furniture, child rocking chair, record player, Fisher Price doll house, dolls wooden cradle, new porcelain doll, small Jaymar piano, Crissy doll. 401-596-5788.

BABY/TODDLER ITEMS - miscellaneous ride-on toys, trikes, bikes, baby gates, bed rail, booster seat. 464-9439.

BLUE WILLOW DINNER PLATES (5), made in England, Pasta Machine, new condition \$20, antique flat irons, typewriter, vintage jewelry, adult's rocking chair, new bridal veil \$35. 401-596-5788.

EQUIPMENT - Yamaha RX11 drum machine, \$75; rowing machine, \$10; stationary bike, \$10. 401-783-1273.

FERRET CAGES - (2) large, \$100 & \$75. One can be used as large bird cage. 446-0241.

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Service Awards

40 years

947 Gerard W. Beauchaine

35 years

278 Donald R. Donovan
 413 Charles J. Smith Jr
 425 Phillip E. Rathbun
 443 Lewis F. Baker
 460 Joel M. Fuller
 484 Mary J. Skinner

30 years

100 John J. Connolly
 244 David R. Carlson
 321 Alan Q. Larkin
 330 Richard J. Cook
 415 John Alden Jr
 415 Mark B. Rayer
 445 Rinaldo J. Pazzaglia
 447 Donald F. Stenz Jr
 456 William F. Orkney
 477 Gale D.G. Stout
 505 Thomas J. Sudol

25 years

241 Royal L. Allard III
 241 Robert C. Ventura
 242 Remo J. Laureti Jr
 242 Russell A. Perkins
 242 Kenneth M. Michel
 243 Joseph W. Morse
 243 Norbet E. Oloff
 251 Robert W. Delaporta
 251 Ernest L. Holley
 251 Kenneth R. Olson
 251 Earl E. Pudeler
 251 Edward J. Stack
 252 Linda D. Armstrong
 252 Timothy S. Celico
 252 Richard A. Charron
 252 Levester Jones
 252 John J. Lamy

252 Sabino C. Nardone
 402 Barry A. Berger
 403 Randy J. Souza
 405 Lynda M. Ezersky
 411 Michael J. Brusca
 413 Vincent R. Young
 431 Duane V. Gamble
 448 Kenneth R. Borden
 448 Charles W. Gesner
 452 Steven M. Beck
 459 Robert J. Scott
 484 Debra L. Matthews
 496 Mark A. McCallum
 505 Glenn A. Credit
 924 Edward Zubritsky
 925 Wesley F. Cook Jr

20 years

100 Marshall J. Norman
 200 Ernest R. Lariviere Jr
 226 Thomas J. Couture
 226 Peter K. Swan
 229 Randy J. Williams
 242 Williams S. Thompson
 242 Glen R. Zagarenski
 242 John M. Ziccardi
 243 Roger J. Allyson
 243 Ken J. Cofone
 243 Judy A. Moran
 244 Ronald R. Labrecque
 244 Gerald G. Leblanc
 252 Roland M. Allard
 252 Mark S. Chappell
 272 James S. Altman
 272 James J. Gorton
 355 Mary A. Barboza
 355 Wayne J. Emond
 355 Peter F. Gilchrist
 355 Michael A. O'Neil
 355 Rodney B. Watson
 411 Edward J. O'Donnell
 414 Karl H. Lohr
 431 Dale R. Williams
 447 Dennise F. Cray
 447 David D. Gauvin

447 Peter M. Smerkar
 452 Paul G. Ludwig
 453 John P. Braica Jr
 456 Ronald R. Rios
 459 James R. Cote
 459 Dennis E. Widstrom
 505 Edward J. Lindeborg
 642 David A. Lefebvre
 650 Dexter A. White
 901 George A. Lepage
 901 Robert J. Salley
 902 Gerald J. Couillard
 902 Gerald R. Lamarre
 911 Clark R. Carr
 911 Paula J. Izzo
 915 Peter S. Medeiros
 915 David C. Piche
 924 John N. Chirico
 935 Dennis J. Defranco
 935 Michael Giacher Jr
 935 Victor J. Heroux
 950 Kenneth A. Brouillard
 950 Philip J. McCafferty Jr
 957 Cynthia A. Corley
 957 John P. Conway
 957 Joseph L. Alves
 970 Robin S. Farrell

Classified

GENERATOR - Coleman Powermate, 4000 watts, 120/240 volt outlets, gasoline powered engine; \$300. 437-7873.

HORSE BLANKETS - winter turnout blankets and canvas rugs. Sizes available are 60, 64, 68, 70 and a 93-inch wool cooler. Priced from \$25.00 to \$5.00. 887-3071, leave message.

LAWN MOWER (riding) - Ariens YT 12 with bagger and Cart Agri-Fab, 17 cu. ft.; \$500 or best offer. 442-1341.

LUMBER - used, clean, mostly framing material. 535-1858.

NORDICTRACK - Flex Gold exercise station; \$50. 739-2153

NORDICTRACK - Walk-Fit, used 10 days, like new, paid \$500, asking \$300. 401-596-1546.

POWERWHEELS - Barbie jeep, white and pink, great shape, new

batteries, needs nothing, Hi-Low speed and reverse; \$100. 401-377-8791.

PRECIOUS MOMENTS FIGURINES - approx. 25 pieces, all are 10+ years old, will sell individually or as a set; price to be negotiated. 848-8797.

ROSSIGNOL CROSS COUNTRY SKIS - excellent condition; \$40. 599-2052.

SEWING MACHINE - Singer, push button operation with all attachments, mounted in solid wood cabinet with matching chair, never used; \$175. 564-2223 ask for Alan.

UPLAND WOOD STOVE - front and side loading doors, removable front mesh screen, 30" x 32" w x 19" d; \$150. 401-348-0752

WOODEN PLAYHOUSE - 8 ft x 8 ft x 6 1/2 ft high, \$60; wooden

doghouse for medium sized dog, \$10; 50-pound metal plates for one-inch diameter bars, 35 cents/lb. 464-1384.

MOTORCYCLES

1995YZ 250 FMF PIPE & SILENCER - C-cycle front suspension, Excel wheels, clean & good condition; \$1,900. 928-4268.

PETS

COCKATIELS (2) - and large cage. Free to good home. 848-2598 ask for Dee.

REAL ESTATE/SALES

LONGBOAT KEY, FL - for rent, 2B condo, washer/dryer, cable & carport, on canal, next to park, 5 min to semi-private beach; \$500/week - \$1500/month. 401-783-1273.

SMALL 2 BEDROOM - fully furnished home w/oil heat on lake (32 mins to E.B.). Large deck &

yard. Pets negotiable; \$600. 401-596-1379.

WANTED

CORNER CURIO CABINET - with glass door, good shape, reasonable. 859-3399 (9 am - 9 pm).

RIDERS WANTED - from RI exits 4, 3, & 1, arrive EB 6:30 am, depart 3:05 pm. Clean, late model Ford van, extremely dependable. 401-377-8791, ask for Phil.

ROOFTOPTV ANTENNA - if you want to get rid of one, I'll come remove it for you. 739-6175.

ROOMMATE - to share a small apartment in Pawcatuck, \$288 a month & half utilities, female, non-smoker. Most furniture already in apartment. Move in Dec/Jan. 599-0698, ask for Heather, leave message.