

NOVEMBER 2003



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Docking Of USS Augusta Signals Start Of Major Maintenance Jobs

With the arrival of USS Augusta (SSN-710) at the Groton shipyard earlier this month, Electric Boat re-entered the submarine repair and overhaul business on a scale not seen in decades.

“There are some people who think the repair work we’re taking on is a stopgap measure until we get to the point where we’re building two Virginia-class boats per year,” said Scott Forney, Overhaul and Repair program manager. “That’s not the case at all. This represents a growing business for Electric Boat. We’re in it for the long haul – repair and maintenance work is going to be a big part of our future business and we’re completely committed to it.”

Above, the USS Augusta (SSN-710) arrives at the Groton shipyard.

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Many of the 2,000 Newport News employees who are building Virginia-class submarines attended the pressure hull completion ceremony and lunch in appreciation for achieving this milestone. The ceremony was held inside the company's modular outfitting facility where the Virginia-class submarines are being built. Photos courtesy of Northrop Grumman Newport News.

Submarine Texas Achieves Pressure-Hull Complete



Will Lennon, EB's Virginia-class program manager.

NEWPORT NEWS, Va.

Electric Boat's partner in the Virginia construction program, Northrop Grumman Newport News (NGNN), held a ceremony earlier this month to mark the completion of the pressure hull for the Texas (SSN-775).

The event highlighted the last major construction milestone before the Texas, the second Virginia-class submarine, is christened next summer. Representatives from NGNN, Electric Boat and the U.S. Navy participated in the ceremony, which was attended by many of the 2,000 employees working on the submarine.

"The Virginia-class program is alive and well and moving forward," said Capt. John Heffron,

the Navy's Virginia-class program manager. "Pressure-hull completion is a very significant milestone. The ship is starting to look like a finished submarine."

Another participant was Will Lennon, EB's Virginia-class program manager, who told the crowd, "Now the real fun begins!"

"Over the next several months, you and the ship's crew will complete the systems and testing and bring Texas to life," he said.

"Together we will continue to build on our success and lessons learned and you will launch Texas at a higher percent complete than Virginia – that's what teaming is all about. I look forward to seeing Texas progress toward float-off. Congratulations on a job well done." 🎉

Navy Recognizes Electric Boat For MMP Shipment Security Plan

“It is a testament to the hard work and perseverance of Mr. Cassidy and his entire security team that the NCIS / Electric Boat relationship has flourished. The ... team’s tremendous work ethic reflects well on the senior management of your organization to have individuals of their caliber working with NCIS to support the U.S. Navy’s most critical technologies.”

– David Brant,
director of the Naval Criminal Investigative Service (NCIS), in a letter presented to EB last month by NCIS Deputy Director Meri Hefferon during a visit to the shipyard.

The U.S. Navy has recognized five members of Electric Boat’s security team for their successful coordination and implementation of a security plan for the shipment of the Jimmy Carter (SSN-23) MMP section from Quonset Point to Groton late last year.

David Brant, director of the Naval Criminal Investigative Service (NCIS), acknowledged the security team in a letter presented to EB last month by NCIS Deputy Director Meri Hefferon during a visit to the shipyard.

“It’s a confirmation of a job well done, and we were very much humbled to be recognized by the director of the NCIS,” said David Konicki (663), chief of security for special programs and one of the employees acknowledged in Brant’s letter. The others were Kevin Cassidy (663), director of security; John Swidrak (663), chief of security in Groton; James Camara (970), chief of security in Quonset Point; and Nancy Ager (663), security administrator.

“The security plan that was put together was very comprehensive,” Konicki said. “We actually worked on it for 10 months prior to the move.”

Cassidy said the security plan required extraordinary teamwork on the part of many agencies.

“Local, state and federal law enforcement and Electric Boat personnel all provided a significant contribution to the effort and its resulting success,” he said, adding it was such a success that the NCIS will be using it as a model for future initiatives.

“And quite honestly, we’ve used it again ourselves in planning the christening of the Virginia, and will use it for any future security events that we have,” Cassidy said.

In his letter, Brant commended the EB team for, among other things, developing a strong working relationship with the NCIS.

“It is a testament to the hard work and perseverance of Mr. Cassidy and his entire security team that the NCIS/Electric Boat relationship has flourished,” he wrote. “The ... team’s tremendous work ethic reflects well on the senior management of your organization to have individuals of their caliber working with NCIS to support the U.S. Navy’s most critical technologies.”



Earned Hours: Where We Stand

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Veterans' Day Observance Includes Employee Account Of Iraq Duty

Electric Boat employees commemorating Veterans' Day in Groton heard a riveting description of conditions in Iraq from one of their co-workers who has been on active duty for nearly a year.

Turning out in force for the annual observance on the EB Green, employees listened as EB President John Casey read from an e-mail sent by Bruce Falcone. Falcone is a colonel and deputy commanding officer of the 220th Military Police Brigade.

Excerpting from Falcone's e-mail, Casey read, "I have seen the lavish surroundings Saddam lived in while 80 percent of the people starved and bled out meager lives. In contrast, I have also seen the face of a villager after we fixed his well pump.

"I have also seen the joy and happiness of the people when we raid a terrorist stronghold and incarcerate the people who are

causing so much pain here. I have seen the faces of young children as we provide much-needed medical care on the side of the road. That is why we are here... for the people of Iraq who want a better life.

"It's very difficult to be a Reservist and called upon to accomplish long-term missions so far from home. It's difficult to be away from family, friends and colleagues. It's difficult to manage two careers. We do it because we have a sense of worth and a set of values as Americans that are second to none.

"We all appreciate the support of family and friends back home. It means a lot to us. There isn't a day that goes by that a soldier doesn't think about what he left behind and when he'll see his family again. But just look at the faces of the free Iraqi people and you know why we are here."

Also participating in the ceremony were Steve Hancock, a Marine veteran of the Vietnam War who sang the

In addition to Bruce Falcone, the following Electric Boat employees are serving on active duty:

Joseph Caligiuri, Richard Muldoon, John Larson, John Leake, Jennifer Danko, Kevin Danko, Barry White, Glenn Milliken Jr., Jason Ward, Mark Blanda, Jed Couture, William Vidal III, Leland Zak, Patrick Meehan, Peter Fiore, Robert Bernard Jr., Edmund Aponte, Brian Hesford and Michael Horn.

national anthem; Ken Brevard, an Air Force veteran of Vietnam, who offered a prayer; Ken Delacruz, president of the Metal Trades Council; and David Bliven of the MDA-UAW, a former Navy corpsman who served with the Marines in Vietnam.

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EB Honors Employees Called To Active Duty



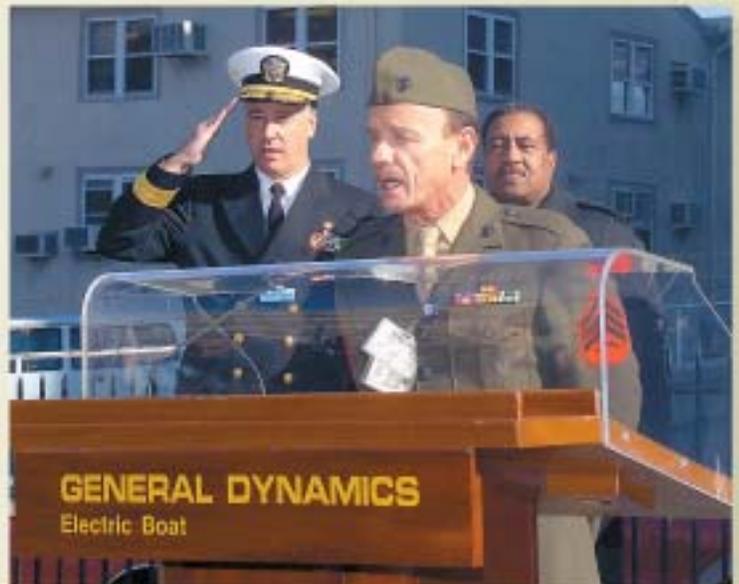
At a ceremony held in the Technology Center's 10th floor conference room, EB President John Casey and members of his staff recognized Groton employees who have been called to active duty as members of the Reserve or National Guard since Sept. 11, 2001. In the front row, from left, are Dennis Baptiste, Peter DiCarlo, George Butts, Ken Sliney and Dave Gallo. In the back row, from left, are Richard Bradford, Scott Matusz, Jay Hans, Joseph Sheltry and Alberto Edu. Missing from the photo are Peter Doublett, Scott Howlett, Derek Lemire and Michael Berta.

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Additionally, Rear Adm. Joseph Walsh, commander – Navy Region Northeast, and commander – Submarine Group Two, spoke at the 11:30 a.m. ceremony; and Capt. Jeff Reed, Supervisor of Shipbuilding in Groton, at the 4 p.m. observance.

Walsh said that everyone who works at Electric Boat supports the military. Then, referring to the 2,000 employees who are also veterans, he said, "Thank you for serving your country twice." ✦

Right, Steve Hancock, Marine Corps veteran of the Vietnam War, leads the crowd in singing the National Anthem. Behind Hancock are Rear Adm. Joseph Walsh and Ken Brevard.



continued from page 1

In fact, said Forney, more than 50 percent of the shipyard workforce will be engaged in maintenance by the end of 2004. Another 300 employees will be engaged in similar work at the submarine base.

The upcoming work breaks down into three primary jobs:

■ The USS Augusta (SSN-710) Interim Dry Docking. This four-and-one-half month job is already under way in Graving Dock 1 and will involve 600 EB employees at its peak. Electric Boat is pushing aggressively to deliver the ship early on March 5.

■ The USS Seawolf (SSN-21) Selected Restricted Availability. This lead-ship SRA will begin Feb. 25 and will be performed in Graving Dock 2. Because the work is being performed on a lead ship, the SRA is expected to take seven months to complete. Nearly 630 shipyard workers will be assigned to USS Seawolf during the peak of the work period.

■ The USS Springfield (SSN-761) Depot Modernization Period. This is the most extensive maintenance job EB has taken on in decades – a non-refueling overhaul that includes alterations and system upgrades and requires 1.5 million man-hours to complete. With up to 775 employees on the job, the company is aiming to complete the DMP in 11 1/2 months.

“Making the change from new construction to maintenance work is a paradigm shift and places different demands on employees,” said Forney. “With maintenance work, we’ll be using different paperwork and handbooks that describe how you perform the work and test the systems. You really have to stay focused.

“Additionally, because of the significant changes in processes and procedures and the fact that we’ll be using Navy planning documents, Pat Bullard and the Training Department have established a curriculum and trained about 1,000



Scott Forney

“Making the change from new construction to maintenance work is a paradigm shift and places different demands on employees. With maintenance work, we’ll be using different paperwork and handbooks that describe how you perform the work and test the systems. You really have to stay focused.”

tradespeople in the use of the new documentation required to support the maintenance business. The training has been very rigorous,” said Forney.

He also credited the partnership with Portsmouth Naval Shipyard with assisting in the transition to maintenance work in Groton. “They’ve been meeting with us weekly and have been instrumental in supporting us – from the commanding officer on down. I can’t say enough about the help they’ve provided.”

Forney said that by the middle of 2004, it will be readily apparent to even a casual observer that a major shift in work has occurred on the waterfront. “It’s going to be busier down here than we’ve seen in some time,” he said. “That’s going to be very refreshing.”

Submarine Repair Work: Defining Those Terms

The U.S. Navy uses several terms to describe various levels of submarine repair and overhaul jobs. Over the next 18 months or so, Electric Boat will be engaged in three types of these projects. Following are brief descriptions of the work involved:

■ Selected Restricted Availability (SRA). Essentially a two-month “tune-up” for SSN-688 Class submarines, during which repair work ranging from 80,000 to 160,000 manhours is performed. The USS Seawolf SRA is the first for its class and will be more complex than a similar job for an SSN-688 class ship. The first SRA is planned for more than seven months.

■ Interim Dry Docking (IDD). A relatively new package of work – fewer than 10 have been performed to date. The purpose of an IDD is to perform life-cycle extension work, which includes maintenance and repair work as well as upgrades. An IDD can last from 75 days to four months. Manhours required have ranged from 100,000 to more than 400,000.

■ Depot Modernization Period (DMP). An extensive, non-refueling overhaul; major alterations and system upgrades are performed as well. DMPs can require from 1.2 million to 2 million manhours, and typically average 13 months.



Al Lalumiere (791), far right, ship's manager for overhaul and repair, presents Lt. Chris Hover, weapons officer/SRA coordinator for the USS Toledo (SSN-769), with a plaque honoring him for his contributions to the submarine's recent Selected Restricted Availability at the Groton submarine base. "No task was too big or small for Lt. Hover, and he provided constructive data and status for all Ship's Force work items," said Lalumiere. "Though many people worked hard to complete this SRA, Lt. Hover is being recognized for his outstanding work ethic and representation of the USS Toledo." Looking on, rear left to right, are the Toledo's executive officer, Lt. Cmdr. Dan Arensmeyer, and commanding officer, Cmdr. John Schneider. Electric Boat performed the Toledo SRA.

Food Drive Goal Is 10,000 POUNDS

Electric Boat's Can-a-Month campaign to help replenish the Gemma E. Moran United Way/Labor Food Center in New London is working toward a year-end goal of 10,000 pounds of food. So far, nearly 7,300 pounds have been collected. Donations are now being accepted on a daily basis to meet the increased need during the holiday season.

Collection bins for non-perishable food items will be located at the Main, North Yard, South Yard and Contractors' gates as well as in the lobbies in Buildings 45, 88, 197 and 221. Containers will also be located at Shaw's Cove, Purchasing and the Sub Base. Specifically, the Food Center is looking for soup, peanut butter, tuna, spaghetti sauce, pasta and macaroni and cheese.

All bins will remain uncovered until the end of the drive. Donated items will be delivered to the Food Center on a biweekly basis. The final delivery will be made Friday, Dec. 19.

Please - don't bring your items in yellow bags, and no glass containers. ♻️

Graving Dock Support Buildings Refurbished In Team Effort

In anticipation of a surge in submarine maintenance work at the shipyard over the next 18 months, Electric Boat has refurbished and upgraded two buildings near Graving Docks 1 and 2 to support the work.

Known simply as 8S and 8N, the buildings had been mostly vacant for about five years and in a state of some disrepair, when the Facilities organization received the word to prepare them to support the upcoming maintenance work.

According to Frank Dias, Facilities manufacturing representative, work on 8S began in September and by Oct. 22 the building was ready for occupancy. "An awful lot of work had to be done in a very short time to support the USS Augusta (SSN-710) Interim Dry Docking," he said. "We adhered to a very aggressive schedule."

That work included fixing the roof and repairing water damage, converting the third floor into an office area and furnishing it; turning the second floor into a locker area, with some office space; and

"The work really was done by a cross section of the entire organization. There was a lot of horsepower involved."

*– Frank Dias,
Facilities manufacturing representative*

organizing and equipping the first floor as a shop area, said Dias.

He credited the success of the project to the following people: Joe Rossi, who worked with CSC to ensure IT requirements were met; Steve Bell, who coordinated the roofing replacement; Russ Mulchay and his staff, who provided the necessary Purchasing support; Bob Atkins and Transportation Dispatch, who provided critical forklift support; Norma Chandonnait, Maureen Stehle and Mark Wagner, who coordinated renovations of the first and second floor areas; and Charlie Hallisey and the riggers, who moved the office furniture into the third floor. Additionally, he said, Steve Mitchell and Facility electricians made sure the building

had all necessary electrical services; the carpenters repaired damaged walls; and Bill Borysewicz coordinated the move of equipment and furnishings. Finally, Brent Cugini, Chuck Bartnicki and Facilities custodian personnel performed the finishing touches of cleaning prior to personnel occupancy.

"The work really was done by a cross section of the entire organization," Dias said. "There was a lot of horsepower involved."

Building 8N, which will be dedicated to office space, is scheduled for completion in early December.

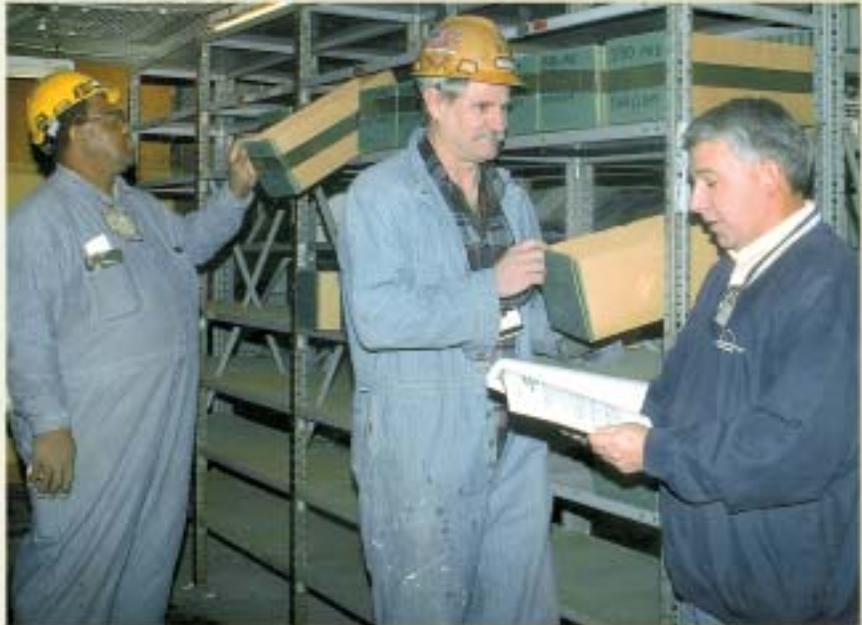
"The most noteworthy part of this project was the way people worked together," said Dias. "We also had a lot of management commitment, so that once the decision was made to renovate the buildings, the resources we needed were provided.

"Sometimes when you look at a task, you scratch your head and wonder how you're going to accomplish it," he said. "But when everybody involved starts pulling together, you'd be surprised at what you can actually achieve." ♦



This group of employees is credited with refurbishing the shops and tool cribs on the first floor of Building 8S and the locker room on the second floor. From left are Don Neal (242), Mike Bovino (242), Chris Marc Aurele (251), Dennis Goodrich (242), Mike McQuillan (251) and Steve Schmuhl (242). Missing from the photo are Clinton Whitney, John Horton, John Turner and Ken White, all of Dept. 251. "Thanks to the dedication of these employees, the shops and tool cribs have been cleaned, painted, made workable and more inviting to work in," said Norma Chandonnait, principal manufacturing representative in Dept. 226.

Process-Improvement Team Enhances Submarine Installation Jobs



From left, shipfitters Mac Rogers and Bob Crosby (both of 226) check the sorting boxes in the WAA kitting area while production planner Bill Souza (355) reviews a parts list.

A Groton Operations process-improvement team has made vast enhancements to the job of installing wide aperture arrays (WAAs) on the Jimmy Carter (SSN-23) and Virginia (SSN-774), attributing the success to good communication across all disciplines and support from employees and management.

“We developed a network of players from all the different groups,” said Kevin Reynolds (431), a supervisor of engineering services who oversaw WAA construction on the Virginia. “And then working relationships developed that gave all of us a better understanding of what everyone has to go through.”

The process-improvement team was originally established to take aim at the Jimmy Carter WAAs, but it eventually switched its focus to the Virginia when it became clear the latter boat would hit the water first.

Gus Craig (333), supervisor of material control, said hourly and salaried employees from all WAA-related disciplines offered their expertise and advice, enabling the team to reduce or eliminate many of the installation bottlenecks.

“Overall, I think we gained a great insight into what the guys who are put-

“We developed a network of players from all the different groups.”

– Kevin Reynolds (431),
Supervisor of engineering services

ting the components on the boats go through, and I think that helped the process,” he said.

Among the most visible improvements to the WAA process that came out of the team’s efforts is a new kitting area in the South Yard. There, the shipfitters involved with the installation work help Craig’s employees sort the parts they’ll need for the job.

“The kitting has helped us big-time,” said shipfitter Bob Crosby (226), “because now we don’t have to chase material around. Before the new kitting procedures, stuff was getting lost or mixed up.”

“The kitting area was the right place to do this,” shipfitter Fred Weber (226) said of the improved component-handling system. “Keeping things organized makes the job a lot better.”

Area Superintendent Maureen Stehle (200), the team’s leader, praised the hourly and salaried employees who con-

tributed to the effort. “They’re a great group,” she said.

The team reported that the Virginia’s WAA installation was completed 23,836 hours under the original target, 22,995 hours under budget and 9,459 hours under the team’s own goal. The team is now applying its improved methods to the Jimmy Carter WAAs.

“I think what was good is you had everybody in the same room most of the time,” said production planner Bill Souza (355), adding that the camaraderie helped the team’s problem-solving efforts.

Steel trades senior manufacturing representative Steve Gerrish (226), who is overseeing the shipfitters’ WAA efforts on the Jimmy Carter, said the improved component-handling procedures, among other things, have resulted in much quicker certification of the installed WAAs.

“The hourly employees came up with many of the improvement ideas themselves,” he said. “They had lots of good ideas, and then those ideas evolved into even better ideas.”

Stehle said the WAA team’s lessons learned will now be applied to follow-on Virginia ships, as well as future life-cycle support work to be performed by EB. 

Retirees



- 433 Peter M. Thibeau**
33 years
Eng Specialist
- 445 William R. Antonowicz Jr**
30 years
Eng Specialist
- 445 Ronnie L. Mohr**
24 years
Test Engineer Sr
- 449 David A. Elford**
19 years
Principal Engineer
- 459 Thomas M. Britagna**
43 years
Design Tech-Struct
- 459 Ralph J. Lodyko**
40 years
Design Tech-Struct
- 545 Michael E. Gerrish**
33 years
Mt. Elect Sv Eng 1/C
- 935 James E. Brewer**
27 years
Prod Supp Tech II
- 950 Robert L. Reynolds**
28 years
Matl Svc Rep I
- 957 Gerard W. Beauchaine**
42 years
Prod Planner

Classified

AUTOS/TRUCKS

CHEVY S10 BLAZER, 1991 – 2 door, 4 wd, at, ps, pb, a/c, black & red interior, needs front wheel bearing; \$750 or best offer. 572-9027.

CORVETTE COUPE, 1999 – dark blue, garaged, 47k miles, at, tan leather interior, Bose 12 disc cd, removable glass top, cover; \$26,900. 446-5931 or 439-1110.

MITSUBISHI ECLIPSE RS, 1996 – excellent condition, 77k miles, green, auto, a/c, tinted windows, new brakes, recent tires; \$5,300. 822-8608.

PLYMOUTH NEON, 1995 – looks good, has bra, 120k miles, alarm, cruise control, elec. locks, new tires, automatic, a/c; \$2,000. 423-9970 after 6 pm.

PLYMOUTH GRAND VOYAGER, 1995 – awd, v6, a/c, well maintained, 143k miles, priced to sell \$2,500. 739-4360.

XTERRA, 2000 – silver, v6, 4x4 auto, cd, tow package, excellent condition; \$12,500. 227-5371.

AUTO PARTS

RIMS – with lug nuts, 94-97 Ford Probe GT factory Five Star. Excellent condition; \$425 or best offer. 508-567-0650.

TRUCK CAP – Century, fiber-glass, black, tinted windows, fits most 6 ft. truck beds; \$300. 460-9047.

COMPUTERS

MOTHERBOARD & PROCESSOR P4 – 1.6 ghz, 256 mb memory module, never used. Best offer. 535-4676.

FURNITURE

TWO SEARS VERSATILE 5-SHELF BOOKCASES – medium oak, brand new, 71 3/4" h x 24 1/4" w x 9 1/2" d; \$70 each. 440-3463.

MISCELLANEOUS

AIR WALKER EXERCISE MACHINE – with time/distance/calorie monitor, like new; \$25. 401-377-8846.

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

ADULT'S ROCKING CHAIR – metal bathtub support, Mickey Mouse earrings, new air purifier, portable typewriter, knitting & crocheting books, Native American jewelry, bridal veil, antique flat irons. 401-596-5788.

AMERICAN GIRL DOLL CLOTHES and furniture, children's books, Fisher Price doll-house, new porcelain doll, doll-house furniture, Fisher Price play farm, doll's wooden cradle, lamps. 401-596-5788.

EQUIPMENT – Bandsaw Duracraft 1/2 hp 12" wide, 2 speed; \$75. Heavy-duty stationary bike; \$10. 401-783-1273.

HARLEY-DAVIDSON LEATHER JACKET – men's large, flames on sleeves and back. "Ride Free" on back. 861-0221.

NORDIC TRACK EXERCISER – new condition, quality wood and steel construction, folds for storage; \$89 or best offer. 885-0520, ask for Tim.

TELESCOPE – Orion Space Probe, 130ST 5.1 inch, parabolic mirror, equatorial mount, reflector; \$200. 456-0104.

PETS

PUPPIES – miniature Doberman Pinchers; \$400. 447-0194.

REAL ESTATE

CONDO – Cancun, Mexico for rent, Mayan Palace/Riviera Maya, 2br/2ba, sleeps 6, 12/20/03 – 12/27/03; \$1,500. 376-9029.

CONDO – Longboat Key, Florida for rent, 2 br/2ba, washer/dryer, cable & carport, on canal, next to park, 5 min to semi-private beach; \$500/week - \$1800/mon. 401-783-1273.

CONDO – Orlando, Florida for rent, 2br/2ba, sleeps 6, 2/13/04 – 2/20/04, Daytona 500 week, 1 mile to Universal Studios, \$1,000. 376-9029.

WANTED

RIDERS and backup driver wanted from the Chariho/Westerly area for 1st shift van pool, (6:30 – 2:30 /7-3 shifts). Pickup at Richmond and Ashaway exits; \$18/week. Call Ed at 401-539-7207 or Phil at 401-377-8791.

Service Awards

45 years

425 Paul Whitehead

40 years

272 Richard Sears
409 Alfred C. Malchiodi
459 James E. Welch
621 Pauline M. Passarello

35 years

248 Dave V. Anderson
252 Leon J. Dubreuil
252 Patrick G. Roark
330 Richard F. Muckle
355 John J. Medrano
501 Raymond G. Arruda
505 Daniel M. Kerwin
663 Bruce J. Chiappone
684 Peter A. Cawley
795 Ronald C. Jenison

30 years

100 Kim A. Darrow
100 Gilman R. Girardin
100 Antonio J. Pacheco
221 Maria T. Archambault-LaMay
226 Peter J. Barber Sr
226 Richard F. Bellisle
226 Gary A. Biltcliffe
229 Donald F. Enos Jr
229 Nicholas R. Stamos Jr
230 Edward W. Abbott
242 James F. Gibbons
243 Ronald M. Cagle
272 Wilbur E. Seidel Jr
275 John W. Gilgenbach
323 Nancy E. Beckwith
330 Gregory J. Czop
404 Bruce D. Bensko
423 Kenneth J. Delacruz
431 James A. Grady
438 Leonard Johnson
438 Alma G. Pestana
447 John D. Porretta
449 William L. St. Germain
452 George I. Holmes Jr
452 Joseph E. Korineck
452 Michael A. Larkin
456 Charles Beauchemin
459 Timothy O. Moore
459 Peter E. Thompson
459 Daniel R. Yungk
508 John A. Tudisco
545 Michael L. Jones
601 Laretta A. Mariani
626 Joseph C. Knight Jr
797 Terry A. Birt
915 Roger B. Stedman

25 years

229 Elias S. Laboy
241 Paul H. Banker Jr
241 Fred J. Braten
241 James A. Jakubowski
241 Tommy W. Rettig
241 Richard J. Violette
241 Eric C. Wilson
241 Michael A. Zaccaria
242 John B. Cobb
243 Keith A. Glidden
243 William F. Muenzner Jr
251 William Z. Roberts
274 Alan J. Caval
278 Thomas H. Erick
355 William A. Jennings Jr
355 Michael N. Mateicka
403 Robert Mariani
411 Kevin E. Horace
423 James J. Finocchiaro
427 Raymond F. Gilbert Jr
438 Steve H. Topliff
445 Ronnie L. Mohr
449 Clyde B. Barnard Jr
456 Arthur L. Stamatien
459 Stanley R. Gorton
459 Russell E. Shaw
496 Robert L. Bradhsaw
601 Murray C. Barnes
682 Gregory E. Machinski
795 Chester H. Rounseville Jr
803 Richard J. Schaffhauser
904 Charles F. Minett Jr
904 James W. Williams
915 Paul E. Gordon
915 David W. Meurs
915 Thomas J. Patton
915 David S. Ross
957 Jacqueline A. Christensen

20 years

100 Thomas M. Adams
226 William J. Meardy
229 Judith E. Egan
330 Daniel J. Freiert
355 Richard F. Ansaldo Jr
355 James W. Morse
414 Kenneth A. Hilt
441 Paul E. Deckett
452 Craig L. Balko
459 Ronald J. Annis
459 Neal R. Peterson
459 Tim Vasquez
460 Carl E. Williams
472 Sharon L. Massey
501 Thomas W. Szostak
505 Michael E. Street
685 Alan D. Blay
686 Vernie C. Hudson
737 Barbara F. Murray
915 David C. Simula
915 Michael O. Swain



GENERAL DYNAMICS
Electric Boat

Electric Boat NEWS

STANDARD PRESORT
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EB runners go the distance at Marine Corps Marathon



Electric Boat Fitness Center members display the medals they received for completing the 28th Marine Corps Marathon in Washington, D.C., last month. After winning a lottery slot in the race, the eight team members prepared for the event with a 16-week training regimen, enabling all of them to finish. From left are Rob Reale (434), marathon time of 3:44:58; Pete Thompson (459), 3:47:43; Lawrence "Skip" Nielsen (Submarine Group TWO), 4:23:56; Chuck Bartnicki (505), 4:39:28; Laurie Quinn (403), 4:46:48; Barry Leon (437), 5:01:21; Doria Sklar (Fitness Center director), 5:23:26; and Charles Underhill (453), 5:59:36. The EB runners were among more than 16,400 participants in the 26.2-mile event.