

MARCH 2003



From left, sign painters/artists Danny Kerwin and Dennis Rolfe (both of 505) show off the EB Sign Shop's new technology, which has quickly made hand-painted signs a thing of the past.

With New Technology, Shipyard Artists Produce Signs Of The Times

Eat your heart out, Michelangelo! The Electric Boat Sign Shop, which until recently relied on the same tools and methods as the famed 16th century artist, has gone electronic, led by a new graphics computer that can produce all sorts of signs in just a fraction of the time it took with brushes and paints.

"Since I've been here, we've always done hand-painted signs," said sign painter/artist Dennis Rolfe (505). "But we now have computer equipment, including a plotter that cuts self-adhesive lettering out of vinyl, which has enabled us to do basically the same job at a much faster rate.

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Toner On Electric Boat, GD Marine Systems

Following his appointment as General Dynamics' executive vice president in charge of Marine Systems, Mike Toner emphasized that he and the Electric Boat organization remain committed to maintaining the company's position as the leading designer and builder of nuclear submarines for the U.S. Navy.

"Our future looks good -- but it's not guaranteed. We're going to need to push hard to meet the challenges ahead."

"We have a promising outlook for the future with the Virginia program, the Jimmy Carter (SSN-23) and MMP, the SSGN conversion program and our growing overhaul and repair business," he said. "Electric Boat's prospects really are a testament to our employees' hard work, creativity and unwillingness to quit.

"Everyone at EB has shown commitment and grit," he said. "Our future looks good -- but it's not guaranteed. We're going

to need to push hard to meet the challenges ahead."

Toner said he expects EB to play a key role in the Marine Systems strategy and success. The strategy, he said, consists of these elements:

■ **Performing on the backlog.** This means meeting or beating cost and schedule targets through a diligent and consistent execution of assignments and a management focus on continuous process improvement. Without performance on the backlog, all else is compromised.

■ **Maximizing the synergies of EB, BIW and NASSCO,** with a focus on applying best practices across all three business-

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The President's Corner

Mike Toner, President, Electric Boat

As many of you are aware, Electric Boat has just kicked off an effort that's unprecedented in the company's century-plus history.

I'm referring to the campaign to attract EB employees to participate in the off-site conversion of the first four Trident SSBNs to SSGN configuration. This is a substantial and vital piece of work for Electric Boat, and it will require hundreds of employees to go on the road for periods of up to three years. The conversions will be done at Puget Sound Naval Shipyard in Washington and Norfolk Naval Shipyard in Virginia. We expect to have the contract for the work in place by the end of this year.

As a prime example of a transformational weapons program, the SSGN conversion is critical to our nation's defense. Additionally, the program is critical to Electric Boat's business success. In 2004, we will deliver two ships. After that, our workload on the waterfront falls off dramatically.

The SSGN program, combined with the overhaul and repair work we are working hard to obtain over the next few years, will balance our workload, provide the business with the stability it needs, and assist the Navy in returning its ships to sea on sched-

ule. To a greater degree than ever, this stability will depend on what will be the wave of the future at EB – our ability to go out on the road and achieve the high levels of performance we're known for.

I've explained why SSGN is important for the nation's defense and Electric Boat's future.

Now let me tell you what's in it for you if you apply for and are accepted for an assignment.

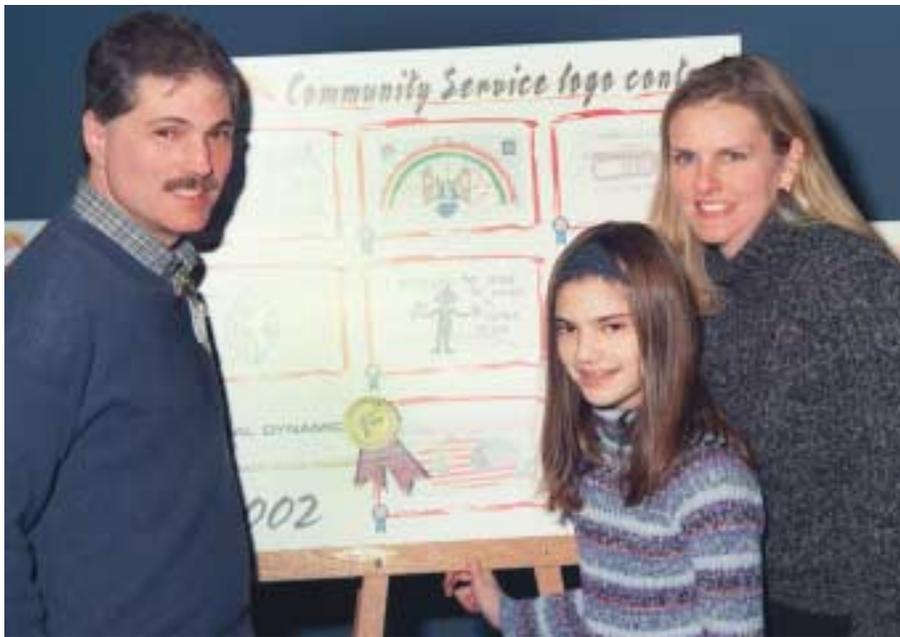
The financial and benefits package we've developed is the most robust of its kind that EB has offered. We expect that the SSGN program will be a win/win/win situation for the customer, the company and participating employees. This package is a reflection of our commitment to make this program a success.

Making the decision to go out on a road job of this duration – and this distance from home – won't necessarily be easy. I urge you to study the package, make sure you understand it, ask questions, get the answers and satisfy yourself that this job is right for you and your family.

It's going to be a challenging job – working together as a team across significant geographical distances. Are we capable of doing it? Absolutely.

I'm fully confident that we'll attract enough members of our talented workforce to successfully accomplish the work, and ensure that EB remains second to none. ♦

Logo contest winner



Caitlin Scalise is the winner of the EB Employees Community Services Association logo contest. The daughter of Phil Scalise (449) and Laura Scalise, she received a \$500 U.S. Savings Bond for winning. Caitlin's design will be the official logo of the Community Services Fall 2003 fundraising campaign. Runners up in the contest were Katie Wild, daughter of Clay Wild (431); Mary Henderson, daughter of William Henderson (425); and Tim Bassett, son of Tom Bassett (459). They each received \$100 Savings Bonds; their designs will appear on posters during the fall campaign.

Signage Is Now Computer Generated

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Sign painter/artist Danny Kerwin (505) said creating a sign used to require priming and painting a piece of plywood, and then using pattern-marking tools to mark the outline of the lettering. The lettering itself would be meticulously hand-painted. All these steps, including drying time, would take many hours, or even days.

"This is going back to Michelangelo days," he said of the entire process.

Rolfe said the new technology has changed all that.

"The computer is able to do all kinds of different things," he said, adding the self-sticking lettering can be applied directly to metal blanks, eliminating the need to prime and paint plywood. "We do parking lot signs, exit signs – you name it. And now it takes just minutes."

The Sign Shop's new capabilities and speed have allowed it to become a full-service shop, providing, among other things, sign installation, line-stripping in the parking lots and more.

Rolfe said the shop is now looking to help with identification of materials stored in the South Yard, primarily through the creation of various color-coded signs for specific areas.

Looking ahead, Rolfe said the shop is interested in acquiring a thermal printer, which would print lettering, images, barcodes and more directly on vinyl. While the cut-vinyl lettering works fine, especially for larger signs, it cannot be used for smaller jobs, such as identification labels. The thermal printer would have that capability, further expanding the Sign Shop's abilities to serve the entire shipyard.

But thermal printer aside, the painters have truly transformed the way things are done in their shop, and in the process have greatly reduced or eliminated their use of dangerous materials, such as lead paint and various solvents.

As Kerwin and Rolfe pointed out, though, the new technology can't do everything. Some things will probably always be painted the old-fashioned way, such as bow canvases for submarine christenings, and the soon-to-be-created Jimmy Carter (SSN-23) mural, which all employees will be invited to sign to commemorate the ship's recent Pressure Hull Complete. ♦

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



Mechanical services engineer John Warner (507) takes an oil sample from one of the two heavy lift bay cranes in Building 260.

Analysis Program Makes Crane Upkeep Simpler And Less Costly

Not too long ago, routine crane maintenance at Electric Boat involved draining and then replacing many gallons of oil from each crane's gearboxes annually, a task that posed risks to employees, equipment and the environment.

Now, thanks to an oil analysis program initiated by engineering specialist Brian Casey (507), crane upkeep is much safer, simpler and less costly, with crane oil replaced only when necessary.

"Oil analysis maximizes equipment life, it extends the interval between oil changes and it prevents costly down time through early detection of contamination, machinery wear and loss of viscosity," explained Paul Sweeney (507), engineering supervisor for lifting and handling. "But more importantly, the potential for strains, sprains and twisting

injuries is dramatically reduced for our mechanics."

Casey said the program began with just two cranes, but it's been so successful that about 20 cranes are now a part of it.

"Management has been real supportive," he said, "and the tradespeople like it because it makes their job a lot easier. Instead of toting dozens of gallons of oil 100 feet up in the air, they're taking a plastic bag full of sample collection kits.

"It might be done in 15 minutes for a job that would've taken maybe a day and a half," Casey continued.

The oil samples, collected three times a year, are evaluated by Exxon, EB's oil provider. Oil changes are then scheduled according to the need, not the calendar.

"It's a lot easier taking a sample than changing the oil – much easier, much

faster," said mechanical services engineer John Warner (507), one of a handful of employees who maintain EB's cranes. "And if the oil is good, there's no reason to throw it away."

Sweeney said the analysis program has greatly reduced the amount of wasted oil – and wasted time. "Real savings are realized from reduced oil use, and precious manpower resources are used more efficiently and effectively," he said.

"It does require work," Casey said of the regular collection of oil samples, "but the work that we're saving far outweighs it."

In addition to oil, the sampling program includes coolant testing, which Casey said is done in the fall to make sure the cranes are protected against winter freezing and corrosion. ♦

Quonset Point Team Competes in National Quality Competition

The Electric Boat Continuous Improvement Program is proving its worth, both at Quonset Point and on a national stage. For the first time, an EB team reached the national finals in the recent Association for Quality and Participation (AQP) competition.

The team of Rick Pierce (924), Roger Hinrichs (911), Dennis Motta (924) and Gary Hahn (924) created a continuous improvement process to upgrade the existing method used to preheat the steel of air flask bottles. Air flask bottles aid in diving and surfacing submarines.

The team's idea won a regional quality competition, which earned them the opportunity to compete in the AQP's national competition held in New Orleans last month. AQP is an international association dedicated to improving workplaces through quality and participation practices. Twenty-six teams from companies such as Boeing and Fleet came to showcase their ideas.

While the team didn't place in the top three, its members did Electric Boat proud. Keith Moffat (924) and Bob Imbruglio (900) stepped in admirably in Gary Hahn's and Rick Pierce's absence to provide the presentation along with Dennis Motta and Roger Hinrichs. Kris Nelson (931) designed and operated the presentation.

"I though we did a great job," said Imbruglio, chief of continuous improve-



(From left to right) Roger Hinrichs, Keith Moffat, Kris Nelson, Dennis Motta and Bob Imbruglio pose with their AQP regional winner trophy while at the national competition in New Orleans.

" Set-up time used to take several hours; now it can take as little as 15 minutes."

ment. "I couldn't have asked for better participation from everyone involved – they went above and beyond."

Performing before a room full of people with seven judges watching your every move and making notes on your every word can be a nerve-wracking experience. However, the team performed admirably, presenting a complicated issue with clarity to a critical audience.

"We had confidence in the idea and the presentation," says Motta. "It made speaking in front of the audience easier because we knew the material so well."

The team's goal was to explain the steps taken to implement the process improvement for air flask bottles.

The existing method to preheat the steel was costly. The safety of this process was also a concern. The solution was to use a

free-standing ceramic radiant heater, which supplies radiant heat. These heaters can be programmed to supply just the right amount of heat.

"It gives you heat when you need it and backs off when you don't," says Hahn.

"Set-up time used to take several hours; now it can take as little as 15 minutes," adds Hinrichs. "The new process is impressive – it does the job so well and it's not complicated at all."

The team learned important lessons at the competition. Their experience proved to be very valuable and will serve as a learning process for future competitions.

"Those who participated this year will be a valuable asset to next year's team," says Motta.

"We know what the judges and the AQP are looking for," adds Imbruglio. "Now we have five experienced people who can help next year's EB team – we will be back!"





From left, shipfitter Rollin Rathbun (226), boilermaker trade technician George M. Hendrickson (229), dock crew technician/Sea Shuttle operator Randy Sargent (501) and painter Jay Macaione (251) stand in the recently enlarged doorway of the Sea Shuttle's rigging gear storage compartment.

Employees Introduce Improvements To Make Sea Shuttle Safer, More Efficient

Moving and stowing rigging gear aboard the Sea Shuttle has never been easy.

Heavy chains, turnbuckles and other items, some weighing more than 100 pounds, have had to be dragged or carried across the entire surface of the barge, and in some cases hauled into a small storage compartment with a 15-inch-high doorway lip.

But not anymore.

Through the efforts of EB riggers and their supervisors, and the support of other departments, several modifications have been made to the shuttle, including widening and lowering the storage compartment's doorway and building wheeled storage boxes that will allow the gear to be moved and stowed more easily.

Rigging manufacturing representative Mark Mills and riggers Paul Gauvin and Bill Steele (all of 230) came up with many

"We just worked as a team to get it done."

of the improvement ideas. Turning the ideas into reality, however, took a joint effort on the part of many, including Sea Shuttle personnel, steel trades employees and others.

"We just worked as a team to get it done," said boilermaker trade technician George Hendrickson (229). Hendrickson, along with painter Jay Macaione (251), shipfitter Rollin Rathbun (226) and lead bonder Billy Rivero (228), installed the new doors, added tie-down fixtures and made other changes as requested by the riggers.

"That 15-inch step to get through the hatch is now only a 6-inch step," Hendrickson said of the enclosed storage area that was clearly the riggers' top priority. "Fifteen inches was a big step."

When the shuttle improvements were still on the drawing board, Mills, Gauvin and

Steele helped gather support for the changes by emphasizing the hazards involved with lifting heavy gear over the doorway lip, saying more than one employee had been injured in the process. They also said the wheeled carts would be more efficient.

Because moving the gear around the shuttle was so tough, they said, much of it was left out in the elements on the shuttle's main deck. Everyone agreed that the carts, the lower doorway and other improvements will make a big difference in the life expectancy of the shuttle's rigging equipment, as well as improving safety.

"We thought of everything," Mills said of the improvements. "We worked on the plans for months."

Lifting and Handling Superintendent Jack Callinan applauded the teamwork that made these changes possible.

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Firebaugh Discusses Status, Outlook For Innovation

Editor's note: Innovation VP and Chief Engineer Millard Firebaugh recently conducted a series of all-hands meetings to describe the status and outlook for his organization. In the following Q&A, Firebaugh addresses the issues raised during his presentations.

How would you describe the current state of the Innovation organization?

The current state, I'm happy to say, is sound. In the first place, we're performing on our backlog, as we're expected to. We are incorporating the elements of our War on Cost successfully, and the prospects for some business beyond SSGN are slowly emerging.

What's the outlook for the organization?

It's very important for us on the path ahead to continue our aggressive effort in the War on Cost. It's important because our ability to attract new design work at Electric Boat is dependent on the quality of the work we do. It's also dependent on our ability to do that work in an environment in which our customer can't afford the high cost that has been a burden borne by the submarine business. We have to be able to do our design work much more efficiently while retaining our full effectiveness – that's really what our War on Cost is all about.

How are we doing that? We're doing that by absorbing new technology – that is to say being able to take design technology, IPDE technology and computer technology and utilize it effectively. At the same time that we're absorbing new technical elements, we are also working very, very hard on the underlying processes.

Obviously in our business, improvements in technology imply changes in process. But over and above those process changes, we are making other changes, which when taken as a whole are really improving our performance.

So today we are able to accomplish an increment of design work in Innovation for about half the manhours that the same increment of work would have required at the height of the Virginia program. And our plan is to continue that improvement until eventually we have halved that again. Our aim is to be able to do design work in the future in about 25 percent of the time it would have taken before 2000.

The importance of this can't be overemphasized. In the short run, it's the only entree we have to new design work. That's very important. Because of the long succession of very comprehensive submarine design projects Electric

Boat has worked on, we've absorbed the capability to do our work in the most modern way with the best tools.

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Innovation VP and Chief Engineer Millard Firebaugh



Q&A With Millard Firebaugh

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Furthermore, we have the ability to understand the potential for further development of those tools.

If we can execute detail design at a very accelerated rate, then a program that today is a 12-year effort can be condensed into, say, a six-year effort. Our real plan is not to reduce the number of EB people involved in the process. Our real plan is to have

those people produce a design in one-fourth the time it used to take them. That means that we will have to work very hard all the time to line up the next job.

The best possible way to showcase this capability is to demonstrate that it works.

We're doing that with the Jimmy Carter Multi-Mission Platform and we're going to have a tremendous opportunity to demonstrate the overall benefit of our approach when we get the Virginia delivered ahead of schedule. That's going to be a wonderful shipbuilding moment. But, we have to do that. We haven't done it yet. We're planning to do it. We're tracking to do it. We will do it. But, we haven't done it.

The best approach we have to our future is through demonstrated performance. We want to make the customer more comfortable with more frequent

new ship designs. Achieving the capability to execute a new design very quickly will help the Navy in a very important way. It will allow the Navy to more readily adapt to the changing nature of what is needed to perform its missions.

In the midst of all this change, I don't think the fundamentals are that much different. Quality is still most important. The more technological capability we create, the more important quality becomes. The precision of our processes is extremely important. There are new tools, thought patterns and experience that can be brought to bear to create new concepts and ideas and turn them into hardware in a much shorter time. It couldn't be a more exciting time to be involved in the design of war-

ships.

Is the Innovation workforce up to these challenges?

We've made an excellent start but it's going to get progressively more difficult as we continue to reduce the cost and cycle time of design work. But we are uniquely situated to succeed. No one else has as much collective design experience as has evolved here at Electric Boat because of the succession of heel-to-toe design programs, going all the way back to Trident. There has been at Electric Boat an almost unbroken string of very significant design activity going all the way back to 1972. And we've benefited from this very broad and very deep experience. We've also had the benefit of a far-sighted view of how to bring aboard new technology that underlies our design capability.

The benefit of an excellent relationship with the leaders and membership of the MDA-UAW, the contract we have and the underlying rapport gives us all the confidence we need to move ahead.

Our culture has developed to the point that it looks forward to implementing these new capabilities. In Innovation, we have the Joint Technology Committee, which has a pivotal role in understanding the new technology initiatives that are affecting our processes and helping us understand what the work rules will be in employing these technologies. This is an important process, and we get a tremendous amount of valuable input from the people who use this technology.

We need to stay in very close communication with all the folks who do the work every day so that they can help us accomplish our goals with their innovation.

We're well positioned to charge into these challenges. It will not be, however, a piece of cake. It's going to take a lot of hard work by a lot of people. ♦

"Achieving the capability to execute a new design very quickly will help the Navy in a very important way. It will allow the Navy to more readily adapt to the changing nature of what is needed to perform its missions."



Navy Salutes EB Employees For Contributions To Successful USS Florida Tomahawk Launches

The Navy's Strategic Systems Programs office has recognized the efforts of three Electric Boat employees who participated in first-ever launches of Tomahawk cruise missiles from the Trident submarine USS Florida (SSBN-728).

In a ceremony held in the Technology Center, SSP's chief engineer, Marc Meserole, presented letters of commenda-

tion to Alan Buroff (425), Michael Corrigan (445) and Michael Sullivan (445).

The three men were part of an EB team working with other defense contractors to design, test and install a Tomahawk launch system on the Florida. Earlier this year, they participated in the successful launches of two Tomahawks.

Those launches were part of the Navy's Giant Shadow exercise, a 10-day series of

Mark Meserole (on left) presents awards to (from left to right), Michael Sullivan (445) Alan Buroff (425) and Michael Corrigan (445).

demonstrations held in the Bahamas that brought together defense contractors, support ships, submariners, SEALs, and the Florida, playing the part of an operational SSGN. In addition to the Tomahawk launches, the demonstrations included the use of unmanned undersea vehicles and unmanned aerial vehicles. ♦

Toner

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es. While each shipyard has its unique products and customers, we can tailor common practices to improve performance across the board.

■ **Retaining technical superiority.** We must ensure that we are the leaders in critical technology areas and that we have the program management and system integration skills required to integrate new technology into our platforms.

■ **Maintaining market leadership.** We will accomplish this by making sound invest-

ments in our people and facilities; by top-notch program management and execution in our core ship design and construction businesses; and by expanding into adjacent markets.

"We're going to do what it takes to remain the best in the shipbuilding industry, providing our employees with substantive and rewarding careers and the Navy with highly capable and affordable ships," said Toner. "I'm looking forward to these new challenges and know I can count our employees' participation and support." ♦



Earned Hours: Where We Stand

Sea Shuttle

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"Through the efforts of the people who do the job, the process of securing and unsecuring loads on the Sea Shuttle can be accomplished more efficiently and safely," he said. "Hats off to the people who made

this project a great success."

Chief docking engineer Walter Kohn (501) said though the riggers' requested modifications to the shuttle are now complete, other changes may still be coming.

"The Sea Shuttle is constantly under review and other improvements are being

considered, such as temperature and moisture controls for the switchboard and control panel areas," he said. ♦

Classified

AUTO/TRUCKS

BUICK, 1950 - 4 door, maroon silver top (hard), straight eight cylinder, excellent condition; \$3,800. 443-7095.

DODGE VAN, 1987 - runs great, some surface rust, passenger style; \$1,000. 564-0231, ask for Steve.

FORD F150, 1992 - 8' bed liner, automatic, rebuilt engine, 75k, diamond plated tool box, needs exhaust, runs excellent, clean interior; \$1,800. 440-3143.

HONDA ACCORD, 1993 - 5 speed, new tires, 130k miles; \$4,000. 437-7873.

HONDA CIVIC EX, 1994 - black, sun roof, 4 speed, looks good, runs great. Fully dealer serviced (will provide all records). 196k, \$1,500 or best offer. 536-6776.

TOYOTA CAMRY DX, 1990 - only 23.5k miles, 4 cyl., 4 door, at, ac, cruise, power windows & locks, stereo/tape, excellent condition; best offer. 659-8436.

VOLVO, 1981 - 240 DL Sedan, excellent mechanical condition and interior, rusted out left rocker panel and spare tire wells; \$500 or best offer. 464-9540.

AUTO PARTS

BEDLINERS - Allstar, fit Ford Ranger, 82-02, 6 ft. and 7 ft., 6ft - over rail, 7 ft. under rail; \$75 each. 401-822-0984 or 401-527-6103, ask for Ray.

SNOWTIRES - Chevy S10 Dunlop mounted on 15-inch factory alloy rims. Cost \$450, sell for \$275 or best offer. 536-2298.

FORD RANGER, 1998 - for parts: 4 cyl. engine and auto trans, 52k, excellent condition; \$500, rear end assembly available; \$250. 401-527-6103 or 401-822-0984.

YAKIMA ROCKET BOX - 16 cu. ft., grey with white top, two locks, used only 4 times, excellent condition; \$175. 444-1829.

BOATS

SEADOO GTI - 3 person jet ski, never been used; \$5,300. 442-7037, ask for Tim.

SUNRUNNER, 1998 - 22 ft., new 350 engine, Volvo Penta cushion, lines, fenders, anchor, VHF, trailer and more; \$6,900. 401-348-6769.

COMPUTERS

IOMEGA ZIP DRIVE, 100 mb, USB port, never used. Includes cable and 5 disks; \$120. 440-0851, evenings.

MACINTOSH - IMAC DV, 300 mhz with 198 mb ram and 10 ghz hard disk. Comes with MS Office 98, Claris Draw and Filemaker Pro software; \$475. 444-2508.

FURNITURE

TV ARMOIRE - white, 78" height, 34.5" width, 23" depth; \$100. 535-1759.

COMPUTER DESK - three section corner, wood grain in excellent condition, will provide adequate space for any computer system; \$100 or best offer. 691-2490.

MISCELLANEOUS

AMERICAN GIRL DOLL CLOTHES and furniture, child's rocking chair, doll's cradle, collectible 35" doll, Fisher Price school house, Crissy doll, new porcelain doll, Mickey Mouse earrings, 1986 Barbie doll car. 401-596-5788.

BATH VANITY - 43" x 21", 3 mirror medicine chest 28.5" x 31.5" opening. Used very little, hardware never installed, light gray, General Wood Craft; \$150. 447-0428.

GIRLS 20" BICYCLE, specialized Hot Rock, 6 speed; \$50. This is a quality bike from a bicycle store. 572-9842.

JOINTER - made by Power King in the 50's. Size 4 x 22 inches, free standing, works well, need motor; \$25. 464-8045.

KYMCO SCOOTER, 2002 - ZX50 model, great condition, only used 6 months, over 70 mpg, no registration, license plate or insurance necessary; \$1,000. 442-7841.

LEATHER LOVESEAT - Natuzzi Italian leather, nice brown color, 66" l x 39" d x 36" h, like new, \$600 or best offer. 401-596-6871.

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

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

PARTS WASHER - 40 gallon, recirculates 30 gl of solvent per hour. Complete w/fusible link, instruction manual. 115v, 42 1/4 L x 19 1/2 W x 10 1/2" D; \$100. 401-527-6103 or 401-822-0984.

PIANO - "Winter" brand Spinnet, excellent condition; \$600. 376-3157.

PRIVATE PARKING - 4 minutes to main gate, corner of Dension Avenue; \$17/month. 446-0221.

TORNADO TOURNAMENT FOOSBALL TABLE - bought in 1999 for \$1,100, great condition, asking \$500. 227-7038 leave message.

TRACKYS STADIUM SPORT RC CAR, gun, bottle; \$400 or best offer. 460-8627, ask for JR.

UTILITY TRAILER excellent condition, typewriter, adult's rocking chair, twin size bedspread, Native American flag, Native American beaded head-dress, metal bath tub support, Star Wars collectibles. 401-596-5788.

WESTERN SADDLE - Tex Tan Prairie Rose 16" trail saddle. All leather lightweight, durable and comfortable quarter horse bars w/accessories; \$500. 546-6632

MOTORCYCLES

SUZUKI LT 80 QUAD, 1998; \$1,750. Suzuki TS185 Enduro, 1973; \$350. Yamaha GT80, 1978; \$300. Honda 250X Quad, 1987; \$1,500. 886-8023.

REAL ESTATE / RENTALS

BOAT SLIP FOR RENT - next to new Pfizer headquarters in New London club house, paved parking lot, no bridges to sound, outside slip, easy docking. 447-0428.

WATERFRONT LOT FOR SALE - two accesses to Gulf Cape Coral, Florida; \$110,000. 401-348-6769.

WANTED

KING MATTRESS & BOX SPRING, John Deere Tractor (child's), child's (boy) 2 wheel bike/training wheels for 3 year old. 443-0687.

MACHINIST TOOLS, indicators, squares, micrometers, scales, tool-boxes, gages calipers, items used in metal working. Will buy 1 item to complete boxes. 376-0549.

USED ROYALEX CANOE such as an Old Town Tripper. Tandem boat 16 ft. or longer. 828-2699

45 years

604 Charles T. Stanton

40 years

230 Roy K. Rock
 251 Richard A. Lambert
 434 Denzel L. Andrews
 452 Robert D. Panciera
 452 Joseph F. Woycik
 459 Ronald V. DeCarolis
 459 Ronald G. Leuchner
 459 Donald P. Noel

35 years

100 Gary S. Kuzmenko
 230 Robert A. Biltcliffe
 241 Gerard P. Tanguay
 278 Vernon P. Allen
 323 Wayne E. Discuillo
 330 Daniel M. Sasur
 355 Edward R. Ibrahim
 355 Herbert L. Johnson Jr
 423 Ronald J. Phillips
 447 Garold E. Benson
 449 Thomas W. Baker
 604 John W. Harrington

30 years

226 John M. Riley Jr
 251 Doris V. Guilment
 251 Gerald W. Holly
 251 Elaine Key
 252 Dennis J. Wilczek
 275 David Johnstone Jr
 321 Henry J. Lavoie, Jr
 321 Michael A. Swan
 330 Joseph J. Connolly Jr
 333 Timothee J. Goselin
 355 Jerome J. Chadwick
 421 Peggy A. Bray
 431 Sharon M. Kaytor
 438 John H. Williams III
 449 Cheryl A. Zeleznicky
 452 Stephen C. Banks
 507 Albert M. Harris
 551 Dennis A. Poppie
 663 Joseph L. Gallo

25 years

230 Warren D. Cole
 436 Kathy Pinckney
 463 William T. Jagoda
 601 Frederick J. Harris

20 years

226 Dale L. Williams
 242 Peter A. Doublet
 242 Bruce M. Jablonski
 252 Paul A. Cloutier
 321 Michael E. Bingham
 330 William C. Wilcox
 409 Joanne Peikes
 414 Gary P. Burke
 421 John D. Trahan
 427 Kevin G. Roberts
 433 Scott W. Woomer
 438 Jonathan C. Seavey
 449 Thomas M. Baillargeon
 452 Dean L. Hastings
 459 Joseph C. Buttacavoli
 459 David V. Lanzarotto
 459 Sandra J. Patti
 464 Daniel P. Panosky
 501 Dennis A. Riley
 602 Rosemary L. McBride
 605 Crystal Y. Smith
 641 Hattie L. Johnson
 663 Wayne A. Annibalini
 900 Robert J. Imbruglio
 901 Donald J. Anania
 901 David T. Mozzoni
 911 Michael J. Dowding
 911 Stanley V. Pietros
 911 Kevin C. Rowe
 915 Thomas E. Abate
 915 Michael N. Brouillard
 915 James W. Cousineau
 915 Terence A. Gould
 915 James L. Olivier
 924 Frederic A. Gadoury

- 226 Fred N. Vocatura
39 years
Shipfitter 1/C
- 330 Robert L. Polanski
26 years
Buyer Specialist
- 411 Richard R. Wimmermark
25 years
Principal Engineer
- 436 John M. Barr
26 years
Quality Control Analyst
- 437 Robert B. Voudren
29 years
Eng Config Tech/A
- 449 John R. Scott
34 years
Engrg Project Spec
- 453 David H. Matthews
39 years
Mech Sr Designer
- 453 John F. Norton
8 years
Mech Sr Designer
- 459 Ronald A. Drouin
39 years
Design Tech-Arrgt
- 686 John J. Donohue
29 years
Site Mgr Engineering
- 706 Arthur L. Mole
21 years
Foreman
- 904 William J. Dugas Jr
26 years
Install Mech I
- 911 Norman M. Fernandes
28 years
Struct Fab Mech I
- 931 Edward P. Greenberg
28 years
Supv Prod Met Eng QP



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New ambulance



EB firefighters Steve Bergel, left, and Chris Gifford load equipment into the company's newly acquired ambulance, a McCoy/Miller Ford E-350. The new vehicle is more powerful and spacious than its predecessor, which is still in service. The Groton facility's two ambulances are staffed by 15 firefighter/EMTs, who are on duty 24 hours a day, 365 days a year. Last year, EB firefighter/EMTs responded to 167 calls.