

Electric Boat NEWS

NOVEMBER 2002

EB Achieves Pressure Hull Complete Milestone On Virginia

By Bill Kowenhoven

On Nov. 15, Virginia (SSN-774), the lead ship of the Virginia-class attack submarines, achieved another significant milestone – Pressure Hull Complete – when the final hull welds were completed, making the entire pressure hull a single unit.

The Virginia design was developed using a unique design/build process in which

continued on page 5



INSIDE

The President's Corner • 2

Earned Hours • 3

NASA Team Travels To Groton To Learn EB Approach • 4

Electric Boat Submits Its Largest Proposal Ever To The Navy • 5

Navy Salutes Two EB Employees For USS Springfield Work • 7

Electric Boat Honors Its Veterans With Ceremonies, Plaque • 9

Classified • 10

Service Awards • 11

EB Employees Help Mark "Pressure Hull Complete"

Lead Virginia-class ship achieves key event

Thousands of Electric Boat employees made their way down to Building 260 on Nov. 15 to participate in a ceremony marking the completion of Virginia's (SSN-774) pressure hull.

"I'd like to thank all of you – the men and women of Electric Boat, and our partners down south – the men and women of Northrop Grumman Newport News," said EB President Mike Toner, who spoke at ceremonies held for all three shifts. "Without your efforts we could never have achieved what we have."

Toner described the event – pressure hull complete – as a key milestone in the life of a ship as it proceeds to its christening, sea trials and delivery. He attributed progress on Virginia – now 81 percent complete – to the design/build process

Above, several thousand Groton employees on all three shifts converged in Building 260 Nov. 15 to mark a key event in the life of Virginia (SSN-774) – the completion of its pressure hull. Employees were treated to donuts, hot chocolate and coffee while listening to remarks from Mike Toner and Fred Harris of EB, Don Check of Northrop Grumman Newport News and Capt. John Heffron of the U.S. Navy.

continued on page 8

The President's Corner

Mike Toner, President, Electric Boat



With the holidays upon us, I thought I'd take a few moments to review our accomplishments during 2002, recognize your contributions to the company and describe what we need to do to continue our success in the future.

In brief, we had a very good year. And that wouldn't have happened without the hard work and dedication each of you brings to your job every day. We couldn't have gotten where we are without your help.

Just in this past month, we've had the opportunity to mark two milestones for Electric Boat and the submarine industry.

We achieved pressure hull complete on the Virginia (SSN-774), an event that was attended by thousands of you who had the chance to see this awesome ship as it enters the final stages of its construction.

It was a thrill to see so many of you in Building 260 for the ceremony and it's going to be another thrill when we deliver this ship early. But don't get me wrong – we're still under the gun, and we've got to perform the way I know we can to achieve what is a very aggressive delivery goal.

You'll find additional coverage of this event and the status of the lead ship of the

We had a very good year. And that wouldn't have happened without the hard work and dedication each of you brings to your job every day.

class elsewhere in this issue.

More recently, the multi-mission platform (MMP) for the Jimmy Carter (SSN-23) was transported from Quonset Point to the Groton shipyard, the largest and most complex submarine hull package ever shipped. This is a very challenging program, and I'm happy to report that our performance continues to measure up.

On the design side of the house, we're now accelerating our efforts in the conversion of the first four Trident submarines to an SSGN configuration, optimized for covert strike and special warfare. As you know, we're now engaged in the conversion design and the assembly of manufacturing kits, and we're working hard to expand the scope of our work in this very important program.

We're also working to expand our presence in the submarine maintenance and repair arena, with our goals to improve our performance on the work we have and to

obtain new work. During the year, we took an important step to increase our level of activity in this area when we obtained a contract to operate the Shippingport floating drydock at the submarine base in Groton.

Looking forward, we recently submitted a proposal for the next five Virginia-class submarines, with options for up to two more ships, for a total of seven. If this proposal is accepted and funded, it would extend our new construction backlog out to 2014.

We've done good work, and because of it, we're going to be called on to do even more. The last time Electric Boat delivered a ship was in 1998. In 2004, we're going to deliver two. I don't have to explain what a demanding task that's going to be, and we're going to be in the thick of it very soon.

I know I can count on each of you to rise to the occasion, as you and your co-workers have done time after time. As always, I appreciate all you do to keep our company the best in the business. ♦

Employees help replenish regional food bank



Tony Cedio (545) helps transfer some of the 9,814 pounds of food collected by Electric Boat employees over a recent four-day period to help restock the Gemma E. Moran United Way/Labor Food Center in New London. Conducted by the EB Employees Community Services Association, the MTC and the MDA-UAW, the drive was hailed as a success by organizers, who described the employee response as overwhelming.

Up, up and away



The 75-ton capacity American crane is removed from the North Wall by a 500-ton crane that will transfer it to a support barge. Also removed were the 72-ton capacity "E" Dock American and the 75-ton South Wall Clyde. The two American cranes were taken out of service about five years ago at the completion of the SSN-688 and Trident programs, which they supported. As part of the project, the Center Wall Clyde will move to the South Wall, and a new crane will be installed on the Center Wall.



Earned Hours: Where We Stand

Electric Boat **NEWS**

Dan Barrett,
Editor

Dean R. Jacobowitz,
Contributing Editor

Bob Gallo, Gary Hall,
Gary Slater,
Photography

Crystal Smith,
Editorial Assistant

Electric Boat News is published monthly by the Public Affairs Department, 75 Eastern Point Road, Groton, CT 06340

Phone (860) 433-8202

Fax (860) 433-8054

Email
dbarrett@ebmail.gdeb.com

NASA Team Travels To Groton To Learn EB Approach

Its ships travel in the opposite direction of Electric Boat's – up versus down – yet NASA is looking to EB for some guidance on safety, quality control and procedural compliance.

In a recent benchmarking session, NASA representatives visited EB's Groton shipyard and the Supervisor of Shipbuilding office plus two Navy yards to investigate construction and life-cycle support activities for the U.S. Navy's submarines.

Now the NASA team, led by Steve Newman, senior technical adviser to the associate administrator for safety and mission assurance, will review its findings and try to extract some lessons learned from them. Newman said NASA will eventually return the favor by inviting EB to tour the space agency's facilities to allow for a similar benchmarking session.

"There are some ways in which we're signifi-

cantly different," Newman said of NASA and EB, "but there are so many ways that we're similar, and we recognize that we can learn a lot from you."

Newman said spacecraft and submarines both enter hostile environments, which makes their respective manufacturing and quality assurance processes so critical.

"We've observed many things here that are equivalent or comparable to what we do," he said. "While that may not sound spectacular, it's extremely important because it validates many of our own activities."

Ken Blomstedt (400), director of mechanical design and engineering, said EB will have many opportunities to benefit from the NASA visit and its aftermath.

"They have a very comprehensive, formally structured risk management and system safety program, and there may be some things we can learn from that," he said.

Jim Noonan (320), director of

quality assurance, said sharing lessons learned with NASA will help EB prepare itself for the growing area of software development.

"As we insert technology into Virginia-class submarines and we do more fly by wire, software quality assurance is going to become a new dimension for us," he said. "I think we learned a lot from NASA on that, or at least it stimulated thought for us."

Newman said he's hoping that NASA's benchmarking at EB and the Navy yards will have lasting effects for both sides.

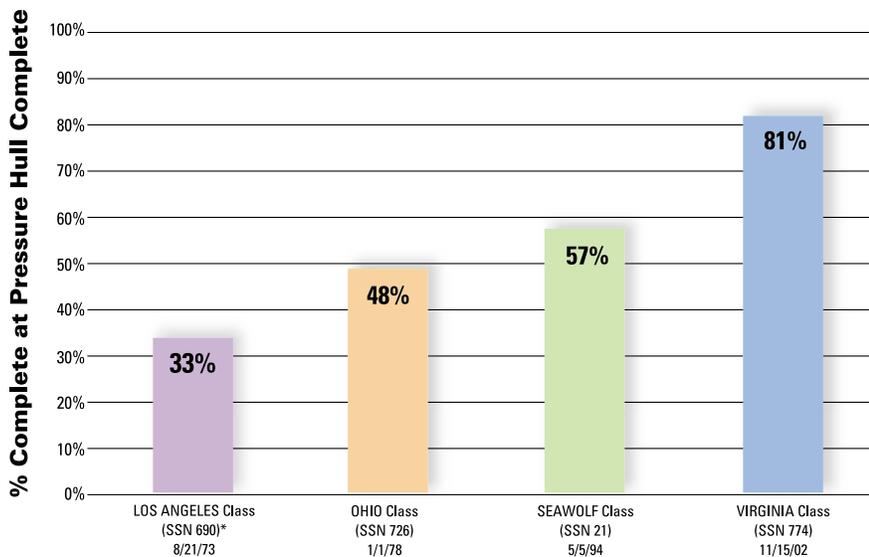
"We hope that once our report is written and the viewgraphs are presented, there are relationships that will have been forged that will promote a continual sharing of knowledge between the two cultures, and there will be a dividend paid to both worlds in the future," he concluded. ✦

Steve Newman of NASA, second from right, takes some notes at the conclusion of a recent benchmarking session at Electric Boat. Seated around him are, from left, Nancy Beckwith (323), Bill Falman (SupShip), Blair Decker (330), Bryan Burdick (432) and Bob Smelings (323).



Off-Hull Production Proves To Be Efficient

Comparison of Submarine Class Lead Ships at EB



Increased Off-Hull Construction Provides the Most Efficient Ship Production

*SSN690 was the first SSN688 Class ship to be built at EB

continued from page 1

the design is based on the construction methods, making it easier to build. Construction of Virginia began in October 1998 under a teaming arrangement between Electric Boat and Northrop Grumman Newport News (NGNNS) that assigned various assemblies to be built at Quonset Point, Groton, and Newport News. Final outfitting, assembly, and test of Virginia is being performed in Groton.

Currently, the ship is 81 percent complete, a much higher completion level than any prior submarine lead ship at pressure hull closure, as shown in the chart above. A high level of completion at pressure hull closure reduces the amount of work remaining to be performed in hull.

“Having the ship at 81 percent complete at Pressure Hull Closure supports an early delivery date of May 31, 2004, one month ahead of the original contract delivery date that was initially established in 1991,” said EB President Mike Toner. “When delivered as planned, Virginia will be the first lead ship of Navy combatants to be delivered on

schedule since World War II. This successful performance is due to the system and tools used, but most importantly, due to the people at Electric Boat, Newport News, and the Navy who have made it work.”

Will Lennon, EB’s Virginia-class program manager, noted that “the success achieved in this program started with a conceptual ship design and a manufacturing assembly plan. These were based on large modules built in a manufacturing environment at Quonset Point, Groton, and Newport News, with the final assembly, outfitting, and delivery alternating between Groton and Newport News. Today, the design is essentially done, the pressure hull is now complete, and we are on track to support early delivery. All of the men and women involved in the Virginia program should be very proud of their contributions in making this program such a success.”

“We are achieving the goals set forth in co-production of the Virginia Class Submarine Program at each of our facilities,” said Chris Vitarelli, NGNNS director

of submarine construction. “The team has demonstrated that the design/build process has worked to date through their collective experience and sheer determination in reaching this milestone. We truly are ‘Teamed for Success.’ Each person involved with this effort should be proud of achieving this goal and establishing a new standard in submarine construction.”

According to Fred Harris, vice president – Programs, “Ten years ago, we established the dates for the program’s key construction milestones with the Navy. In 1997, we teamed with Newport News to co-produce the Virginia class ships, and together we have met the key event schedule for the lead ship. With less than 20 percent of construction remaining, we look forward to delivery ahead of schedule. This level of program performance is a testament to the skill and dedication of the men and women of Electric Boat and Northrop Grumman Newport News.”

Operations Director Mike Alu commented that “the team has been successful to date, but the challenging last leg consisting of final outfitting, test, and delivery of Virginia is still ahead, and we must maintain our high performance to make this program a success. We now have to concentrate our efforts on float-off in August ’03 and achieving delivery in May ’04.” Virginia Ship’s Manager John Occhionero echoed Alu’s focus on the critical work remaining. “The fine teamwork between Quonset Point, Newport News, and Groton has produced success in the program,” he said. “We must now focus on the efforts required to deliver this ship in May ’04.”

Electric Boat Submits Its Largest Proposal Ever To The Navy

Bid Is For Next Five Virginia-class Submarines

Designing and building a nuclear submarine is without question one of the most complex tasks in the industrial world. So it's no surprise that putting together the proposal to do the job is no mean feat in itself.

Earlier this month, Electric Boat submitted to the U.S. Navy a multi-billion dollar proposal for the next "flight" of five Virginia-class submarines, with options for up to two more. It was the largest proposal the company has ever assembled and represents the contributions of nearly every functional organization in the company.

But the task of actually pulling the proposal together fell full-time to four members of Cost Engineering (650), Cindy Blanchette, John Navin, Todd Waterman and John Wisheart and Mark Kuhn of Contracts. They received help from about eight other members of their department. Working up to 12- and 13-hour days and weekends from August through October, they assembled a five-volume, 1,700-page proposal that covers a period of performance from 2003 through 2014.

According to Blanchette, the process began in May when Electric Boat received a draft request for proposal (RFP) from the Navy. This document was returned to the Navy with comments following an EB review of technical and contractual issues.

On July 29, the formal

RFP was delivered to the company. "That's when the real work began," recalled Blanchette.

"We worked closely with many areas – the Program Office, Purchasing, Contracts, Change Control, Planning, Engineering, Integrated Logistics Support, Program Finance, Finance, Graphics Services, Technical Services, Business Planning, Operations, Quality, Information Technology, Quonset Point and the Washington Engineering Office," she said. "At some point, we worked with just about every organization within the company."

Essentially, she said, the team's job was to develop an estimate of what it costs to build a Virginia-class submarine, then document it. "We studied the proposal for the first four ships because that was a pretty good model. We assembled the data, reviewed it, and resolved issues that arose, while at the same time working hand-in-hand with Northrop Grumman Newport News because they were engaged in the same process for the portions of the ships they're going to build," she said.

Once Blanchette and her colleagues had assembled the draft proposal, they reviewed it with senior management and incorporated their suggestions. The proposal in its final form was flown down to the Navy in Washington, D.C., by Mark Kuhn and Joe Salvatore of Contracts on Nov. 4, the deadline for submittal.

Over the next several months, EB will answer questions about its proposal, clarify issues and engage in negotiations. A contract will be announced in 2003.

"It was a lot of hard work," said Blanchette. "But in the end, it was a good experience. I think we all came away with a great feeling of accomplishment." 🍀

Cindy Blanchette, Lawrence Pothier and John Navin, all of Dept. 650, assemble some of the hundreds of pages of information submitted to the Navy as part of Electric Boat's bid for the next flight of Virginia-class submarines.





Larry Funk (795), right, a Quality Assurance senior analyst at the Groton submarine base's Naval Submarine Support Facility, is presented a citation by Lt. V.W. Freschi for his work on the USS Springfield (SSN761). Missing from photo is QA specialist Richard Terpe (795), who received a similar citation.

Navy Salutes Two EB Employees For USS Springfield Work

Electric Boat employees are continuing to earn high marks from the U.S. Navy for their work at the Groton submarine base, with two Quality Assurance personnel the latest to be recognized.

Larry Funk (795), a QA senior analyst, and Richard Terpe (795), a QA specialist, were recently presented a citation from Capt. James Colgary, commanding officer of the Naval Submarine Support Facility at the base.

The citation honored the men for their work on the USS Springfield (SSN-761), which was undergoing repairs at NSSF just prior to a deployment.

"Their expertise was key in the effective resolution of a failed test identified one day prior to the planned underway," Colgary

wrote. "Mr. Funk and Mr. Terpe coordinated efforts with the ship's Quality Assurance officer, NSSF work centers and other Quality Assurance personnel to efficiently and accurately close all controlled work packages, enabling USS Springfield to maintain schedule commitments and full operational readiness. Mr. Funk and Mr. Terpe's professionalism and loyal devotion to duty reflected great credit upon themselves, Electric Boat Corporation and the United States Naval Service."

"It's very difficult to do the work right and meet the schedule," said Cdr. David Brodeur, repair officer for NSSF. "But everybody did a great job. The thing that's the most amazing is that our QA department is very integrated with Navy and EB personnel. We're all one big family, and we all work together."

"I think everybody should've gotten one of these citations," said Terpe, who's been assigned to the sub base for two years. "Everybody up here works together. It just happened to be that this boat had problems and we got it out in time in spite of the problems. Nobody lost their cool and we all worked at it."

Funk, assigned to the base for just over a year, said the work is both fun and challenging. "I think it's good that it's a challenge," he said. "It gives you an opportunity to think."

Terpe and Funk's supervisor, Leo Pietila (795), said EB personnel are adept at meeting the Navy's demanding schedule. "That's what we do, and we've all been doing it for years," he said. "It just comes naturally to us." ♦

Smiling for the shot



Debbie Didato (330) smiles as charge nurse Pat Rendeiro (644), prepares to administer a flu shot. More than 2,400 vaccinations have been provided free to Groton employees during October and November.

Pressure Hull Complete – Key Milestone In Life Of A Ship

continued from page 1

and to the efforts of the shipbuilders, engineers, vendors and the Navy.

The plan, Toner said, is to deliver the ship early, which would make it the first lead warship since World War II delivered ahead of schedule.

According to Capt. John Heffron, the Navy's Virginia program manager, "One of the hallmarks of this program has been the unprecedented level of partnership with our industry teammates. We have set clear goals to get this ship built on time, within budget and with the quality our warfighters require. So far, so good," he said.

"The Navy will be successful only if all of us here are successful," said Heffron. "We have the watch. We have the responsibility. And we are counting on each of you to do what is required to guarantee success."

Don Check, NGNNS's vice president – submarine program, told the crowd he could never have imagined the cooperation between the two shipyards when he began building submarines 36 years ago.

"Back in those days, if someone had told me I'd be standing here doing what I'm doing, seeing what I'm seeing, I'd have told them they were nuts," he said. "It would've

been like the Hatfields and McCoys going into business together to make baby clothes."

The co-production arrangement between NGNNS and EB is setting "a new standard for engineering, planning and construction of a new class of submarine," Check said.

Fred Harris, EB's VP – programs, said the program's success is due largely to the design/build process, which has resulted in a design that is the most "buildable" ever.

"This is an exceptionally proud moment," said Harris, reiterating the goal to deliver Virginia early. "And I think we can accomplish that." ♦

Electric Boat Honors Its Veterans With Ceremonies, Plaque

Hundreds of Electric Boat employees gathered on the EB Green in Groton Nov. 12 to honor the contributions of the nation's veterans and to view the unveiling of a plaque honoring the Electric Boat employees who have served in the armed forces

Two events were held, both of which included a rendition of the "Star Spangled Banner" by Steve Hancock, a Marine Corps veteran of the Vietnam War, and a prayer by Howard Jenkins.

Speaking at the ceremonies were Mike Toner, EB President; Rear Adm. Mike Tracy, commander – Submarine Group Two and Navy Region Northeast; Wayne Burgess, financial secretary of the MDA-UAW; and Tom Anderson, president of the Boilermakers. Both Burgess and Anderson are Vietnam veterans.

"Ladies and gentlemen, the work that you have done, and continue to do, in forging the nation's spear, has been unsurpassed, and you have helped guarantee that our Navy is the strongest on earth," said Tracy. "I can also assure you that the powerful warships that you have built continue to be operated by sailors as dedicated and talented as those who sacrificed so mightily before us," he said.

"The dedication that each of you demonstrates day-in and day-out – as inspired by the



heroic service and example of our veterans – is what keeps American great. And for this, I salute you all and extend my deepest thanks."

Noting that Veterans' Day was originally called Armistice Day to mark the end of World War I, the "war to end all wars," Toner said "it wasn't the war to end all wars, it was just the first war of the 20th century.

Today, he said, the nation is engaged in the war against terrorism, "a war that's different from anything we've experienced before, and again our men and women are answering the call."

Looking back on his return to the U.S. after a tour of duty in Vietnam, Anderson said there were no parades and described the only public recognition as negative. Over time, however, Vietnam veterans taught their countrymen to differentiate between protesting the war and protesting those who fought it.

"What the Vietnam War did was educate the country for future vets," he said.

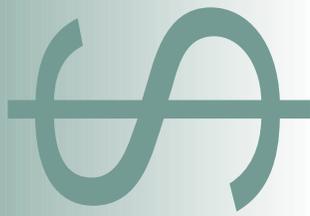
Burgess noted that politics shouldn't play a part in the observance of Veterans' Day. "The outcome of any given military campaign is not what's important," he said. "It's the sacrifices that are made on behalf of our country that are important."

At the conclusion of the speaking program, Toner, Tracy, Anderson and Burgess unveiled a plaque that honors Electric Boat veterans. The plaque reads "Honoring the men and women of Electric Boat who have served in the Armed Forces of the United States. All gave some. Some gave all."

At Quonset Point, more than 1,000 employees attended similar ceremonies, which were held for all three shifts. Mike Toner; John Holmander, QP facility manager; and Pete Halvordson, SSN-23 program manager, spoke at the events. ♦



EB employees observe a moment of silence during the mid-day Veteran's Day ceremony.



Classified

AUTO/TRUCKS

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

MUSTANG, 1987 - 4 cyl, 5 speed, 140k, 30k on rebuilt motor & trans, runs excellent, needs cosmetic work; \$500. 449-9997.

PORSCHE, 1977 - 924, 120k miles, engine rebuilt at 100k, no rust, garaged. Needs only minor work; \$1,500 or best offer. 401-783-273.

TOYOTA CAMRY LE: 1995, ps, pb, at, ac, AM-FM cassette, cruise, pw, excellent condition. 134K. \$4,500 OBO. Book \$4,880. (800) 820-3037, ext. 3108.

FURNITURE

PINE BEDROOM SET - queen size, dresser mirror, spread headboard, foot board, rails, 2 night stands with 2 lamps. 448-1073

TV-VCR CABINET - mahogany, excellent condition, gloss finish, pocket doors, accommodates up to 35" TV; \$250 or best offer. 444-0330.

MISCELLANEOUS

ADULTS' ROCKING CHAIR, Fenton glass basket, stuffed chair, typewriter, man's size 42 sport jacket, picture window gold drapes, studio couch cover, Native American jewelry, collectible glassware. 401-596-5788.

AMERICAN GIRL DOLL CLOTHES and furniture, child's rocking chair, Fisher Price dollhouse, 1960's Barbie dolls, Children's books, new porcelain doll, wooden doll's cradle, small piano. 401-596-5788.

KITCHENAID - heavy duty mixer, 4 1/2 qt. bowl, beater

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

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

whip, dough hook, slicer, shredder, grinder & fruit/veg. strainer, like new; \$125. 572-0225.

LIONEL TRAIN SETS - engines, transformers, track, accessories. Sets go for \$200 to \$400. 445-0429 - ask for John or leave message.

NORDICTRACK EXCELL ski exercise machine, excellent new condition. Get ready for ski season; \$99. 885-0520 ask for Tim.

STANLEY EXTERIOR DOOR - new, 32' wide, honey oak fiberglass, large decorative glass panel, drilled for knob and deadbolt; \$400. 886-6113.

TORO SNOW BLOWER - model # CCR 3000, 5 hp, brand new, never used; \$300. 448-1871, leave message.

WESTERN SADDLE - Tex Tan Prairie Rose with 16" seat. Lightweight, all leather extremely comfortable,

excellent condition; \$500 w/easy cinch. 546-6632.

YAMAHA RX11 Drum Machine; \$75, stationary bike; \$10. 401-783-1273.

MOTORCYCLES

SUZUKI, 1998 - LS-650, low mileage, great starter bike; \$2,500. 822-1148 leave message.

REAL ESTATE

APARTMENT FOR RENT - New London, 1 bedroom, off street parking, heat and hot water included, balcony; \$595/month, available in December. 439-1008 ask for Al.

LONGBOAT KEY, FL - for rent, 2B/2B condo, washer/dryer, cable & carport, on canal, next to park, 5 min. to semi-private beach; \$500/week - \$1800/mon. 401-783-1273.

Service Awards

45 years

436 Elizabeth L. Bove

40 years

272 Albert H. Lavoie

274 Richard J. Lapere

355 Richard P. Siciliano

452 Michael R. Angelo

452 Gary J. Iannantuono

35 years

243 George C. Clark Jr

244 Robert L. May

248 Kenneth L. Burgess

330 Ronald J. Gravell

330 Philip J. Worski Jr

416 Edward A. Ryan

30 years

100 Brian E. Thorp

100 Salvatore D. Vlaun

242 Eric J. Ducharme

242 Stanley P. Goucher

251 Edward T. Badessa

251 Charles D.

Constantakos

252 William E. Balzer

252 Howard W. Hoxie

272 Richard L. Bishop

321 Barrie F. Costick

321 Steven A. Olmstead

403 Darryl L. Allen

403 Maurice J. Burns Jr

403 James J. Cozzolino

416 Steven J. Cicoria

459 Philip G. Beausoleil

459 Jerome J. Hatfield

459 Phillip A. Ludlow

459 William R. May

792 Patrick J. McQuillan

25 years

434 Victor A. Speziali

443 Jan J. Czajkowski

448 Dennis A.

Bacchiocchi

663 Michael H. Blair

970 Richard Buterbaugh

20 years

230 Bryan J. Piacenza

230 Edward W. Sargent

242 F. William Doucette

Jr

252 Giuseppe Defranco

252 Daniel J. Marville

252 Ronald W. Reynolds

341 Richard S.

McFarland

412 Leslie M. McLlarky

438 Christopher G.

Atsales Jr

20 years

459 Carl M. Cecchini

459 James J. Matich

459 Brian R. Theroux

477 Michael G. Gada

481 Joseph F. Bialek

496 Daniel B. Johnson

496 Alan R. Wagner

901 Richard D. Bates

901 Joseph B.

Strakaluse

911 Harry M. Holland

911 Adriano A. Tabulina

915 Carl E. Graham

915 Rafael Rios

915 Paul A. Thayer

924 Edward R. Martino

924 Roger D. Pierce

970 Patrick M. Volpe



GENERAL DYNAMICS
Electric Boat

Electric Boat NEWS

PRESORTED
STANDARD
U.S. POSTAGE
PAID
GROTON, CT
PERMIT NO. 392

Seawolf returns



USS Seawolf (SSN-21) is backed into Graving Dock 2 for a three-week repair period that began Oct. 30. Although the job was managed by the Naval Submarine Support Facility at the sub base, Electric Boat employees performed most of the work.