

# Electric Boat NEWS

OCTOBER 2003



## Electric Boat Honors Distinguished Shipbuilders – Class of 2003

At a banquet on Oct. 17, Electric Boat inducted its latest group of Distinguished Shipbuilders and honored them for their 40 years of service with the company. This year's honorees are, **bottom row** from left: Kenneth T. Guarneri, William B. Ferguson, Richard T. Morgan, Thomas C. Nunes, John G. Prokop, Alexander M. Fraser, Reed J. Davignon, Robert J. Rosso, Mary E. Sousa, Pauline M. Passarello, Patricia A. Rossi, Walter W. Greenhalgh, Ernest L. Currier, Paul A. Losacano, Fred N. Vocatura, Richard P. Sobanski, Robert K. Ness, Ernest F. Messier, Jeffrey C. Pritchard. **Middle Row from left** are: Jackson E. Morgan, John R. Burbine, Denzel L. Andrews, Stanley T. Menitz, Robert C. Collins, Carl J. Kvist, Ronald A. Drouin, William G. Vaicullis, Vincent J. Nadolny, Paul T. Terry, Larry A. Yering, Stephen N. Wells, Keith L. Bradshaw, Joan Haberek, Ralph J. Lodyko, Ronald G. Leuchner, Gerald D. Gent. **Top Row** from left are: Brent G. Weimer, Ronald V. DeCarolis Arnold Kortick, James E. Welch, Richard A. Sears, Anthony E. Falcone, Norman Laroche, Robert B. Boyle, Donald P. Noel, Edward R. Goode, William D. Bak, Joseph F. Woycik, Richard H. Surprenant, Janis L. Pike, Brian J. Lumnah, Alfred C. Malchiodi, Ronald D. Meadows, Edward W. Haik. Missing from the photo are: Manuel J. Arruda, Donald F. Bartlett, John R. Bashaw, James J. Brown, Jr., Everett F. Church, Dominic Q. Cironi, Jr., James T. Cunningham, Hendrick J. Facas, Richard A. Lambert, Robert W. Mayor, David H. Matthews, Robert D. Panciera, Roy K. Rock.

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## Q&A with John Casey

**Editor's Note:** Shortly after his appointment as president of Electric Boat, John Casey sat down with EB News to participate in the following question and answer session.

### What are the major challenges facing Electric Boat in 2003 and 2004?

The first challenge we're facing is the delivery of two ships next year – the first of the Virginia class and the last of the Sea-wolf class. We haven't delivered a ship in over six years, so this is going to be very demanding. Virginia will go to sea in the spring and be delivered in the middle of the year; Jimmy Carter

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John Casey



From left, EB firefighter Mark Nall (662) looks on as Ernest Cassidy (229) and Leon Gay (227) practice the proper use of a fire extinguisher. Getting ready to take his turn is Darrell Stevens (226).

## Fire-Extinguisher Program Has Employees Learn By Doing

Asserting that tradespeople are the first line of defense against shipyard fires, the Electric Boat Fire Department has established an extinguisher-training program that gives employees hands-on practice.

“We haven’t had any major incidents on the boats,” said firefighter Mark Nall (662), who has taught the majority of extinguisher classes since the program began in August. “Our company has done very well, and that’s because our trades are working well to make sure we don’t have fires.”

Nevertheless, the EBFD wants employees to know the proper extinguisher procedures by heart, and figured the best way would be to let them discharge one – using a traffic cone in place of a real blaze.

“Remember the acronym PASS,” Nall told about a dozen employees during a

**National Fire Prevention Week is in October, so the timing was appropriate for the extinguisher classes.**

recent class. “P is to pull the pin, A is to aim the discharge horn at the base of the fire, S is to squeeze or squash the lever, and S is to sweep side to side.”

At that, employees stepped forward, grabbed an extinguisher and gave it a try. A cloud of carbon dioxide – the gas used in EB’s extinguishers – quickly engulfed the traffic cone, and then disappeared just as rapidly.

Nall said EB uses CO<sub>2</sub> because it doesn’t leave corrosive residue behind or conduct electricity. However, it displaces oxygen. So if an extinguisher is used indoors – particularly in a confined space – employees should evacuate until the area can be recertified for safe entry.

And Nall stressed that the fire department should be contacted whenever an extinguisher is used – even if a fire has already been put out. If nothing else, a fully charged extinguisher would need to replace the used one.

National Fire Prevention Week is in October, Nall said, so the timing was appropriate for the extinguisher classes. They are held twice a week as part of EB’s safety-awareness training program. “Prevention is the most important part of firefighting, and these people are doing a great job.”

Welder Ernest Cassidy (229), who took the class recently, found it worthwhile. “In an emergency, a lot of people would just grab an extinguisher and not know how to aim it,” he said. “A lot could happen in an extra 30 seconds while they’re trying to figure it out.”

# General Dynamics Third Quarter Revenues Increase 35 Percent

**FALLS CHURCH, Va.** General Dynamics has reported 2003 third quarter revenues of \$4.4 billion, a 35 percent increase over 2002 third quarter revenues of \$3.3 billion. Net earnings in the 2003 third quarter were \$262 million, or \$1.32 per share on a fully diluted basis, compared with 2002 third quarter net earnings of \$268 million, or \$1.32 per share fully diluted. The quarter ended Sept. 28.

Sales for the first nine months of 2003 were \$11.8 billion, compared with \$9.9 billion for the first nine months of 2002, an increase of 19 percent. Net earnings for the first nine months of 2003 were \$725 million, or \$3.64 per share on a fully diluted basis. Net earnings in the same period for 2002 were \$760 million, or \$3.74 per share fully diluted.

Net cash provided by operating activities totaled \$368 million in the quarter and \$826 million year-to-date. Free cash flow, defined as net cash provided by operating activities less capital expenditures, was \$320 million in the quarter and \$711 million for the first nine months of 2003.

Funded backlog at the 2003 nine-month point is \$24.3 billion, and total backlog is \$38.7 billion, compared with \$21.6 billion and \$29.5 billion, respectively, at this point last year.

"In the quarter, we experienced significant organic sales growth, respectable earnings performance, very strong cash generation and strong order intake resulting in a significant backlog increase," said Nicholas D. Chabreja, General Dynamics chairman and CEO.

"Earnings were impacted negatively by a significant charge in our Marine Systems group for commercial shipbuilding at NASSCO that was essentially offset by a favorable tax event in

the quarter," said Chabreja.

"The Information Systems and Technology segment continues to perform well with good sales and earnings growth. As expected, the acquisition of

Veridian Corporation was completed in the third quarter, and it is quickly being integrated," said Chabreja.

"Another important addition, Digital System Resources was also completed in this period, expanding our depth in support of intelligence customers.

"Gulfstream's operating

earnings continued the sequential quarter-over-quarter improvement they have been generating through this year, overcoming continuing, albeit diminishing, charges on pre-owned aircraft sales and restructuring costs. Gulfstream continued to improve operations by taking cost out of the business, reducing its inventory of pre-owned aircraft available for sale, and experiencing price stabilization in both pre-owned and new aircraft sales activity," Chabreja said.

"The Combat Systems group also experienced strong sales and earnings growth. The acquisition of Intercontinental Manufacturing (IMCO) closed in the quarter, broadening our participation in the production of aviation munitions. In addition to the positive effect of adding IMCO, the Combat Systems group benefited significantly from the continued integration of GM Defense, and from increased activity at Santa Barbara Sistemas related to the Leopard tank program," said Chabreja.

"In addition, the Marine Systems group received the largest single order for submarines ever placed by the United States Navy, boosting its total backlog to \$18.6 billion. This gives the group additional opportunities to enhance performance into the next decade," he said. ♦

**Net earnings in the 2003 third quarter were \$262 million**



## Earned Hours: Where We Stand

### Electric Boat **NEWS**

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# Questions And Answers With John Casey



*continued from page 1*

has to be put in the water, go to sea and be delivered by the end of 2004. Those are extremely important events.

The second item is the repair work. We haven't been involved in repair work to the extent we will be next year in over 25 years. The first of these major tasks is the USS Augusta (SSN-710) Interim Dry Dock. That ship will arrive in the middle of November and be redelivered to the Navy in the middle of 2004. The USS Seawolf (SSN-21) will be back for a very significant Selected Restricted Availability and the USS Springfield (SSN-761) will be here for a Depot Modernization Period. Those are very significant tasks and very different tasks – and we've been out of that kind of work for quite some time.

The third item is the fact that we're going to be engaged in decentralized operations in a rather large way. The SSGN program starts up in earnest on the West Coast with the USS Ohio (SSBN-726) and ultimately we'll be doing the same sort of work at Norfolk Naval Shipyard in Virginia. So we'll have two distinct, remote operations where we'll be engaged in significant con-

version work on the first four Trident ships.

In parallel with that, we have to maintain our excellence in engineering and maintain the size of the engineering business. The engineering contracts of the past have been rather large design-type contracts; the engineering contracts of the future are likely to be many and smaller in size. I think a good example of our engineering expertise is occurring in the Multi-Mission Platform program, where we were able to take the lessons from the Virginia program and apply them to the MMP. Now we're taking the lessons from the MMP and applying them to the design work on SSGN. We're definitely headed in the right direction. In the future, though, it's very likely that the duration of the tasks and the size of the tasks will be smaller, but greater in number.

## **You've been at the company for most of your working life. What do you see as Electric Boat's strengths?**

Without question, the single biggest strength of Electric Boat is its people. We have excellent facilities here; we have excellent design capabilities and design

tools – but the people who do the work clearly represent Electric Boat's strength. There's a very significant level of technology here and the ability to integrate that technology from design into the final product is what separates us from many other businesses. And again, I'll use the model of the MMP, which for all intents and purposes is the equivalent of a full submarine design and construction program. Four years ago, it was basically nothing more than a concept. During those four years, we completed the conceptual development and we completed the detailed design. And not only did we build a 2,500-ton hull section at Quonset Point and ship that to Groton and integrate it into the ship, but we were able to do that while building the rest of a very complex submarine. So our ability to adapt to technological changes and demands within that program is a good example of how our people deal with technology and how we integrate that technology between engineering and construction functions.

I think we're very resilient at Electric Boat. We've gone through some very challenging periods in the last 10 years and

we've gone through them very successfully. We're persistent. We very seldom get ourselves in a situation where we have a problem that we let get us down. We've been able to push through them. We've been very adaptable as we've worked through the teaming arrangement – working very closely with a company that had been a very fierce competitor. These are just a few of our strengths. There are many, many more, but these are the ones I would emphasize.

### **Could you address the other side of the coin – where and how can we get better?**

The only criticisms I've heard fall into two areas. One is 'Are we as affordable as we can be?' I think we're widely recognized as being competent and capable, but sometimes we are criticized for our cost. In reality, however, I think we are affordable. We have to be conscious of this – we cannot afford to be arrogant in any way. I think there's a danger due to the complexity of our product that we can be somewhat technically arrogant. We have to be very careful that we remain willing to learn and willing to adapt and accept new ideas and challenges, regardless of the source of those ideas. We have to be ever vigilant of falling into the trap where we assume we have all the answers.

### **Would you describe your vision for the future of Electric Boat?**

I would like to see the continued development of our ability to coalesce as an organization, so that there are very few organizational boundaries. I want to see us work seamlessly throughout the organization so that each and every person feels very comfortable dealing with other parts of the company. This vision is going to be put the test this coming year with our decentralized operations. We're going to rely on the local organizations to handle their own business, while at the same time, enabling them lean back on the main body of the organization here for support. The kinds of programs that we can bring to fruition in a much shorter period of time will help us become more affordable, and help get submarine technol-

## **John Casey poses Five Questions; encourages employees to respond**

At a series of employee meetings earlier this month, EB President John Casey posed a series of five questions relating to the status and future of the business, and invited anyone interested to respond.

### **The questions are:**

- What are the biggest challenges the organization is facing (or will face) in the near future?
- Why is the organization facing (or going to face) these challenges?
- What are the most promising unexploited opportunities for growth?
- What would need to happen for the organization to exploit the potential of these opportunities?
- If you were me, what would you focus your attention on?

### **You can submit responses two ways:**

- On Lotus Notes – type "EB Five Questions" in the "To:" field.
- Or you can send them through interoffice mail addressed to: Five Questions. No other address information is required.

Casey will address the responses in a future issue of the Electric Boat News.

ogy into the fleet more quickly. We need to be able to support the Navy's requirements in areas like communications between our product and the rest of the armed forces, and in areas like the payloads our product brings to bear. I think we have to be adaptable to the missions of our product to keep it relevant in the world of the future, not the world of the past. It's very clear that we've been doing that, but my vision is to continue to be successful and aggressive in adapting our existing core competencies to the needs of the 21st century.

I also think it's absolutely critical that we continue to rely on our people, and that we remain a strong financial performer. Our

status as a business is highly respected and I believe strongly that we must remain a high-performance business.

### **What can individual employees do to help attain that vision?**

I think for any one individual, the most important part of what they do is expressed in the word attitude. What is the attitude they bring in with them every day? I have worked very hard in most of my previous assignments trying to ensure that management is willing to listen to what the people have to say because so many good ideas have come from the workforce. It's important to me that we listen to one another. We need to take advantage of other people's experience and knowledge. In order for us to be successful, it's absolutely essential that we listen and learn from one another and to use each other's ideas to more completely develop our own.

### **What didn't we ask that we should have?**

One area I'd like to talk about is leadership. One of the areas that's especially important is the need for leaders to understand the difference between raw intelligence and emotional intelligence – how our emotions and interactions with others impact them or inspire them, or conversely, fail to inspire them.

Another principle that's essential to instill among the leaders at Electric Boat is the importance of prioritization. Specifically, they need to set as their priorities the people, the product and the performance of the business.

The other metrics we've used both at Quonset Point and the shipyard very successfully over the last 10 years involve what I call the four basic concepts – safety as our highest priority, the quality of the product, schedule performance and cost performance. And we must constantly try to improve upon our performance in those areas.

Our basic challenge at Electric Boat is to sustain the success that we've had. We're on a successful roll right now. The trick is to remain on that roll and extend the successful run we've had well into the future. 

**Editor's Note:** earlier this year, Electric Boat embarked on a process-improvement program that is designed to support the company's continued growth and success. Called Lean Six Sigma, the effort is being led by Deneen Thaxton, director of process and manufacturing engineering. A Q&A with Thaxton on Lean Six Sigma follows:

### What is Lean Six Sigma?

Lean Six Sigma is a set of problem-solving techniques used to streamline business processes. Think of Lean as eliminating cumbersome or unnecessary steps and Six Sigma as a way to make sure our processes are consistently providing the highest quality. The most important aspect of Lean Six Sigma is that decisions are made based on data, not management perception or gut feel.

### Why are we doing Lean Six Sigma?

Electric Boat has a tremendous challenge in performing on our backlog and winning new business. While we've always been committed to excellence in our products, we haven't always paid enough attention to our processes. To make "breakthrough" change in the organization, we need to make our processes perform too.

### What are the roles in the Lean Six Sigma effort?

Every project will have a champion. Champions help gather data to clearly describe a problem and provide a specific goal to achieve. They also support the teams formed to solve these problems. A Black Belt or Green Belt will evaluate the problem, and lead a team to develop solutions. They are trained in the use of the Lean Six Sigma problem-solving tools. Black Belt and Green Belt candidates undergo five weeks of rigorous training over a period of five months. Process owners are responsible for implementing process change and for managing the processes in their areas.

### Is Lean Six Sigma a "program of the month"?

No. In fact, Lean Six Sigma builds upon existing process improvement activities like



Deneen Thaxton

## LEAN SIX SIGMA: DENEEN THAXTON PROVIDES A PRIMER

our lean initiatives and the continuous process improvement program. It's simply another tool for us to continue to meet our business goals and prepare us to win more work for the future. We did a trial run of twelve projects this summer and have been amazed by the results. The best evidence of our commitment to Lean Six Sigma is seen in the company's 2004 Strategic Plan.

### What are the benefits of Lean Six Sigma?

Lean Six Sigma is a data-based decision-making tool that will give us the discipline to perform detailed process analyses before making changes to processes. This helps us implement effective and sustainable improvements. The tool set that we're learning takes the emotion and guesswork out of decision making and drives decisions based on the data.

### How will Lean Six Sigma impact our employees?

It's important for everyone to realize that

this program is not about job reduction. The goal is to improve the performance of the business and increase throughput. We are going to involve the employees in the process reviews, get their input and make them part of the solution. The employees are the subject-matter experts and are an integral part of the solutions and their ultimate implementations.

### What is the current status of the program?

We are just finishing our first Lean Six Sigma projects. These first projects are expected to save over \$1 million in a 12-month period of implementation. Black Belts are committed full time to the program for a period of two years, while Green Belts have a part-time commitment and stay in their functional organizations. We will be posting for additional Black Belts in the near future. These positions provide an opportunity to develop leadership skills and solve high-value issues for the company.

### What is the plan for the project going forward?

The senior management team is now selecting the next round of projects. These projects will be worked by our current Black Belts and Green Belts and by the next class of candidates. Our goal is to build on the momentum gained by our first group and to continue to involve our employees in process-improvement at Electric Boat. For information regarding this effort, refer to the Improvement Initiatives web-site accessible through the EB Intranet Homepage.

### How can employees get involved with Lean Six Sigma and process improvement?

One way employees can get involved is by identifying Improvement Initiatives via the form on the EB Intranet web-site. Your idea should be for a process you are involved with and you should expect to be part of the team that works out the solution. Upcoming Lean Six Sigma positions will be posted soon. 

# Lean Six Sigma Initiative Participants Gather To Recognize Employees, And Present Updates On Projects Under Way

Participants in Electric Boat's Lean Six Sigma initiative gathered in the Technology Center earlier this month to recognize employees who have completed training programs and to present updates on a series of projects now under way.

These projects involve a range of activities across all aspects of the company's business. Description of some of the projects follow:

## **HULL BUTT WELD DEFECT RATE:**

### ■ **Problem Statement:**

Hull-butt weld defect rates at Groton increased on SSN-776, 774 & 23 on last nine hull butts compared with the historical rate.

### ■ **Objective:**

Bring hull butt defect rate back down to the historical rate by 2005. Four hull butts scheduled for 2004.

## **REDUCTION OF MECHANICAL DRAWING DETAILING DEFECTS**

### ■ **Problem Statement:**

FY02/03 Technical Product Quality data has identified an average defect rate on mechanical, 2D drawings.

### ■ **Objective:**

Decrease the detailing defect rate by at least 50 percent.

## **VENDOR WELD PROCEDURE APPROVAL PROCESS**

### ■ **Problem Statement:**

Vendor weld procedures take an excessively long time to obtain approval from Electric Boat and SupShip. The incoming procedures and qualification data have numerous errors and are frequently reworked by the vendor several times prior to approval. In some cases the delayed approval prevents material from supporting acquisition schedules.

### ■ **Objective:**

By November 2003, put in place the controls that will reduce the approval process for a vendor-weld procedure to a maximum of 30 days after submittal and achieve a 14-day average cycle time.

## **REDUCE PERCENTAGE OF PURCHASED MATERIAL SENT TO RECEIPT INSPECTION**

### ■ **Problem Statement:**

Incoming purchased material, which is sent to Receipt Inspection at Groton and Quonset Point, is not processed in a timely manner to support construction trades. On average, 25 percent of all incoming material is routed to Receipt Inspection, but only 3 percent actually undergoes physical inspection. Balance is accepted based upon review of vendor certification.

### ■ **Initial Project Objective:**

Reduce percentage of purchased material that is sent to Receipt Inspection from 25 percent to 13 percent by Nov. 15, 2003

The other projects described at the session were: Improve Process to Select Type of Design; Deliverables for Virginia-class Tech Insertions; Reduce Urgent ER Cycle Time; Eliminate Duplicate Connector Data; Lean Diversion/MRR Process; Reduce Agenda Staging Time; Reduce VIRs; Lean Critical Alignment Process; and Improve Weld Arc Time. 📌



Recognized as Lean Six Sigma Green Belts were, from left, Bob St. Amore, Kevin O'Donnell, Tabitha Nier, Marc Macintosh, EB President John Casey, Dick Murphy, Bob Imbruglio, Harold Haugeto, Colleen Bauer and Steve Torkarski. Missing from the photo are Mark Paskoski, Gene Stirlen, Nic Iacono and John Gentile (SOSG).



These employees were honored for attaining Black Belt status in the Lean Six Sigma program, from left, Roland Vigneault, Charles Wood, Bob Burrell, Chris Barrett, EB President John Casey, Scott Flynn, Andy Faiss, Joe Bollentin and Nancy Beckwith.

## Retirees

- 341 Arthur A. Peluso**  
37 years  
Eng Suppt –  
Non Met Lab
- 448 Albert E. Messoro**  
22 years  
Engineer
- 452 Daniel L. Hovenstine Jr**  
33 years  
Design Tech – Piping
- 452 Richard P. Santoro**  
37 years  
Design Tech – Piping
- 455 Nancy L. Fells**  
23 years  
A/A Administrative  
Aide
- 459 John J. Jakubielski**  
24 years  
Arrgt Sr Designer
- 615 Allan J. Bistany**  
28 years  
Financial Anal, Sys
- 915 Normand G. Gosselin**  
30 years  
Install Mech I
- 957 Robert J. McPeak Jr**  
36 years  
Planning Specialist
- 962 Richard D. Corey**  
38 years  
Maint Tch III



## Graving Dock Gate Repairs

The gate to Graving Dock 2 is lifted out of the water last month for a short barge trip to Thames Shipyard in New London, where it is now undergoing routine preventive maintenance and repairs. Facilities engineering specialist Hank Sneed (502) said Thames Shipyard performed identical work on the Graving Dock 1 gate last winter. "We had to really look at the schedule to ensure we'd have another graving dock available if the Navy needed it," he said of the gate maintenance projects. "The schedule for both graving docks gets quite busy for the next few years, so it was a matter of doing it now or waiting a long time."

## New System Improves Process-Improvement

**E**lectric Boat's process-improvement program has undergone some process improvements of its own through the development of a project tracking system that provides an enhanced capability to share ideas and lessons learned throughout the company.

"You can add more value to your projects by entering them into the database and capturing what's been accomplished so other people can learn from it," said Rock Martel (200), chief of process improvement for Groton Operations. He was speaking to dozens of tradespeople, foremen and planners during a recent demonstration of the new system at the Groton shipyard's weekly process-improvement meeting.

The system, implemented this summer, was

modeled after a database used at Quonset Point to track the improvement activities there. The new, more robust tracking system now in place is available for use by every functional area at EB.

Martel urged employees to use the system for every process improvement, large and small.

"I would imagine that every day we have something good going on within the company," he said. "We just haven't registered all those activities in the system."

Entering every process improvement project into the new system will not only allow others to benefit from the lessons learned, Martel said, but it will also help recognize the high level of employee participation.

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# Cdr. David Bartholomew of the Jimmy Carter (SSN-23)

**A**s the prospective commanding officer (PCO) of the Jimmy Carter (SSN-23), Cdr. David Bartholomew is fully engaged in preparing the one-of-a-kind submarine and its crew for sea trials and delivery next year.

A 1983 graduate of the U.S. Naval Academy and a Medfield, Mass., native, Bartholomew has served on four SSNs – three of them built at Electric Boat. His assignments have included serving as executive officer of USS San Juan (SSN-751) and as commanding officer of USS Annapolis (SSN-760), on which he completed two deployments. He now lives in New London with his wife, Jennifer, a Long Island native who is a physical therapist, and his three daughters – Erin, Meghan and Jenna.

“I haven’t served on a new-construction boat previously so there are some things that are new to me,” said Bartholomew. “But in all reality, it’s amazing how many things are not that different from fleet work. There is a tremendous amount of hard work required – both by Electric Boat and ship’s force – to deliver a submarine. I appreciate the shipyard efforts even more now that I’ve seen this process in action.”

According to Bartholomew, the major issue he faces is the same faced by all commanding officers – ensuring that his



*Cdr. David Bartholomew*

crew is ready to take the boat to sea. “Having recently come from the fleet myself and having a chief of the boat, MMCM (SS) Shawn Burke who is a served COB, we have a seasoned team, which hopefully will lead to a smooth delivery and integration into the fleet,” he said. “We have placed a high priority on getting our new crew members to sea to hone their skills before we deliver, and this is paying big dividends.”

Few ships, if any, have undergone a modification as complex and in such a compressed period of time as the inser-

tion of the Multi Mission Platform (MMP) during the construction process, Bartholomew said. “This design / build / test concept has been really remarkable to watch,” he said. “The teams put in place by Electric Boat have impressively stepped up to this challenge and done a fantastic job. We are in the middle of testing the new systems and look forward to taking them to sea.”

When completed, the Jimmy Carter will be 453 feet long, with a 40-foot beam and a 12,000-ton displacement – making it the largest SSN in service. In addition to the capabilities provided by the MMP, it will carry the baseline Sea-wolf-class weapons loadout – more than 50 weapons for anti-submarine, anti-surface ship, strike warfare and mine warfare missions. The Jimmy Carter’s crew of 150 personnel is slightly larger than the standard SSN complement. “We will call Bangor Submarine Base in Washington State our new home in 2005,” Bartholomew said.

“I’m very excited about commanding the Jimmy Carter,” he said. “Although we together have many hurdles still to overcome, I’m confident that with EB’s fine shipbuilding team and my talented crew, we’ll have a smooth transition to the fleet and be the finest warfighting asset that the submarine force has ever had.”

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## **continued from page 8**

Senior planning specialist Peggy Lutze (355) provided a number of user tips that will maximize the system’s value, such as giving self-explanatory titles to project. This makes it easier for others to find a particular project if they are working in a related area, or to avoid duplication of effort.

Employees can input process improvements into the tracking system through the EB intranet home page under “Improvement Initiatives.” For employees

without computer access, or without the time to fill out the electronic forms, paper forms will continue to be accepted.

The tracking system was designed by Martel, Colleen Bauer (400), Bob Imbruglio (900), Darcy Peruzotti (330) and Joe Bollentin (355). It was developed by Mike Krupansky, Espen Lauter and Angela BenEzra (all of 604). Al Remondi (463) provided project oversight.

So far, hundreds of ongoing projects have been entered into the system, and many more completed projects will be

back-fed into the system in the coming weeks.

“Employees’ feedback to the new system has been very positive, and we’re continuing to make it better,” Bollentin said.

“Even though it’s still a work in process, I’ve already been contacted by other General Dynamics companies looking to see how they can make use of something like this, or even gain access to ours,” said Imbruglio.

# Classified

## APPLIANCES

ELECTRIC DRYER – Whirlpool Special Edition, 3 cycle, heavy duty, extra large capacity, 4 years old; \$50 or best offer. 437-8197.

ELECTRIC STOVE – Hotpoint, white; \$100 or best offer. 439-9999 after 11 a.m.

FREEZER – Chest, large, very old but still works; FREE. 446-1940.

REFRIGERATOR – Kitchenaid, large side-by-side, 5 years old, ice & water dispenser in door, black, runs & looks fine; \$350 or best offer. 230-0663.

## AUTOS/TRUCKS

AUDI 5000S, 1987 – runs, looks good, dependable, good on gas, 123k miles; \$1,800 or best offer. 439-1008.

CAMARO Z-28, 1986 – 114k miles, blue, cd player, t-tops, new exhaust, 305 motor; \$1,500 or best offer. 739-0376 or 912-9257.

CHEVROLET EL CAMINO, 1978 – excellent condition; \$4,500 or best offer. 446-1940.

GEO STORM GSI, 1990 – very reliable sporty car, still fast, runs well, automatic, a/c, tape player, clean interior, body has a few rust spots; 123k miles; \$1,100. 889-5190.

HONDA ACCORD, 1993 – 5 speed, sunroof, many extras, a/c converted to R134, new tires, excellent condition, 135k miles; \$4,300. 437-7873.

HONDA ACCORD WAGON, 1991 – Silver beige, fully dealer maintained (with all service records), runs and looks great, 129k miles; \$2,500. 536-6776.

## AUTO PARTS

WHEELS – 2 Chevy deep dish alloy wheels from 2001 S-10 with 3-4k mileages snow tires mounted. Wheels cost \$300, sell for \$275 or best offer with tires. 536-2298.

## BOATS

19 FT. BAYLINER BOW RIDER, 1988 – galvanized trailer, inboard/outboard, 30 knots, lower

end just rebuilt, top & side curtains. Runs great, always serviced, fresh water only, \$3,900. 464-6255.

## FURNITURE

DINING ROOM CHANDELIER – brass and glass, 8 candle lights; best offer. 464-2244.

DOUBLE BED \$150; Lazyboy sleeper sofa 72" long, \$400; both are less than 2 years old. Coffee table, \$40; wooden TV stand, \$10. 572-2078 after 6 p.m.

MAGNAVOX CONSOLE – am/fm with record player; \$100; velour swivel rocker, \$35; painting "Smugglers Cove," \$100; electric-glass imitation oil lamp, \$35.

MATTRESS AND BOX SPRING – Simmons Beauty Rest, extra firm, one year old; \$500. 446-0234, ask for Cort.

QUEEN SIZE SLEEP SOFA – three cushion, beige background with light blue and earth tone colored flowers, good/excellent condition; \$150. 822-8978 after 6 p.m.

## MISCELLANEOUS

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 dollhouse, new porcelain doll, dollhouse furniture, Fisher Price playfarm, doll's wooden cradle, lamps. 401-596-5788.

ANTIQUA CAST IRON CLAW FOOTTUB – restorable condition; \$500 or best offer. 886-8525.

BICYCLE – Schwinn Circuit (1999) – 27 speed Drivetrain Road Race/Triathlon; \$600. 401-599-6348.

MOTOR – for lawn tractor Briggs & Stratton 14 hp I/C vert. shaft, good condition, \$100; MTD 2 bag grass catcher for lawn tractor, \$75. 401-596-4519.

RUG – like new, brown, good quality, clean, one piece 6 ft. x 12

## 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		

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

ft. \$10; one piece 12 ft. x 12 ft.; \$20. 464-6255.

SAXOPHONE ALTO, BUNDY – includes case and music stand. One owner, condition like new; \$475. 464-0090.

SPINET PIANO – excellent condition; \$600. 376-3157.

WASHER AND DRYER - Kenmore, very good condition, apartment size, almond color; \$175 for both. Pioneer am/fm receiver with large matching speakers, fine condition; \$80, 15 inch TV; \$35. 536-6337.

## MOTORCYCLES

YAMAHA ENDURO 250 CC, 1974 – needs work; \$125. 739-2153.

## PETS

WEST HIGHLAND WHITE TERRIER – pedigree male, 9 years old, available for stud, negotiable. 437-7873, evenings.

## REAL ESTATE

BUILDING LOT – . acre, Silver Springs Shores, Ocala, Florida; \$400. 444-6129.

CONDO – Cancun, Mexico for rent, Mayan Palace/Riviera Maya, 2br/2ba, sleeps 6, 12/20/03 – 12/27/03; \$1,800. 376-9029

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.

TIMESHARE – Marriott resort, oceanfront on Hilton Head Island, South Carolina, floating week 1-7 or 47-49; \$6,000. 444-6129.

VERMONT PROPERTY – Ludlow area, 10.4 acres, partially finished basement only, telephone, well, propane heat & appliances, set up for generator electricity, great retirement project; \$90,000 or best offer. 739-7104.

## WANTED

BEDSPREAD – George Washington chenille off-white, full size, excellent condition or close to. 443-0687, leave message.

BOYS BIKE – 12" with training wheels. 443-0687, leave message.

1/18 DIE CAST CAPS – any make in box or out; cash on hand. 444-9011 after 5 p.m.

RIDERS – for Groton 1st shift van pool. From RI exits 4, 3, & 1. Arrive at EB 6:25 a.m., depart EB 3:10 p.m. daily, dependable, save gas. 401-377-8791 or 401-539-7207.

# Service Awards

## 45 years

452 Joseph S. Ward

## 40 years

321 Edward R. Goode

## 35 years

229 George M. Hendrickson

230 Donald E. Banks

241 John J. Johnson

243 Daniel P. Bonelli Jr

244 William H. Borders Jr

246 Harlan A. Trudeau

251 Robert A. Mahdi

272 David A. Carter

431 Ernest A. Doucette Jr

456 Robert O. Dodd

795 Donald A. Walsh

## 30 years

100 Michael Farago Jr

100 George L. Gagnon Sr

100 Arthur F. Mansfield III

226 Ada Stickland

226 Stephen A. Tillman

227 J B Lagrone

229 Daniel T. Depolito

229 Peter A. Matylewicz

229 Douglas G. Naehr

229 Samuel Santiago

230 David E. Bourque

230 Norman P. Rivard Jr

241 John Arasimowicz

241 Thomas P. Dugas

241 Kenneth Lucas

241 Michael P. Perry

242 Alan S. Hollandersky

242 Angelo Meringolo

252 Roland P. Beliveau

252 Alfred D. Boucher Jr

272 Mark T. Casey

272 Charles E. Langford

272 David K. Winter

274 Philip E. Kosma

330 John A. Sistare

333 Lloyd H. Kennerson

341 Anthony J. Pupillo

341 Harry W. Wheeler

355 Philip J. Stein

403 Charles P. Crandall III

403 Herbert O. Sturman

421 Keith E. Gagne

431 John A. Callahan

431 Paul E. Contino

431 Robert C. Deming

431 Louis J. Maggiamo

438 Charles E. Wright Jr

443 Wesley K. Bohlke

448 James C. Feraco

452 John H. Lamourine

452 Wesley E. Volle

459 Thomas P. Desantis

459 Peter O. Smith

462 Marc S. Benson

495 Frank G. Gonsalves

505 Howard M. Dillow

545 William T. Lindeborg

740 Kevin E. Coe

852 Henri L. McNeil

## 25 years

241 Carl F. Bjorge

241 Charles R. Hartley

241 Joseph B. Schlehofer

242 Timothy F. Ricketts

243 Robert S. Gaffin

243 David C. Goodrow

243 Matthew J. Grenier

243 Byron F. Lowery

244 John A. Spillane

246 Lillian M. Yeaton

272 Marvin R. Sherriff

278 Michael J. Batura

330 Carole A. Donnee

333 Dennis G. Cleveland

355 Thomas E. Besade

355 Dana L. Delillo

355 Steven G. Lizee

355 Richard W. McAuliffe

445 Donald E. Wittig

449 Jerrold L. Utz

452 Raymond A. Peabody III

456 John S. Peterson

459 Elwin N. Baxter Jr

642 John C. James

741 Leo N. Lefevre

911 Anthony Mazzenga

915 Roger A. Pendergraft

## 20 years

226 Kevin J. Rough

242 John F. Kinney Jr

251 Nelson E. Cruz-Cornell

252 Geoffroy W. Palmer

341 John L. Matthews

410 Alan C. Caolo

425 Jenoe Gordon

448 George M. Geer Jr

452 Terrance K. Kenney

453 Ronald H. Bose

459 James S. Luckey

484 Evelyn M. Sullivan

494 Kenneth E. Wetmore

505 Diane M. Theis

545 Robert C. Atkins

553 Richard L. Baker Jr

615 Judith A. Bogue

663 Nancy J. Ager

737 Anne M. Frank

795 Bruce R. Caron Jr

911 Thomas B. Russell

915 Dale F. Greene

915 Kenneth P. Kirwin

915 Gregory A.  
Slaugenhaupt

935 Ricardo M. Barboza





ABOVE: From left, Stephen Straub (274) and his father, EB retiree Frank Straub, display submarine launch memorabilia that they and a family member have amassed since the 1930s.

RIGHT: A launch ticket from the Cuttlefish (SS-171), the first U.S. submarine built at the Groton shipyard.



## Employee's Memorabilia Collection Expands With Virginia Christening

What may be the largest private collection of Electric Boat launch memorabilia grew even larger with the christening of the Virginia (SSN-774).

Nuclear test engineer Stephen Straub (274), whose collection dates back to the early 1930s, added a green ticket and christening brochure as soon as he could find them. "They're nothing like the old ones," he remarked.

Straub's extensive collection features, among other things, launch tickets for every U.S. submarine built in Groton, starting with the Cuttlefish (SS-171) in 1933.

Straub explained that the collection was begun by his uncle Anthony Silvia, one of the earliest EB employees, and then continued by his father Frank Straub, himself an EB retiree.

"I added to it while I was working here, and then I gave it to Stephen, who's been adding to it ever since," Frank Straub said. 🐙