



MDA-UAW President Mel Olsson thanks a group of engineers who provided academic assistance to designers pursuing their associate's degrees. From left are Olsson, Alan White, Kamal Matta, Sam Hoolihan, Larry Olivieri and Keith Demarest.

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After-hours Partnership Generates Academic Success

Engineers help designers in pursuit of college degrees

Talk about a full plate. After a regular day on the job at Electric Boat, the 59 MDA-UAW designers pursuing their associate's degrees from Maine Maritime Academy typically put in after-hours classwork, followed by the usual chores at home and a stack of homework.

So when Innovation Director Ray Williams heard that a few of the students in the program were having some trouble keeping up, he wasn't totally surprised and he knew where to look for help. He put out the word throughout the Innovation organization that he needed engineers

with the temperament and skills to tutor students in math and physics. The assignment would be performed on the tutors' own time and would be performed for free over a period of 12 weeks.

"It was very gratifying when you fellows stepped right up to my request for help," said Williams at a recent ceremony honoring the five engineers who volunteered. "I couldn't be prouder to have people like you on our staff who were willing to take their own time and help other people in Innovation." The five engineers are Keith Demarest (463), Sam Hoolihan (493), Kamal Matta (462), Larry Olivieri (462) and Alan White (463).

"I appreciate your help very much and I know that the students you helped appreciate it as well,"

continued on page 3

The President's Corner

Mike Toner, President, Electric Boat



For more than a century, Electric Boat has been regarded as the nation's premier resource for the design and construction of submarines for the U.S. Navy. And you can be sure we will do whatever it takes to maintain that reputation.

Over the last several years, we've been working just as hard to advance our standing in another area of our business that's becoming more important than ever – submarine maintenance and repair.

The reason behind this effort is straightforward – the level of the U.S. submarine design and construction business is a fraction of what it used to be. And realistically I don't see it returning to its previous levels for a long time. Consequently, we must approach maintenance work as a long-term commitment.

We're counting on it in particular to maintain the critical mass and skill mix of shipyard workers required to operate a nuclear shipyard, and provide these employees with the kinds of work they need to continually hone their specialized skills.

How are we going to do this? By making it easy for the Navy to do business with us. That means using their processes, procedures and paperwork to successfully perform our assignment. We may have to make some adjustments in our thought processes to fully mesh with our customer, but I know

"We've been working hard to advance our standing in another area of our business that's becoming more important than ever – submarine maintenance and repair!"

– Mike Toner

we have the innovation, creativity and commitment to make that happen.

Working with the Navy, our involvement in the Northeast Regional Maintenance Program has grown from 100 people in 1999, to 300 in 2000 and up to 600 in 2001. Clearly, maintenance work is accounting for a significant and growing portion of our shipyard workforce. In addition, we're also leasing to the Navy graving dock space in Groton on an as-needed basis.

My predecessors and I have repeatedly described the importance of performance on the job. This is especially true in the maintenance and repair world. The Navy needs these submarines to fulfill its operational requirements, so it's critically important that we do the job right and do it on schedule. Work on delivered ships requires increased vigilance to maintain the safety of the workforce, crew and ship. Our workforce must be continuously aware of system

status, watertight integrity, radiological controls, environmental considerations and certification.

The Electric Boat employees assigned to maintenance work typically work long hours, often seven days per week in a pressure-cooker environment. The work must be completed on time so the ships can be put to sea. Very often, they work on the road – at Portsmouth, Kings Bay or Bangor – away from their family and friends for extended periods of time.

The contributions of our maintenance and repair organization are invaluable. They're strengthening our partnership with the Navy, generating more opportunities for us to land additional work and helping keep our company the leader in the U.S. submarine industry. We are fully committed to this aspect of our business and you can be sure we will take every action required to succeed. ♦

Earned
Hours:

Where
We
Stand



Tutors

from page 1
said Williams.

MDA-UAW President Mel Olsson also attended the presentation to express his appreciation to the engineers for their support. "One of the first things I set out to do when I became union president was to connect the Apprentice Program with a college-degree program," he said. "It took several years to do that, so I have a real personal involvement with this program. When I heard some of the students were having difficulties, I was concerned. So I really appreciate the help you provided because this program means a lot to me and the participants.

"When you do things like this for people, you never know what the eventual results will be," said Olsson. "It's like planting seeds."

While the tutors received well-deserved recognition for their hard work, they in turn credited their students for making the extra effort to succeed.

"I have a tremendous respect for these students who are working full time, taking care of home and family, and have the ambition and persistence to pursue their education, ultimately improving their own and EB's future," said Alan White. "Bottom line – it's clear that it took an extra measure of commitment to this program for these students to ask for help in the first place, and then put in the extra time to meet with a tutor. They certainly deserve to be successful."

According to Keith Demarest, in many

cases, the students didn't need as much help as they thought. "A simple push in the right direction was all they needed," he said, explaining that the tutors were able to help their students progress from struggling to understand the material to "getting it." "It's a wonderful feeling, as a tutor, when you're able to see that transformation occur," he said.

Kamal Matta said he was motivated to volunteer his time by the desire to share with younger EB employees the knowledge he has acquired through higher education and experience. Working with 17 students in a physics lab left him with a good feeling, he said, noting that they benefited from his on-the-job experience as well as his academic background.

"My student was a quick learner who was very responsive to my teaching methods," said Larry Olivieri. "When he told me he had earned a perfect score on his final exam, I couldn't have asked for a better outcome. What a great experience!"

The tutoring program was supported by John Hendrickson of the Training Department. "John worked hard to quickly procure textbooks for the tutors, which was absolutely essential to our success," said White, adding that Hendrickson also found classroom space in the Col. Ledyard Education Center for the tutors and students to meet after classes. ♦

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Submarine League Honors Turner for contributions

The Naval Submarine League (NSL) presented former Electric Boat President James E. Turner Jr. with its Distinguished Civilian Award. Turner is the first person from private industry to win the award. Described as "the elder statesman of American shipbuilding" by NSL President and retired Vice Adm. J. Guy Reynolds, Turner was credited with guiding EB through the difficult post-Cold War period and preserving a major national security asset – the Electric Boat nuclear shipyard. Turner retired from General Dynamics as president and chief operating

officer in 2000.

He is shown here with his wife, Elizabeth.





From left, Pete Matylewicz, Rusty Thompson, Doc Holliday, Scott Wardwell and Tim Holmes (all of 229) show off some of the new tools and supplies they acquired at a recent welding trade show in Chicago.

EB team attends welding show in Chicago

Examines new tools in effort to enhance shipbuilding process

When tool manufacturers and dealers want to show off their latest and greatest wares, they rent space at national trade shows, anticipating that thousands of potential customers from near and far will attend.

And when Electric Boat wants to send its employees to such shows in search of new tools that can improve the ways submarines are built, it sends people who know best the art of submarine construction – the tradespeople themselves.

A five-member team of EB employees – steel trades supervisor Doc Holliday, Equipment Control Center mechanic Tim Holmes and welders Scott Wardwell, Pete Matylewicz and Rusty Thompson (all of Dept. 229) – recently attended a welding trade show in Chicago, at which they saw a number of tools with potential.

“We came back with a list of 19 different vendors and 29 different items that may have a place here at Electric Boat,” Holliday

said during a recent process improvement presentation. He added that the team kept an eye out not only for welding equipment, but for tools that could help any of EB’s trades.

Holliday and the other trade show attendees then took turns detailing the tools and materials they will be pursuing, ranging from small-bore and angle weld heads to air-cooled vests and gloves to welding cylinder hand trucks. While some of the items will bring relatively minor improvements to EB procedures, others could potentially make a larger difference.

It’ll now take meetings with the vendors and experimentation with the new tools to find out, the team said.

Safety issues were clearly a focus of the EB employees while at the trade show, judging by the number of safety-related items they brought back with them to try out.

Matylewicz, for instance, showed off a few examples of new heat-resistant welding hoods, kneeling pads and more that he got from one of the trade show vendors, CarbonX. He said the welding hoods are more durable than what EB has been using up to now, potentially resulting in added

safety and reduced costs.

Wardwell said one thing that impressed him the most at the trade show wasn’t a vendor or a tool, but the reaction he got when he met a representative from another shipyard.

“He was absolutely flabbergasted at the fact that we were sending deck-level people to the weld show to look at equipment,” Wardwell said. “He said that would never, ever fly at his company.”

Holliday said Wardwell’s story made him especially proud of EB’s decision to involve its tradespeople in the welding show, adding the company should be proud as well.

Steel trades Superintendent Ron Donovan said the five employees were picked to attend the trade show because they’ve demonstrated a desire to make EB a better, more competitive shipbuilder.

“They’ve been working real hard with us to take Electric Boat into the future, implementing the latest technologies with improved processes in welding and shipfitting, including safety,” he said. ♦

Electrical trades prepare for cable-splicing challenge



Standing from left, Carl Bjorge, Rich Bucklin, Charlie Witt and Bill Amburn have been instrumental in preparing Electric Boat for an unprecedented cable-splicing job on the Jimmy Carter (SSN-23) and Virginia-class submarines. Undergoing training for the splicing work are, seated from left, James Plc, Sarah Armstrong, Raymond McDonald and Russell Arruda Jr. (all of 241).

Faced with an unprecedented cable-splicing job on the Jimmy Carter (SSN-23) and Virginia-class boats, Electric Boat's electrical trades have been busily acquiring new tools, preparing new procedures and otherwise getting ready for the challenge.

Rich Bucklin, a second-shift electrical foreman who oversees EB's splicing program, said splicing has only recently been approved by the Navy as the standard method of wiring submarines. Previously, he said, EB had always been required to run cables in continuous lengths from stem to stern.

However, knowing modular construction would soon become such a big part of the process, EB conducted a series of studies to demonstrate to the Navy that spliced cables would be effective. As a result, the Navy

granted permission to use splicing, prompting the electrical trades' current preparations.

"Splicing isn't rocket science, but you have to pay attention to the processes," Bucklin said. "It's detail-oriented work, part of the reason Billy Amburn, Carl Bjorge and Charlie Witt have been working with me. They all pay very close attention to the details and processes."

Amburn, an electronics mechanic who conducts much of Dept. 241's training, has been helping Bucklin draft formal splicing methods. Bjorge, also an electrical mechanic, has been developing the paperwork and kits that will be handed out for each individual splice job. And Witt, an outside electrician, developed splicing stations – work areas that will make the procedure more user-friendly by allowing tradespeople to isolate individual cable ends and providing

a place to store their tools and workpapers while doing the work.

As part of the splicing preparation, the electrical trades have also acquired new cutting and crimping tools that will help ensure the quality and consistency of each connection.

"Our intent is to do it right the first time," Bucklin said of the splicing evolution, for which a number of EB's electricians have been trained over the past few weeks. "Perfection is our goal and our desire, not speed. Speed will come after we've perfected the process. The more we do, the faster we'll become."

And there will be plenty of splicing work to do. EB will not only be using the new method to connect cables that have been preinstalled in all Virginia-class hull sections, but it will also use the new method to attach the wiring within the last section of the Jimmy Carter once it arrives in Groton.

"There will be a time in the near future when we'll have several sections of the Virginia going together, as well as the Jimmy Carter," said Amburn. "There will be a lot of people at one time involved in this process."

Witt said the combination of new tools and new procedures will make for a safer work environment, especially the battery-powered cutting and crimping tools that were purchased to replace the hand-operated ones. Add to that his new splicing stations, and "hopefully the process will be easier for the electrical mechanic," he said.

"Together we worked pretty good on it," Bjorge said of all the preparations that have gone into the splicing program. "I think it's going to be a really good system once we get going."

Bucklin said he was particularly impressed with the teamwork that was evident during the whole evolution.

"If there's one point that should be made, it's the fact that we enlisted the help of the folks who are going to be doing the work, and they've been a tremendous amount of help," he said. "I think the program will be better for it." 

29 design apprentices graduate from Electric Boat program

The graduates of the Apprenticeship Program are, front row from left, Glenn R. Leyko, Kevin Mooney, David W. Gilmore, Theodore E. Coderre Jr., and Joseph L. Marmaud. In back row, from left, are, David J. Russell, Michael P. Stanton, Gary S. Humphrey, Daniel J. Dyer, Magda F. Allard, Robert W. Perry, Mark R. Antrop, Edward P. Faubert Sr. and Joseph A. Pisaturo. Missing from the photo are Randy T. Gladue, Raymond J. Albert, Mark A. Delaura, John J. Henk, David P. Aubin, Lory C. Kneeland, Kenneth E. Quintero, Catherine Lizzio, Christopher Williams, Henry O. Georgi, Stephen P. Schockley, John E. Wirth, George D. Butts and Mark V. Konrad.

Twenty-nine Electric Boat design apprentices were honored during graduation ceremonies held June 19 at the Mystic Hilton.

These apprentices join an apprentice program alumni group that dates back more than half a century and comprises more than 4,100 people representing 27 trades from the six Design disciplines, Operations, Facilities and Maintenance.

The event was attended by EB and MDA-UAW leadership as well as high-ranking representatives from the state Department of Labor and Department of Education, the United Auto Workers, Maine Maritime Academy and the U.S. Navy.

Since it formally began in 1948, the Apprenticeship Program has established itself as a pathway to career advancement. Altogether 180 graduates have progressed to the general foremen level or higher, including superintendents, general superintendents, design chiefs, managers and directors. Both union leaders – MTC President Ken Delacruz and MDA-UAW President Mel Olsson – are apprentice program graduates.

With the design of the Virginia class virtually complete, these recent graduates will be the last group of design apprentices for some time to come. In its place, EB will restart its trades apprenticeship program, and is scheduled to sign the new Shipyard Apprentices Standards in late July. During the graduation ceremony, the following graduates were presented with Outstanding Achievement Awards in recognition of their performance in the classroom and on the job:



- Lory C. Kneeland
(Arrangement)
- David W. Gilmore
(Electrical)
- Glenn R. Leyko
(Electrical)
- Daniel J. Dyer
(Mechanical)
- Mark R. Antrop
(Piping)
- Robert W. Perry
(Structural)
- Catherine T. Lizzio
(Ventilation)

Interestingly, of the 29 graduates of the design apprenticeship program, 21 are previous graduates of the shipyard apprentice program. They are: Magda F. Allard, David W. Gilmore, Randy T. Gladue, Glenn R. Leyko, John J. Pouch, Raymond J. Albert, Theodore E. Coderre Jr., Mark Delaura, John J. Henk, Kevin Mooney, Robert W. Perry, Joseph L. Marmaud, Mark R. Antrop, Catherine T. Lizzio, Christopher G. Williams, Daniel J. Dyer, Henry O. Georgi, David J. Russell, Stephen P. Shockley and John E. Wirth. ♦



Joseph J. Marmaud, left, receives the J. Steven McGrath Memorial Award from Phil Ludlow, president of the EB Apprentice Alumni Association (EBAAA). The award is presented by the EBAAA to an outstanding graduate in each class.



Millard Firebaugh, VP – Innovation and Chief Engineer, right, presents Theodore E. Coderre Jr. with the O. P. Robinson Jr. Memorial Award. This award, which includes a wristwatch and a \$1,000 U.S. Savings Bond, is presented to the top apprentice graduate in recognition of outstanding classroom and job proficiency.



MDA-UAW President Mel Olsson, right, stands with Edward P. Faubert Sr. after presenting him with the Outstanding MDA-UAW Apprentice Award. This honor recognizes apprentices who have demonstrated their support for the union and its membership.

Tech lectures wrap up fifth year

Employees recognized for participation in series' 10th semester

When the Tech Lecture program first got off the ground five years ago, its organizers weren't sure what kind of drawing power the program would generate.

Now, with 10 semesters of experience under their belts, they have a better idea. And it's much more than they expected.

"When we started out, we wondered if anyone would come to the lectures," said EB President Mike Toner. "We thought if we attracted audiences of 35 to 40 employees, we'd be a success." Toner spoke recently at a breakfast in the Technology Center held to recognize the contributions of the Tech Lecture participants.

As it turns out, the 96-lecture series has

attracted a total audience of more than 8,700 employees. The recently concluded eight-lecture spring semester counted more than 800 attendees. "In our wildest dreams, we never thought we'd get to a number like that," said Toner.

The goal for the program beginning with the fall semester is to include more shipyard/Operations presentations.

"The more we can tell our people about what we do and how we do it, the better knowledge they'll have of what Electric Boat is truly all about," Toner said.

The following employees were recognized at a breakfast in the Technology Center for their presentations:

■ War on Cost – Tools of Lean Enterprise and Six Sigma: Ray Williams, Brad Wall and Doug Marshall.

■ War on Cost – Lean Design: Ray Williams, Andy Stoddard and Barbara Fitzgerald.

■ Virginia Class Electric Plant: Herb Rattley, John Peck and Tom Gibson.

■ Common Parts Catalog Implementation at EB and BIW: Barry Espeseth, Dick Eddy and Ed Gladue.

■ Advanced Hull Form Demonstrator – Commercial Rim Driven Propulsor: Michael Quadrini and Linda Wynne.

■ SSGN Overview: John Biederka, Dexter White, Brian Wilson, Mary Jude Hallisey and Terrie Ayers.

■ Electric Boat Update: Mike Toner, Chris Lane, Steve Ruzzo and Lois Adams.

■ Why Legal Oversees Your Transactions Overseas: Rose McBride, Irma Streeter, Magaly Lopez, Ernie Vetelino, Lois Adams, Mike Fratoni, Mike Blair, Dan Webster, Betsy Peterson, Carmine DeStefano and Brad Marchand. ♦

EB technologists surface at submarine symposium

Electric Boat has major presence at annual technology conference

Electric Boat engineers were conspicuous by their presence at the Naval Submarine League's annual Submarine Technology (SubTech) Symposium held recently at Johns Hopkins University in Maryland.

SubTech is recognized as the leading national forum to introduce ideas concerning submarine technology and policy to a wide audience of operators, technology developers and system providers.

"This annual symposium provides an opportunity for key Electric Boat technologists to gain a comprehensive understanding of the unmet operational needs of the Navy, to learn about technologies that may be relevant to meeting those needs offered by other companies and government laboratories and present to the Navy customer

EB-developed technologies," said Millard Firebaugh, VP- Innovation and Chief Engineer.

"In our role as the integrator for submarine technologies, we have opportunities at SubTech to show the customer the implications of bringing various technologies into submarines," he said. "Our participation focuses on how we can continue to meet the Navy's needs in the future for the benefit of the submarine force and Electric Boat."

The Electric Boat engineers presenting papers at SubTech were:

■ Ed Hill: Applying Commercial Aviation Technology to Submarine In-Port Security.

■ Brian Wilson, John Pavlos and Pat Bevins: Navy Payloads and Sensor Programs – Enhancing the SSGN Mission Capability.

■ Todd Romilly: Mother Submarine of the Russian Underwater Reconnaissance Program.

■ Mike Brawner: Robust Submarine Connectivity – What Does It Take?

■ Jeff Hall: Transitioning Smart Materials to Submarine Applications.

In addition, the following EB technologists developed and staffed these displays at the symposium:

■ Tom Skrmetti and Bill Cockerham: Hard Suits and SSGN – A New "Payload" in the Undersea Arsenal.

■ Marty Soifer: Dual Use Gun for Submarine Defense.

■ Jim Campbell: Remotely Actuated Sensor Platform.

■ Ed Hill: Applying Commercial Aviation Technology to Submarine In-Port Security.

■ Tom Fulton, John Pavlos: Project Safe Passage.

In addition, Jen Panosky chaired the session "Technology to Support the SSGN Mission," and Beth Kenyon co-authored with Kollmorgen a paper entitled "An Organic, Disposable, Over-the-Horizon Periscope." ♦

New tool gives shipbuilders an armful of help



Clockwise from lower left, Frank Lowery (243), Jim Roberts (243), John Genese (243), Allen Hopfer (101), Don Wingertsman (243) and Frank Majkut (243) have used a new tool called the Faro Arm, center of photo, to help map out complicated piping assemblies for fabrication in the Pipe Shop. The Faro Arm works in concert with a laptop computer, at right.

Electric Boat's recently acquired collection of computer-driven measuring tools is making the complicated job of submarine construction a little easier, thanks to shipyard employees' efforts to learn the tools and put them to use.

One such tool that is already making a difference is the Faro Arm, a portable tool that is used to take precise measurements of any three-dimensional object or area onboard a submarine.

Those measurements, loaded onto a laptop, can then be retraced back in the workshop, giving employees the ability to fabricate a submarine component with full confidence that it will fit perfectly when delivered to the boat for installation.

A team of five pipefitters and a machinist trade tech recently used the Faro Arm to help map out a mazelike piping assembly featuring about 50 welded joints. Without the Faro Arm, pipefitter Don Wingertsman (243) would have had to assemble the

joints, which were all within a 4-foot area, one by one in the confined spaces of the submarine. Instead, the team was able to replicate the dimensions of the installation area in the roomier Pipe Shop, giving Wingertsman a much more worker-friendly environment in which to do all the intricate welding.

"With less welding being done on the boat, it means less smoke is generated on the boat, which means less work has to be done to ensure good ventilation," said pipefitter Jim Roberts (243), who has since transferred to a production planner job in Dept. 355. "And then the requisite testing of the welds can be done in the shop versus inside the boat."

"And after the testing, we can pop the whole assembly right in place on the submarine," said pipefitter John Genese (243). "We're saving a lot of time and money by doing it this way."

Machinist trade tech Allen Hopfer (101), who has also transferred to Dept. 355 since

the Faro Arm team announced its recent successes, said the Faro Arm is similar to EB's laser tracker measuring tool, but the Faro Arm can fit into and measure much smaller areas.

"In the Machine Shop, we've used the Faro Arm to measure big diameters that are impossible to check with a micrometer," Hopfer said, adding, "There's all kinds of other applications, too."

"This is ultimately making us more competitive with regard to other shipyards because it makes our process faster," said pipefitter Frank Lowery (243).

Pipefitter Frank Majkut (243) said an added benefit of being able to replicate submarine work areas within the shop itself is that any design problems that may exist can be discovered and corrected before any work is done aboard the boat. "Everything will get rectified beforehand," he said. 

Classified

APPLIANCES

MAYTAG - electrical dryer, \$15. 443-3017.

AUTO/TRUCKS

BUICK REGAL, 1996 - very good condition, loaded, ps, at, ac, leather, new tires, runs good, 3800-V6, 225 HP, 82K; \$6,995. 446-1473.

DODGE SNOW COMMANDER, 1976 - runs good, needs cosmetics. Call 437-1931, ask for Donovan.

HONDA ACCORD, 1989 - 2 door white w/reddish brown interior, approximately 170k. Reliable, runs good, gets over 30 mpg, ac, am/fm/cd; \$2,250. 464-6619.

MAZDA, 1989 - B2200 motor needs work, cab-plus, 5 sped, ac, 125k, body very good condition; \$500. 536-2295.

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

NISSAN PATHFINDER XE, 1994 - 5 speed, 4 wd, ac, cruise, alarm etc., new tires, great condition, 119k; \$5,100. 536-3838.

NISSAN SENTRA, 1987 - new tires, new exhaust, runs great; \$600. 848-9058.

AUTO PARTS

CHEVROLET ASTRO VAN, 1985 - parts - best offer. 848-9058.

HARDTOP - 1995 Jeep Wrangler, black with interior dome light, rear wiper and tinted windows, good condition; \$650. 303-0065.

JACK - Hein-Werner model "55", 1 1/2 ton hydraulic bumper/frame jack; \$125. 423-3797.

(4) 2000 RANGER 5 bolt steel wheels with hubs; \$100. 691-1735, after 5 p.m.

BOATS

ANCHOR CHAIN - six and seven-inch links, various lengths, will cut, good for moorings; \$1 per link. 423-3797.

19'-6" BOWRIDER - with roll on trailer. Hull & trailer very good, engine needs work; \$1,000. 859-0369.

CATAMARAN - Nacra 5.2 with trailer; \$750. 535-3282.

22 FT. CABIN SUNRUNNER - new 350 engine with 1 year warranty, dual prop Volvo Penta, new cushions top, VHF stereo, trailer & more; \$9,900, very fast boat. 401-348-6769.

22 FT. GRADY WHITE, 1975 - I/O 165 horsepower, trailer, new tires, winch, fishfinder, radio, GPS, compass, porta-potty, bimini top; \$2,000. 444-2212 ask for Frank.

COMPUTERS

SONY LAPTOP COMPUTER - 800 mhz, 6 mos. old, dvd-cdrw capable; \$2,000 or best offer. 536-3035.

FURNITURE

FUTON MATTRESS - \$10. 443-3017.

LA-Z BOY ROCKER RECLINER - dark brown velour, excellent condition; \$200. Clockwork Orange video; \$5. 886-1683.

LITTLETYKES BLUE CAR BED - with mattress and metal box spring, also sheets and mattress pad, like new; \$75. 401-539-0421, leave message.

MISCELLANEOUS

ADULT'S ROCKING CHAIR, 5 Blue Willow dinner plates made in England, pewter tea pot with sugar & creamer, vintage jewelry, baby's handmade sweater & hat set, Mickey Mouse earrings. 401-596-5788.

AMERICAN GIRL DOLL clothes & furniture, wooden dollhouse furniture, child's rocking chair, Fisher Price dollhouse, 1986 Barbie Doll car, new porcelain doll, children's books. 401-596-5788.

ANTIQUA WASHING MACHINE - 1934 Speed Queen wringer, also 1941 easy spin dryer, both look & work very good, from grandma's house; \$100 each or best offer. 848-3766.

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

ATV 2001 YAMAHA BREEZE - white, electric start, reverse 160 cc, 4 wheeler, new, never ridden; \$3,500 or best offer with title. 848-3766.

CAPTAIN BOOK BED - with mattress & night stand; \$300. Kirby vacuum cleaner with rug attachments; \$350. 536-9386.

DINING ROOM CHANDELIER - brass & glass, six sided, six candle lights & center down light; \$100 or best offer. 464-2244.

DISNEY WORLDTICKETS - (3) 5 day park hopper passes, paid \$600 will sell for \$400 or best offer. 401-435-6651.

FIREWOOD - 4 cords, seasoned, cut, split, oak & hickory, you pick-up; \$300. Corrugated construction steel, galvanized, 3' x 12"; \$25. 536-3269.

GRAVELY TRACTOR - walk behind, 28" deck, sulky, plow, rotor-tiller, sickle bar, snowplow, chains, runs good; \$1,400. Reese sway bar system; \$50. 536-3269.

LION KING BROADWAY SHOW - one ticket, Orchestra Row B, July 20th, 2 p.m., sold-out show; \$125. 779-7059.

PROFORM ELECTRIC SPAS/AVER TREADMILL - power incline, adjustable speed, thumb pulse & hardly used; \$299. 889-9476.

3 SEA DOO JET SKI'S for sale. (1) GTX and 2 XP's, excellent condition, trailers and extras; \$12,000 or best offer. 443-6734.

MOTORCYCLES

KAWASAKI VULCAN, 1997 - 1500 Classic, 61k, red, excellent condition, many extras; \$8,000 or best offer. 443-6734.

PETS

GERMAN SHEPHERD PUPS - impounded bloodlines. Sire SchH II, OFA Good. Dam SchH I, Hips (German A Stamp). Taking deposits \$200. 564-3149.

REAL ESTATE

WATERFRONT LOT - Cape Coral, Florida, Money Magazine's top ten places in U.S.; \$136,900. 401-348-6769.

WANTED

KITCHEN CABINETS & COUNTER TOPS - in good shape. Wood flooring in good condition, 800 sq. ft., 437-1931 ask for Donovan.

Service Awards

Retirees

40 years

- 341 Peter J. Barton Jr
- 453 Roland L. Tetreault

35 years

- 243 Albert J. Phillips
- 355 Dean M. Wilkinson
- 456 George R. King
- 458 Carolyn M. Livingstone

30 years

- 243 Brian D. Alger
- 636 Mary L. Brown

25 years

- 230 Mark A. Mills
- 242 Robert R. Brown
- 243 Oswald G. Cuvilje
- 244 Michael D. Conderino
- 245 Diane M. Papineau
- 252 Keith M. Lewis
- 252 Russell G. Luce
- 252 Stephen J. Voronuk
- 272 Michael A. Ross
- 355 Bruce C. Bowker
- 355 Donald V. Dowd
- 428 Jovelino M. Serpa
- 431 Ronald A. Olansen
- 452 Denise B. Curran
- 452 Danny T. Shea
- 453 Wayne E. Terwilliger
- 459 Douglas M. Sherman
- 484 Gary D. Wood
- 502 William A. Brazicki
- 643 Teresa M. Materas
- 705 Douglas E. Mowell
- 904 Frank Hehl
- 904 John J. Kurowski
- 931 Timothy G. Kauffman
- 950 Anthony L. Ditri
- 950 Robert L. Hendricks
- 950 Walter I. Langmaid
- 957 Robert A. Wills

20 years

- 229 Michael M. Koczwanski
- 229 Richard S. Perrotta
- 242 Michael R. Larochelle
- 243 Glenn R. Cote
- 252 Karl P. Milkovits
- 275 Christopher S. Taylor
- 447 Noel J. Daigneault
- 452 Linda R. McCoy
- 452 Mary P. Pine
- 452 Glen J. Ritchotte
- 459 Robert D. Beard
- 459 David W. Caswell
- 459 David M. Guerra
- 459 John T. MacNamara
- 459 Robert R. Mase
- 459 Raymond E. Morin
- 459 Richard R. Wasik
- 459 Jeffrey E. Wells
- 460 Monica M. Harsmanka
- 496 Mark W. Gagnon
- 496 Raymond E. Johnson Jr
- 501 Keith A. Ruhe
- 505 Jeffrey A. Gauthier
- 508 Robert G. Beaudry
- 792 Donald E. Evans
- 903 Ronald E. Brenek
- 911 William C. Grandchamp
- 915 David J. Baranowski
- 915 Norman C. Pray Jr
- 915 Robert E. St. Louis Jr
- 950 Robert K. Bowman
- 951 John Souza

- 252 **Benjamin B. York Jr**
30 years
Foreman
- 330 **Richard H. Cook**
30 years
Senior Mat'l Planning Specialist
- 400 **Harold L. Drurey**
22 years
Innovation Project Director
- 403 **George W. Palmer**
18 years
Engineering Supervisor
- 405 **James M. Reid**
23 years
Principal Engineer
- 411 **Earl L. Brandon**
11 years
Engineering Project Specialist
- 643 **Margaret A. SanJuan**
27 years
Senior Human Resource Specialist
- 706 **Michael L. Recore**
27 years
Engineering Analyst

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Nautilus keel laying reenactment



Lt. Cmdr. Ben Howard, officer in charge of the Historic Ship Nautilus; Vice Adm. Kenneth Carr (ret); EB welder Sammy Santiago and EB President Mike Toner all participated in a ceremony at the Submarine Force Library and Museum marking the 50th anniversary of the submarine's keel laying. Vice Adm. Carr, a Nautilus plank owner, chalked the initials of President Harry S. Truman during the reenactment of the keel laying earlier this month. Welder Santiago then burned the initials into steel plate.

EBAAA charity event rocks to record level

The Electric Boat Apprentice Alumni Association Rock n' Roll Cancer Benefit this year drew a crowd of over 500 contributors and generated a profit of \$5,158, both of which are records for the annual event.

According to event chairman Bill Giustini, the money will be donated equally to Hospice of South Eastern Connecticut and The American Cancer Society. "On behalf of the Apprentice Alumni Association, I would like to extend a heartfelt thank you to all who attended, contributed to, participated in and helped organize this worthwhile event," he said.

