

JULY 2003

Acting Navy Secretary Visits EB



VP of Operations John Casey, right, describes Electric Boat's shipyard activities and capabilities to Acting Secretary of the Navy Hansford T. Johnson. During his visit, Secretary Johnson received a series of program briefings as well as tours of the Virginia (SSN-774), the Jimmy Carter (SSN-23) and the COATS facility.

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Alu Credits Employee Dedication For Progress On The Virginia

On Aug. 16, when Lynda Johnson Robb christens the Virginia (SSN-774), the public will see the spray of champagne as the ship's whistle blows and the band strikes up "Anchors Aweigh." What most of them will be unaware of, however, is the massive effort and level of commitment by Electric Boat workers to bring the ship to that state of completion.

According to Director of Operations Mike Alu, "the Virginia is a very unique

ship. When we float the ship off Aug. 7, the state of completion we will have reached – about 90 percent – will far exceed any previous ship. It's even more noteworthy because it's the first of its class." By comparison, Electric Boat's last lead ship, USS Seawolf (SSN-21), was 75 percent complete when it was floated off.

"We accomplished a huge task to get where we are today from attaining pressure hull complete in November," said Alu. "It's

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The President's Corner

Mike Toner, President, Electric Boat

On Saturday, Aug. 16, Electric Boat will mark a crucial milestone in the life of the lead ship of the Virginia Class, and at the same time recognize the outstanding efforts of the men and women who have worked so hard to bring this ship so far.

When ship sponsor Lynda Johnson Robb, the daughter of former President Lyndon B. Johnson, breaks the champagne bottle against Virginia, she'll also be breaking the nearly six-year-long dry spell we've had between christenings at the shipyard. The last, you'll recall, was the Connecticut (SSN-22) in September 1997.

We've accomplished a great deal since then. We've obtained significant new engineering and design work; we've expanded our presence in the submarine overhaul and repair business; and we've established new benchmarks of excellence in the design and construction of Virginia (SSN-774), the first of its class.

Getting to this point has been no walk in the park. You and your co-workers have put in an incredible effort, involving long hours, intense pressure and personal sacrifice. There's going to be more of the same after the christening as we prepare Virginia for sea trials, and then delivery in May 2004.

But for now, let's take a few well-deserved moments to smell the roses – to bask in the pride of the amazing accomplishments we've achieved in the Virginia program.



The list of firsts in this program is pretty impressive:

- It's the first U.S. Navy ship to fully utilize Integrated Product and Process Development tools, processes and contacts.
- It's the first Navy ship that used 3-D CAD/CAM tools and integrated databases for manufacturing.
- It's the first submarine to be built in partnership with another shipyard – Northrop Grumman Newport News.
- And it's the first submarine construction program to use ship modules to perform off-hull tests instead of land-based prototypes.

These are remarkable technical accomplishments. Taken together, what they mean is that we'll be providing the Navy with the most advanced submarine in the world. Additionally, we fully expect to deliver Virginia in May 2004, a month ahead of schedule.

When you cobble together the brainpower, experience and commitment of

the Electric Boat / NGNN workforce, you're virtually guaranteed to get high performance in return. I can tell you that without question we are getting that high level of performance and more.

We all should be proud of the work we've done on the Virginia, but we have to remember that we didn't do it by ourselves. The program's success also rests on the concept of partnership. This includes the teaming approach between Electric Boat and NGNN, and the very effective working relationship that has developed among the shipyards, the supplier base and the Navy.

Aug. 16 is going to be a big day for the Navy and for Electric Boat and our teammate, NGNN. But more than anything else, it's going to be a celebration of what the people of this company can achieve. I appreciate all you've done to make this program a success, and I hope to see you at the shipyard for one of the most noteworthy events Electric Boat has hosted in years. ♦

Navy Awards Contracts To EB For Navy Nuclear Work, Maintenance On USS Augusta

The U. S. Navy has awarded a \$10 million modification to a previously awarded contract under which Electric Boat will manage and support nuclear-maintenance work for submarines homeported at the submarine base in Groton. Additionally, EB has received a \$7 million contract to begin advanced planning for maintenance, repair and alterations on the USS Augusta (SSN-710).

Electric Boat will continue to operate the Nuclear Regional Maintenance Department (NRMD) at the submarine base. The company will provide project management, planning, training and radiological-control services to support maintenance, modernization and repairs in support of operational submarines.

The first award modifies a five-year, \$39.9 million contract awarded in March 2001. Under the terms of the contract modification, Electric Boat will continue to operate the Nuclear Regional Maintenance Department (NRMD) at the submarine base. The company will provide project management, planning, training and radiological-control services to support maintenance, modernization and repairs in support of operational submarines.

A core group of 27 Electric Boat employees is assigned to the NRMD, with surge groups of up to 60 shipyard employees for short periods. Some additional work will be performed at the Groton shipyard. If all options are exercised, Electric Boat would operate the NRMD through September 2005.

The work to be performed on the Augusta – known as an Interim Dry Docking – will be completed at Electric Boat from Nov. 4, 2003, through March 19, 2004. The total value of this contract will be \$34 million. ♦

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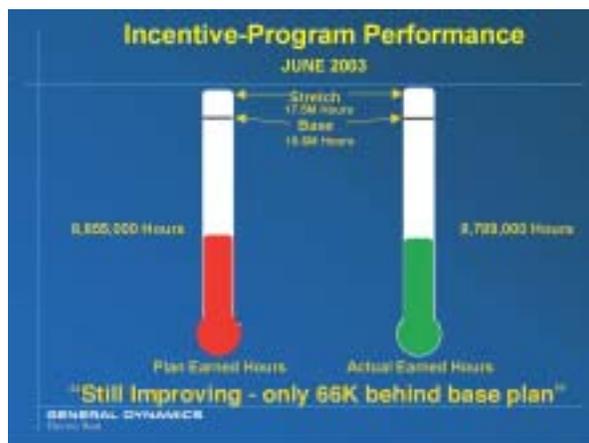
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**Earned Hours:
Where We Stand**





Pete Turco (425), left, gets acquainted with intern James Fear at a meeting held recently in the Technology Center to introduce summer MDA-UAW and MTC interns to on-the-job mentors.

High School Interns Spend Summer In The Shipyard, On The Design Floor

A summer internship program designed to introduce high school students to Electric Boat's design and shipyard trades is now in its second year, attracting nearly double the number of participants who took part in 2002.

Twenty high school juniors from East Lyme High School, Norwich Tech, Ella Grasso Tech, Montville High School, Norwich Free Academy, Ledyard High School, Waterford High School, Griswold High School and Stonington High School are working as interns in the School to Career Program. The program is sponsored by EB, the MTC, MDA-UAW and the Southeastern Connecticut Central Labor Council.

Eleven of the students have been assigned to shipyard trades – Cheryl Knapp, Matthew Madden, Emanuel

Cardona, Shawn McHugh, Ryan Cochrane, Joseph Lee, Benjamin Gillis, Brandy Gilebarto, Corey Hollis, Michael Salame and Jeffrey Jackson.

Nine students are working on the design floor. They are Mark Anderson, James Fear, Rebecca LaFleur, Salina Lee, Brett Maynard, Kirk Scheel, Kevin Smith, Brian Urbowicz and Shauntia Zayas.

According to Wayne Burgess, financial secretary of the MDA-UAW and president of the regional Central Labor Council, the program is valuable for several reasons. It exposes the students to union jobs with good pay and benefits, makes them aware of what skilled positions are available in the local job market, teaches them about working in a union environment and shows them what the working world is

really like. Over the course of the summer, they will receive union wages and benefits and pay union dues.

At a breakfast meeting held earlier this month to introduce the interns to their mentors, Millard Firebaugh, VP-Innovation and chief engineer, told the group, "One of the most important things we do is to pass along what we know to the next generation. We're glad to have that opportunity. We have great hopes for this program and hope you get a lot out of it as well."

MDA-UAW President John Worobey told the interns that their mentors were selected not only for their job skills but also for their union participation. "You're going to learn a lot," he said. "You're going to learn about Electric Boat and you're going to learn what unions are all

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New Program Elevates EB Environmental Standards To Higher Level

Editor's Note: *EB News recently interviewed Donna Elks, manager of Environmental Resources, about the company's newly established Environmental Management System, an enhancement of the company's existing efforts in this area.*

What is the Environmental Management System?

It's an environmental protection program based on the internationally recognized standard known as ISO 14001. General Dynamics recently directed its business units to implement an ISO-certified EMS program by Jan. 1, 2005, but Electric Boat has already been moving in that direction on its own. In fact, we've already established policies and procedures that comply with the ISO standard, and we're scheduled to undergo our certification audit this October. Once we're certified, we'll have to undergo regular inspections and audits to maintain cer-

tification. But as complicated as the EMS may sound, it all comes down to a simple concept: "It's the way in which you do your job to protect the environment."

Why did EB choose to establish the EMS?

We want to be more proactive rather than reactive regarding environmental issues. The EMS will allow us to better plan things out and look at pollution prevention strategies and opportunities before specific problems arise. EMS activities will involve everyone at EB, not just the environmental department or management. There's a simple reason for this: Everyone's activities inside the gates affect our lives outside the gates. For instance, what you do here in terms of managing air emissions affects the same air that we all breathe. It's the same with water emissions. Our employees want clean water for swimming or boating, and

their work activities can affect that. And then there are waste issues. Certainly EB can avoid putting things into landfills that shouldn't be put there. The EMS provides for better management of all these things. It's our community, our environment. So do it for yourself, your spouse, your children. Do your job in a way that protects the environment.

Who will administer this new program?

Bob Scheel, VP – Quality & Material, is the environmental management representative, which is a required aspect of the ISO 14001 program, and I have been selected as environmental management coordinator. I will oversee the day-to-day implementation of this program and ensure that we're complying with all the elements of it.

What will the EMS need to succeed?

It will need every employee's input and involvement in pollution-prevention efforts. We'll need employees to look at their work processes from the perspective of, "Let's do this in a more environmentally friendly manner." When we're buying new equipment, we can look for equipment that puts out fewer air emissions, or perhaps has fewer water discharges associated with it. This type of thinking will mesh well with EB's process-improvement group, because process improvement also involves looking for better, safer ways of doing things. EB's environmental and process-improvement activities naturally complement each other.



Donna Elks, manager of Environmental Resources.

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USS Miami Arrives At EB

USS Miami (SSN-755) enters Graving Dock 2 July 14 as the attack submarine begins a short-term maintenance period at the shipyard. The Miami tied up at EB under a leasing agreement that allows the Navy to use the shipyard's docking facilities. The actual work was performed by personnel from the Naval Submarine Support Facility.



Success Of Virginia Project Attributed To The Dedication Of The Workers

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better than we've ever done in the past, but it's involved hard work on the part of thousands of employees. We have a lot of folks who've worked 10 to 12 hours per day, seven days per week for the last four months."

To recognize the efforts of the workforce, Alu said, sessions will be scheduled to photograph the various crews and departments. "We want to make sure that everyone has the opportunity to have his or her photo taken with the ship," he said.

Right now, about 1,000 employees are directly engaged in work on Virginia. But, said Alu, there are many others working in the background – in transportation, materials, temporary services

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*Mike Alu,
Director of Operations*

or the tool cribs, for instance – whose contributions are just as significant.

"The people who work behind the scenes play a role as important as someone installing a piece of pipe," he said. "It's important that we recognize their efforts as well."

As pleased as he is with the progress on Virginia, Alu said, the pressure is still on to perform. In fact, before the specta-

tors have cleared the Land Level on christening day, crews will be returning to the ship to start up work again.

"We're on the path to a successful completion of this ship," he said. "But we're not done. Virginia is going to be in the water for only seven months before delivery – that's the shortest time span we've ever attempted – and it's going to require some of the best work we've ever done.

"With the plan we have in place and the workforce we have on the job, I feel very confident we can accomplish that goal," said Alu. "Dedication has gotten us to this point, and dedication will get us to our delivery date goal. We have some hard work ahead of us, but we have one dedicated workforce, and that's what's going to make us successful." ❖

Questions and Answers About EMS

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How will the EMS affect EB's existing environmental activities?

With the EMS, we are implementing a more rigorous review of old and new process activities, looking for opportunities to minimize our environmental impact. In short, we're bringing our environmental program up to a higher level of standards than we've ever had before.

What are some examples of the specific work processes that will undergo EMS reviews?

Every activity that could impact the environment will be subject to review, but there are two lists of specific activities that will receive special attention. The first list includes numerous Operations activities, such as powder and Teflon coating, dry-abrasive blasting, lab services and drydock operations – anything that involves chemicals or other substances that could pose a risk to the environment. The second list includes support activities, such as bilge plant operations, cafeteria operations and outside contractors.

Have any other enhancements been made to EB's environmental programs lately?

Yes. More than a year and a half ago, EB elected to participate in a voluntary program with the federal Environmental Protection Agency. In that program, EB and six other U.S. shipyards, including

Bath Iron Works and NASSCO, helped develop an environmental management program specific to the shipbuilding industry. We recently implemented that program here at EB, but then decided to take it one step further by seeking ISO 14001 certification.

Has EB received any special recognition for its recent environmental efforts?

Yes. We received a certificate and plaque this month for helping establish the EPA's environmental program for shipbuilding, and for then implementing it. Bath Iron Works, NASSCO and the other participating shipyards were also acknowledged. The EPA recognized us in a special ceremony this month in Washington, D.C., which I attended on EB's behalf.

Do you anticipate any problems with the EMS certification process?

Not at all. EB has undergone ISO certification before – ISO 9001, for its Quality Management System – so EB employees already know what it means to live up to high standards. And everyone can understand what it means to protect the environment. So I expect the certification process to go very smoothly. And I know I can count on every employee to help make the EMS a success. I know they won't let our environment down. ❖

EB Job Fair Attracts Hundreds Of Engineers

More than 400 prospective Innovation employees attended a job fair held recently in the Technology Center, exceeding the event planners' expectations.

According to Manager of Staffing Marie Wagner, the job fair was designed to attract entry-level engineers, and persuade them to consider working at Electric Boat.

She attributed the high turnout to radio, television and newspaper advertisements, and outreach efforts to various engineering societies. Most effective, however, were EB "team captains," who contacted their alma maters and team schools to develop interest among recent engineering graduates in Electric Boat.

"We were able to identify some excellent talent and expect to make several job offers in the near future," said Wagner. The success of the event was due to an extraordinary team effort of the more than 85 Human Resources and Innovation employees who staffed the job fair and conducted interviews and information sessions, she said. ❖

The Shipyard and Design Floor Are Host To Summer Interns

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about and what they've done for the country."

MTC President Ken Delacruz joined Worobey and Firebaugh in thanking the mentors for contributing their time and knowledge. The three men also recognized the efforts of Bill Stamp of the MDA-UAW, Chick McCombs of the MTC and Brian Padgett of Human

Resources for organizing the program.

Participating as mentors from the MDA-UAW are Rob Tanner, Tom Eiden, Bob Valentine, Gary Barron, John Pellegrino, Rich Labarre, John Upholz, Tom Chapman, Tony Gigliotti, Chris Williams, Bob Burdick, Pete Turco, Robin Snelgrove, Joanne Basile and Gordon Key. MTC mentors are Sidney

Petrie, James Lloyd, Mark Oddo, Kenneth Deus, Kevin Gilebarto, Cat Race, Gerald Holly, Maurice Moreau, Thomas Anderson, Patrick Casey, Emmett Strickland, Keith Coppin, Michael Miller, Stacey Brandes, Mat Carson, Stephen Bergel, John Gifford, Vern McLean, Sherri Ann Biro and Sara Conahy. ❖



From left, vulcanizing technicians Gerry Tanguay and Ed Frink (both of 241) prepare to load cables into Electric Boat's new pressure tank, which has made the process of conducting hydrostatic tests on external submarine cables much less physically demanding.

New Tank Eases The Pressure Of A Tough Job

Talk about pressure! Up until last year, when the EB Electrical Shop was home to two decades-old pressure tanks, the company's vulcanizing technicians had to endure punishing conditions when conducting hydrostatic tests on external submarine cables.

The lids of the tanks themselves were too heavy to lift by hand, so they had to be moved or removed using a tricky combination of overhead cranes. And then the testing crew had to use a very heavy,

very loud impact wrench to fasten the lids to the tanks using numerous 28-pound bolts, all of which had to be moved around by hand.

If the vulcanizing techs were lucky, they could perform a single hydrostatic pressure test per day, and wouldn't be hurting when they finished.

Fast forward to today. After using the old tanks for more than 40 years, EB scrapped them and in their place installed a new, fully automated pressure tank that has revolutionized the cable-

testing process and eliminated many on-the-job hazards.

"It's 100 percent better," said Gerry Tanguay (241), one of four operators of the pressure tank. "We don't have all the intense manual labor that we had with the big air hammer and bolts. And of course, we don't have the noise pollution. We're not disturbing the whole shop anymore."

"In the old days, if we did one hydro test a day, that was a good accomplishment," said electrical foreman Mike Biancarosa (241). "Now we routinely do two a day. And using the tank is now a matter of pushing buttons and pulling levers. It's a big ergonomic difference."

In addition to safety reasons, EB replaced the tanks to comply with a new

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Keeping The Workplace Shipshape – And Fire Free

It takes millions of manhours to build a nuclear submarine, but something can undo much of that work in a matter of minutes – a fire. And while there are many factors which can contribute to a fire, one in particular is perhaps the easiest to eliminate – debris left behind at the work site.

Debris not only poses a fire hazard when hot work is being performed, but it also gets in the way of employees or ships' crews who are trying to get their work done.

"We all have to keep our work areas clean," stressed Director of Operations Mike Alu. "We have come a long way. I've watched employees walking down a passageway stop and pick up a dropped rag or other debris. If we're all that aware of our surroundings, the ships will be cleaner than ever before. My goal is to make sure we keep getting better."

"Most employees really understand that it's their responsibility to take combustibles off the boat when they leave," said steel trades Superintendent Ron Donovan. "They recognize that they're helping everybody from a safety standpoint, not to mention a productivity standpoint."

Al Lalumiere (791), ship's manager for the USS Toledo (SSN-769) Selected Restricted Availability, said shipboard

cleanliness is even more important on delivered ships. "Not only is the crew trying to live and work onboard," he said, "but the fact that the ship is completely finished increases the potential seriousness of a fire."

Virginia (SSN-774) Project Quality Engineer Brad Wall (322), who conducts critiques following fires or other shipyard incidents, said it's especially critical for employees to pick up after themselves because, in some cases, they may be the only ones who can. "The guy who drops something probably knows where it's laying, but a welder may not see it, even if he looks. The 'carry it in, carry it out' mentality is critical to fire prevention."

Painters and carpenters Superintendent Mark Makoid said another key factor is time. "When you complete a job, it might take five minutes to clean up, but if you bring someone else in to do it, he's got to leave his shop, go get his things and come out to the boat," he said. "It would easily take four or five times as long."

Alu said the cleanliness of ships and shops isn't the only issue he's trying to address. The use of illegal power cords, people plugging heaters or other appliances into cubicle outlets, cluttered work areas, and people smoking in unauthorized areas also increase the risk of a fire,



Pipefitter Denise Sansone (243) exits the Virginia (SSN774) with a rag, extension cord and everything else she had brought with her to the boat that day.

and therefore warrant extra attention.

"We've had some fires in the buildings," he said, adding the time is right for fire safety reminders. "By treating each small fire as a huge issue, we're reducing our chances of having a big one." ♦

New Pressure Tank Gets The Job Done Quickly and Safely

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state mandate requiring that pressure vessels be certified. No documentation existed for the old tanks, making certification impossible, but the new one has a complete pedigree of its manufacture. It also has better pressure-release valves and other safety features.

Now all the crew has to do is push a button to open the tank, place a cable to be tested inside, and then close the lid with another button push. Then the tank is pressurized, and the cable is evaluated for leaks. All cables to be used outside a submarine's

pressure hull must be tested before installation.

Though the new pressure tank is a big hit among the vulcanizing techs, it does have one limitation – its size.

"If it doesn't fit in here, we've still got the big duckpond right outside," said vulcanizing tech Ken Mitchell (241), referring to the outdoor pressure tank which is used to test larger components and cables.

Thankfully, Mitchell said, the outdoor tank isn't as difficult to use as the two older indoor tanks were. ♦

Classified

APPLIANCES

ELECTRIC STOVE – 30" Hotpoint drop-in stove, very good condition. Free, come pick it up. 859-1741.

AUTOS/TRUCKS

BUICK CENTURY, 2000 – Century 2000 package, only 11,000 miles; \$9,000. 376-5187.

DODGE RAM, 1984 – V6; \$800 or best offer. 961-1675.

FORD ESCORT WAGON, 1995 – 5 speed, 4 cyl., 100k miles, a/c, cc, cassette, new tires, excellent condition, clean car, needs nothing; \$2,000 or best offer. 564-7736.

FORD RANGER XLT PICKUP – 4 cyl., 5 speed, 106k miles, excellent condition, one owner; \$4,800. 739-6629, evenings.

JEEP J-10, 1981 – 4 wheel drive, cap, oversize tires, fancy rims, much rust; \$450. 464-8393.

MAZDA RX-7 CONVERTIBLE, 1988 – black/gray leather, BBS alloys, a/c, am/fm/cass/cd, pw, 5 speed, 110k miles with only 40k on new motor; \$3,000 or best offer. 401-615-9028.

OLDSMOBILE, 1991 – Delta 88 Royale 4 door, 6 cyl., fully loaded, blue, 130k miles, top condition; \$2,900. 443-6019.

SAAB, 1996 – SE 900 Turbo, 5 speed, loaded, low miles, excellent shape; \$7,400. 572-9219 after 5:00 p.m.

VOLKSWAGEN BEETLE, 1972 – \$2,500 or best offer. 961-1675.

AUTO PARTS

LATE 1960s CAMARO PARTS – headers & manifold for a V-8, two transmissions exact type and year unknown, best offer takes all. 445-8976 after 5:00 p.m.

SAAB ROOF RACKS – fits 9000 series; \$45. 444-2285.

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

BOATS

30 FT. WOODEN SAILBOAT, 1965 – ketch rigged w/center cockpit, sleeps 5. Poppet stands, dinghy and motor included, moored in Groton; \$12,000. 617-268-3470.

MISCELLANEOUS

ADULT'S ROCKING CHAIR, utility trailer, maple end table, air purifier, stuffed chair, typewriter, Star Wars collectibles, knitting & crocheting books, new bridal veil, doll's wooden cradle, lamps. 401-596-5788.

AMERICAN GIRL DOLL CLOTHES and furniture, Mickey Mouse collectibles, child's rocking chair, Fisher Price dollhouse, children's books, dollhouse furniture, Tonka metal dump truck, small piano. 401-596-5788.

CROSSBEDTOOL BOX – 2 locking lids, top divider tray. Will fit pickup trucks with interior bed width of 54 inches to 57 inches; \$80. 884-6105, leave message.

EQUIPMENT – Bandsaw Duracraft 1/2 hp, 12" wide, 2 speed; \$75, Yamaha RX11 Drum Machine; \$50, heavy duty stationary bike; \$10. 401-783-1273.

GUIARTAB BOOKS – like new, AC/DC, SRV, Pink Floyd, Soundgarden; \$50. 449-1321.

JACOBSEN WALK-BEHIND MOWER – 48" cut, includes bagger and stand-on sully, 14 hp Kawasaki; \$600. 376-5187.

REAL ESTATE

FOR LEASE (1-2 YEAR) – waterfront views, 2 full bedrooms, 2 full baths, master suite, quiet Gales Ferry Bluff; \$1,800 per month with boating rights. 464-6980.

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

NIANTIC – 3 bedroom, 2 bath salt-box cape, open floor plan, center fireplace, finished walk-out basement, large deck, wonderful yard in quiet neighborhood near beach, pre-approved buyers only; \$329,900. 739-9574.

WANTED

ROW BOAT – Jon Dinghy, 6 ft. to 10 ft., aluminum, beat up ok if no leaks. 401-823-4920.

Retirees

229 **Jeffrey A. Balestracci Jr**
35 years
Foreman

241 **David L. Gentry**
30 years
O S Electrician 1/C

241 **Michael J. Zagora**
26 years
O S Electrician W/L

403 **Marvin D. Stuart**
19 years
T/A Tech Writing

456 **Keith E. Harlow Sr.**
28 years
Elect Sr. Designer

459 **Peter F. Carr**
29 years
Design Tech-Struct

463 **Ludwig R. Fuisting**
38 years
Principal Engineer

472 **Lynn A. Thorpe**
18 years
Technical Editor

481 **Robert A. Benson**
36 years
Program Manager

501 **Michael A. Viscione**
30 years
Maint. Mec Srv Eng 1/C

626 **John G. Heyniger**
29 years
Contract Specialist

40 years

- 226 Robert W. Mayor
- 248 William D. Bak
- 400 Jackson E. Morgan
- 452 Carl J. Kvist
- 458 Janis L. Pike
- 459 Stephen N. Wells
- 477 James J. Brown Jr
- 660 Joan Haberek

35 years

- 229 Frank N. Lewis Jr
- 244 William E. Roadway Jr
- 330 Barbara C. Windischhofer
- 412 Daniel N. Booker
- 452 Rocco A. Gentilella
- 456 Roland J. Gaucher

30 years

- 220 Rayna J. Rose
- 226 Jeanette Santoro
- 226 Barry R. Schuman
- 226 Kenneth C. Textor
- 227 John L. Potter
- 227 Angel M. Torres
- 228 Edmond A. Landry
- 228 Michael J. Samiagio
- 230 Russell J. Arruda
- 241 Michael J. Mares
- 242 Paul A. Bronit
- 242 Patrick L. Burpee

- 242 Michael T. Foltz
- 243 Martha T. Kiefer
- 243 Robert D. St. Jean
- 244 William A. Grace
- 249 Arthur C. Runkle
- 251 Emile T. Johnson
- 252 Ralph S. Palmieri Jr
- 272 Mark S. Henson
- 274 David F. Katusha Jr
- 275 William H. Lautenberger
- 321 Guy W. Brown
- 321 Gerald A. Doyon
- 333 Zeno Kowal
- 333 Nancy J. Wasniewski
- 355 Wayne A. Dvorak
- 355 Gary M. Harrison
- 355 Daniel P. Kirk
- 403 Frank A. Skewes Jr
- 414 George W. Lehr
- 416 William D. Jackson
- 419 George W. Williamson
- 424 Ronald A. Curtis
- 424 Joan B. Jastromski
- 431 Leon R. Devillez Jr
- 431 John K. Kenney
- 445 John H. Schuster
- 445 Nicola J. Tenuta
- 448 William A. Davies
- 452 William L. Stamp Jr
- 453 Edward W. Freeman
- 453 Brenda L. Giordano
- 456 George R. Robbins Jr
- 459 Rory A. Olsen
- 460 Stephen B. Treadow
- 463 John A. Mattosky
- 533 Daniel E. Webster

- 742 Louis J. Britton
- 804 Dene E. King

25 years

- 243 Michael D. Barina
- 243 Walter E. Brown
- 226 Robert Choquette Jr
- 243 Michael J. Caulfield
- 243 Janine M. Martinez
- 252 Pasquale Casimono
- 252 Mark C. Makoid
- 252 Steven E. Perkins
- 252 Harold C. Poole
- 252 Gary A. Urso
- 274 Raymond L. Bernier
- 404 Michael W. Gilliland
- 411 Henry G. Bolieau
- 414 Douglas P. D'Alessio
- 419 T. Scott Todd
- 425 John N. Cisco
- 438 Lori K. Barry
- 443 Brian W. Coulombe
- 452 Joanne M. Brown
- 629 Edward W. Deming
- 684 Laurel E. Mason
- 792 Brian N. Keith
- 915 Timothy S. Cashman
- 915 James R. Nichols
- 915 David M. Sherman

20 years

- 100 Michael J. Flanagan
- 230 Thomas P. Rabovsky
- 241 Kenneth D. Bonefas
- 242 David W. Cyr
- 242 Kenneth R. Stott
- 242 Robert R. Yovino Jr
- 251 Bryan W. Andrews
- 330 Garrett H. Rehr
- 333 Scott A. Partosan
- 402 Deloris A. Blanco
- 402 Scott A. Webster
- 403 Luevennia Gomez
- 405 Linda J. Farabini
- 411 Stephen D. Lewis
- 411 Michele M. Williams
- 412 Steven M. Vetrovec
- 445 James E. Sammons
- 447 Karen E. Osment
- 449 Charles H. Kraemer
- 453 Timothy E. McDonough
- 453 Darryl L. Nichols
- 455 Doreene L. Chapman
- 455 Deborah T. Welles
- 456 Mary J. Popp
- 458 Anita K. Andrelli
- 459 Gary J. Jones
- 462 Frederick L. Alvarez
- 462 Vann H. Chiv
- 477 Alice C. Dodge
- 477 Mark A. Zecco
- 503 Michael S. Sinko
- 662 Scott C. Blackburn
- 742 Paul J. Finkelmeier
- 911 Alan D. Pigeon
- 915 Calvin D. Guyton
- 915 Robert J. Mason
- 915 Edward A. Waterman Jr
- 915 Kenneth J. Watson



General Dynamics Second Quarter Revenues Increase 12 Percent Strong Cash Flow, Steady Backlog

FALLS CHURCH, Va.

General Dynamics has reported 2003 second quarter revenues of \$3.9 billion, a 12 percent increase over 2002 second quarter revenues of \$3.5 billion. Net earnings in the 2003 second quarter were \$242 million, or \$1.22 per share on a fully diluted basis, compared with 2002 second quarter net earnings of \$263 million, or \$1.29 per fully diluted share. The quarter ended on June 29, 2003.

Sales for the first six months of 2003 were \$7.3 billion, an 11 percent increase over 2002 half-year sales of \$6.6 billion.

**Sales for the first six months
of 2003 were \$7.3 billion,
an 11 percent increase over 2002
half-year sales of \$6.6 billion.**

Net earnings for the first six months of 2003 were \$463 million, or \$2.32 per share on a fully diluted basis. Half-year 2002 net earnings were \$492 million, or \$2.42 per fully diluted share.

“Our operating units continue to generate strong cash,” said Nicholas D.

Chabraja, General Dynamics chairman and CEO. “Net cash provided by operating activities was \$257 million in the quarter and \$458 million for the first half of the year. Free cash flow, defined as cash from operations less capital expenditures, was \$221 million in the quarter and \$391 million for the first six months of 2003.

Funded backlog at the 2003 mid-year point is \$23.5 billion, and total backlog is \$30.1 billion, compared with \$20.5 billion and \$25.5 billion, respectively, by the middle of 2002. ♦