

# Electric Boat NEWS

APRIL 2002

## EB Lands Navy Jobs Worth \$58.4 Million

The U.S. Navy has awarded Electric Boat two contract modifications worth a combined \$58.4 million.

The first award is a \$52.5 million modification to an existing contract for Virginia-class submarine lead-yard services.

This contract modification calls for Electric Boat to maintain, update and support the Virginia-class design and related drawings and data for each submarine, including technology insertion, throughout its con-

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## Navy Commends EB Employees For Nautilus Preservation Work

Although the preservation work on Historic Ship Nautilus (SSN-571) isn't quite finished, the officer in charge of the world's first nuclear-powered submarine has high praise for the Electric Boat employees engaged in the project.

"Everything's going real smoothly," said Officer in Charge Lt. Cmdr. Ben Howard, who is overseeing the \$4.7 million preservation availability. "What's impressed me the most has been the employees' dedication to customer satisfaction. Whatever we need, they really do their best to figure out how to meet that requirement.

"I've also been impressed with the level of excitement they have in being able to work on the Nautilus. I can tell that they feel a real sense of ownership for this boat," said Howard. "It's been nice."

*Lt. Cmdr. Ben Howard, officer in charge of the Historic Ship Nautilus, and Ship's Manager Bruce Falcone stand by the bow of the ship after completing an inspection of the hull.*

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# The President's Corner

*Mike Toner, President, Electric Boat*



" Our workforce is second to none, and I aim to keep it that way. In fact, my staff and I recognize that this may be our single most important responsibility. We also recognize that to maintain and strengthen the abilities you and your co-workers bring to your jobs, we need to provide you with the tools you need."

– Mike Toner

**E**lectric Boat's leadership position in the submarine industry is a direct reflection of the capabilities and commitment of our employees.

Our workforce is second to none, and I aim to keep it that way. In fact, my staff and I recognize that this may be our single most important responsibility. We also recognize that to maintain and strengthen the abilities you and your co-workers bring to your jobs, we need to provide you with the tools you need.

One of these tools is information. And one of the ways we'll bring you information is through EBTV, the company's new electronic news network.

Now operating at Groton and Quonset Point, EBTV – a system of large-screen monitors and readerboards – joins the Electric Boat News and the EB Bulletin as the latest vehicle for company-wide communications. Specifically, EBTV is intended to reach underserved segments of the workforce, i.e., employees without access to Lotus Notes or the company intranet, although everyone will benefit.

You'll view a full and regularly updated spectrum of content on EBTV – General Dynamics news and stock price; company news (contract awards, management messages, etc.); EB employee news (promotions, service awards, team accomplishments); EB group activities (EBAC, EBMA, EBAAA);

community services (the annual fundraising drive, Heart Walk, Daffodil Days); and general news (weather, and news, sports and business headlines).

I consider EBTV to be an important business tool – an essential part of our effort to keep all employees informed about significant developments in the company and corporation, and to recognize people and teams for jobs well done. And it's going to help people in a large and complex company feel more connected to the organization and each other.

The day-to-day operation of the network will be directed by Neil Ruenzel, director of Communications, and his staff. Working with a network of contributors representing the various functional organizations, Communications will assemble and shape the content and messages to be broadcast.

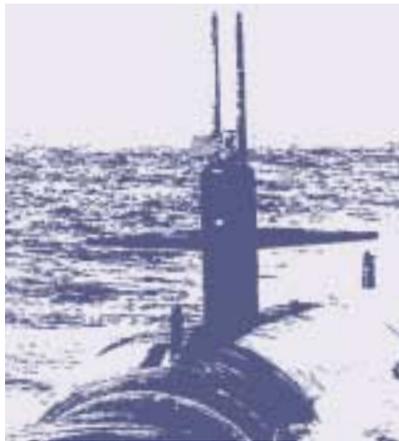
We developed this communication system for you and your co-workers. So please stay tuned in to EBTV, and stay informed. ■

# Thresher Tragedy Occurred 39 Years Ago

**A**pril 10 marked the 39th anniversary of the loss of the USS Thresher (SSN-593).

In 1963, USS Thresher was one of the U.S. Navy's newest and most modern submarines. It has just completed an overhaul at Portsmouth Naval Shipyard and was on sea trials 220 miles off the coast of Boston when a tragic and deadly accident occurred. A total of 129 men – 112 crewmembers and 17 vendors and shipyard workers – died when the ship sank.

After the accident, a Navy Board of Inquiry was convened, in addition to congressional hearings. In the wake of these activities, a Submarine Safety Steering Task Group was established, which identified 16 areas to improve the safety of Navy submarines. These areas included the review and modification of seawater systems subject to submergence pressure, the main ballast tank blow system, protection of electrical systems, adequacy of materi-



A total of 129 men – 112 crewmembers and 17 vendors and shipyard workers – died when the ship sank.

als, fabrication methods and test procedures, flooding recovery and proper readiness for sea trials.

These changes led to the introduction of the Submarine Safety Program – more commonly known as Subsafe.

According to Jim Noonan, Subsafe program director, the goal of the program is to provide maximum reasonable assurance that a submarine's hull will prevent flooding and that critical systems and components operate properly to control and recover from a flooding casualty.

“We design, build, test and deliver our ships to the Subsafe Program requirements, assuring the Navy that EB-built ships can go in harm's way with maximum reasonable assurance of the integrity of the submarine and its system,” Noonan said. “Sailors onboard submarines are able to perform knowing they're safe because our employees did their jobs to satisfy the Subsafe requirements.” ■

## Electric Boat Lands Navy Jobs

from page 1

struction and post-delivery maintenance period. Electric Boat will also provide all engineering and related services for maintenance and support of Virginia-class ship specifications. The work is expected to be completed by April 2003.

Electric Boat also received a \$5.9 million contract modification to provide design, engineering and technical support for modifications to the submarine Jimmy Carter (SSN-23).

Electric Boat also received a \$5.9 million contract modification to provide design, engineering and technical support for modifications to the submarine Jimmy Carter (SSN-23). Electric Boat is now altering the Jimmy Carter, the third and final Seawolf-class submarine, to accommodate advanced technology for naval special warfare, tactical surveillance and mine warfare operations.

The modifications will require changes to the basic Seawolf design in the areas of ballast control, mission-management spaces, and various services. A unique feature of the modification is the creation of a flexible ocean interface, referred to as the “wasp waist,” which will enable the Navy to deploy and recover various payloads without having to use torpedo tubes. The ship is scheduled for a 2004 delivery. ■

### Electric Boat **NEWS**

**Dan Barrett,**  
Editor

**Dean R. Jacobowitz,**  
Contributing Editor

**Bob Gallo, Gary Hall,**  
**Gary Slater,**  
Photography

**Crystal Smith,**  
Editorial Assistant

**Electric Boat News** is published monthly by the Public Affairs Department, 75 Eastern Point Road, Groton, CT 06340

Phone (860) 433-8202

Fax (860) 433-8054

Email  
dbarrett@email.gdeb.com

# Piping Trades Enhance Productivity With New Tools

The process of preparing pipe ends for welding has become faster, safer and more precise, thanks to some new equipment that Pipe Shop administrators have actively been acquiring for the piping trades.

“We’ve increased the focus on using our end-prep equipment wherever possible, and purchasing a lot more of the equipment,” said Senior Manufacturing Representative Dave Huband (246). “From 10 years ago to now, the equipment’s gotten smaller – it fits into tighter areas even more – and we’re more and more able to use this equipment on the boat, as well as for almost all of our shop work.”

The end-prep equipment, Huband explained, is used to cut bevels on the ends of virtually any diameter pipe; such bevels must meet specified standards before the pipe can be welded into place within a submarine. The equipment is also used for cutting sockets on socket-welded installations.

Although the Pipe Shop has had end-prep machines for a few years, Huband said the newest iterations are much more portable, as well as easier to use. As a result, the equipment has become increasingly popular among pipefitters whose job includes end-prep work.

“There’s no comparison,” pipefitter Alan Duperry (243) said of using the new equipment. “You get a nicer bevel and you get



*Pipefitter Alan Duperry (243) uses end-prep equipment in the Wet Dock Pipe Shop to cut a 45-degree bevel on a section of pipe.*

Although the Pipe Shop has had end-prep machines for a few years, Huband said the newest iterations are much more portable, as well as easier to use.

better quality. And it’s definitely safer. There’s no vibrations on this equipment.”

The end-prep equipment doesn’t vibrate because, unlike air-driven tools that rely on rapidly spinning parts, it uses cutting blades that slowly eat their way into the metal, much the way a good portion of the equipment in the Machine Shop does.

And as Huband explained, the new equipment also allows for quick and easy adjustments of its cutting blades, so it can be used to cut one angle of bevel on one pipe and then an entirely different angle on another, without a major modification of the equipment.

Duperry’s foreman, Steve Zeiba, said despite the slower speed of the cutting blades, the end-prep equipment is actually able to complete a job more quickly than manual cutting methods. And since the equipment can easily be brought from the Pipe Shop to the job site, “it enhances productivity.”

“The turnaround is a lot quicker,” agreed pipefitter Roger Allyson (243), who works in the Nuclear Pipe Shop on an end-prep machine that is capable of cutting curved bevels and counterbores on pipes.

Huband said the acquisition of newer, better end-prep equipment has enabled the Pipe Shop to have more of its pipefitters trained on its use. Now, he said, more than half of the pipefitters are trained to operate it.

“The expectation is we’ll probably have three quarters of our people trained on it eventually,” he said. ■

# Employees Earn High Marks In ISO Audit

Employees from across Electric Boat are being praised by Quality Assurance management for helping the company earn good marks during the recent ISO “transition” audit in late February.

“Our front-line employees and their supervisors were instrumental in putting EB’s best foot forward,” said Jim Noonan, director of QA. “The audit team was very impressed with their level of knowledge.”

The worldwide International Standards Organization, Noonan explained, has developed a set of basic regulations – referred to as the ISO 9001 Standard – on how to conduct business. The standard requires that a company document its own individual business practices through procedures and be able to demonstrate compliance. Most major U.S. companies are certified to the ISO 9001 Standard.

A company is certified to the standard by a registered “third party” auditor. Noonan

said EB was originally certified in 1998 by ABS Quality Evaluation Inc. of Houston, Texas. In January 2000, the ISO issued a new revision to the standard and required that all companies recertify or transition to the new standard within three years.

“Given the fact that EB has long maintained a detailed and disciplined Quality Management System in compliance with Navy regulations,” Noonan said, “a request to transition to the ISO 9001-2000 Standard was submitted to the ABS auditors late last year.”

Only minor updates to EB’s Quality Assurance Manual were required to bring EB into compliance with the new standard, he said.

Harry Solt, supervisor of QA Engineering, said EB employees’ commitment to their jobs has facilitated the company’s ability to keep up with the ISO 9001 Standard.

“A number of people across many organ-

izations work very hard day in and day out with procedure compliance,” he said.

“Being able to walk the talk with the audit team was key in our success.

“It’s the things people are doing right every day – following procedures, filling out paperwork correctly, keeping up with their training,” continued Solt, who is responsible for coordinating EB’s ISO certification efforts. “That’s really what makes us successful.”

During the late February audit, ABS auditors identified eight minor findings that EB will now address in looking to further improve its Quality Management System, Noonan said.

ABS has since issued a Certificate of Compliance to the new ISO 9001-2000 Standard to Electric Boat, he concluded. ■



*From left, Laretta Mariani (601), Peggy Bray (421), Linda Delosreyes (416), Nancy Ager (663) and Theresa Johnson (456) wrap daffodils for delivery following another successful Daffodil Days fund-raiser at Electric Boat. EB employees raised \$11,500 during the American Cancer Society’s annual event, tops in the cancer society’s Norwich-Quinebaug division and second highest in the entire Eastern Connecticut region, said Kathy LeJeune, the cancer society’s Daffodil Days coordinator for Region 3 (Rhode Island and Eastern Connecticut). Overall, the total raised in Region 3 this year was \$251,100. Mariani said Electric Boat has ranked as one of the region’s top fund-raisers since 1993, when it first began participating. “Without the support of EB employees, this event could not have been such a success,” she said. “Thanks to all employees who contributed, and thanks to all our canvassers.” Theresa Johnson was EB’s top seller, said Mariani, who co-chaired the event with Irene Motta (605).*



## General Dynamics Honors EB Technologists At April Banquet

**N**ine Electric Boat technologists have been recognized for their accomplishments at the General Dynamics Technology Awards banquet held earlier this month.

The honorees are: Gene Castles (427), Jack Chapman (418), Matthew Kasson (427), Jeffrey Linkinhoker (434), Michael Quadrini (418), Peter Rinaldi (418), Michael Sinko (503), Edgar Thaxton (427) and Pieter Van Dine (418).

“As always, we need your energy, your spark and your imagination,” said GD Chairman and CEO Nicholas J. Chabraja. “We need your ability to articulate to the rest of us why your ideas deserve support, and how they can lead to new business.

“We honor you tonight for enriching our company, and for inspiring those around you. We thank you for shaking the place up once and a while – for helping us to see the possibilities – and for your hard work and dedication,” said Chabraja.

The EB technologists received their awards for the patents they have obtained. A brief description of their

patents follows:

**Integrated High Frequency Marine Power Distribution Arrangement with Transformerless High Voltage Variable Speed Drive** - This arrangement eliminates the need for transformers using a multi-phase, multi-circuit generator, and arrays of multi-level, multi-phase, multi-circuit power conversion equipment. With this arrangement, the overall size and weight of an electric propulsion distribution system can be reduced by 50 percent or more. (Rinaldi, Thaxton)

**Integrated Marine Power Distribution Arrangement** - An improved power distribution supply using prime movers and generators operating at higher speed and/or having a higher number of generator poles to produce power at higher distribution frequencies. (Castles, Rinaldi, Thaxton)

**Integrated External Electric Drive Propulsion Module Arrangement for Surface Ships** - A new arrangement for surface ship propulsion that results in higher efficiency,

*Above, Electric Boat's patent-award winners were recognized by Mike Toner and his staff a few days after the General Dynamics ceremony. From left are Pete Rinaldi, Piet VanDine, Ed Thaxton, Jeff Linkinhoker, Gene Castles, Mike Sinko, Matt Kasson and Jack Chapman. Missing is Michael Quadrini. Together, these technologists accounted for 12 of the 21 awards distributed at the corporate event.*

# Ray Williams Receives GD Technical Excellence Award



Ray Williams

**A**t a ceremony held earlier this month at the Ritz Carlton in Pentagon City, Innovation Director Ray William received a General Dynamics Technical Excellence Award for his career accomplishments in submarine design and engineering.

In nominating Williams for the award, Fred Harris, VP – Programs, said: “Raymond Williams’ significant and lasting professional achievements emanate from his innovative mind, outstanding knowledge, commitment to aligning details to concepts, and the determination to provide submariners with safe, capable ships.”

According to Harris, Williams has made significant contributions to all classes of submarines designed over the course of his 37-year career at Electric Boat. As the director of a design and engineering staff comprising more than 700 employees, Williams is responsible for engineering, engineering

Ray Williams is an outstanding individual and the consummate team player, his performance at every level – from high conceptual to very detailed – is thorough, inspired and complete.”

analysis, and design of ship internal and external structures, arrangement, hydrodynamics and hydrostatics and weights for Virginia-, Seawolf- and Ohio-class submarines. He also promotes EB’s technical relationships with industry, academia and Navy research organizations.

“Ray demonstrates daily his extensive knowledge of detail ship design, practical leadership and effective management,” said

Harris, noting that he has achieved excellent cost and schedule performance while delivering the highest quality technical products.

“Ray Williams is an outstanding individual and the consummate team player,” Harris said. “His performance at every level – from high conceptual to very detailed – is thorough, inspired and complete.” ■

improved protection from damage and better performance for propulsion. (Sinko, Chapman, Van Dine)

Propulsion Arrangement for Axisymmetric Fluid-Borne Vehicles - An arrangement for multiple propulsive devices located around the tail of an axisymmetric fluidborne vehicle. This arrangement improves the internal ship arrangement. (Sinko, Chapman, Van Dine)

High Temperature Wet Filament Winding Arrangement - A method to manufacture a filament wound part using resins with a melt temperature of over 500 degrees F. This enables parts to be manufactured with currently available fire safe resins. (Van Dine)

Heat Transfer Cold Plate Arrangement - A design of an electronics cold plate that is simple in concept, reducing the costs. The plate has a metallic core with composite end boxes that eliminate the electrical connection and potential stray currents. (Van Dine, Thaxton,

Linkinhoker)

Multi-Channel Motor Winding Configuration and Pulse Width Modulated Controller - This technology minimizes size and weight of solid-state power converters by independently switching isolated parallel windings of an electric motor in an interleaved fashion. The technology improves power quality by increasing the net switching frequency of the converter, thereby improving converter efficiency and reducing noise, heat generation and motor insulation degradation. (Chapman)

Circuit Breaker Arrangement with Integrated Protection, Control, and Monitoring - An electronic module arrangement that includes a medium voltage circuit breaker with integrated protection, control and monitoring components. This arrangement enables the system to selectively respond to both phase and sensitive ground faults, allowing maximum flexibility in medium voltage power distribution system arrangements. (Kasson,

Rinaldi)

Strut-Mounted Marine Propulsion Unit - A pod that recovers the swirling wake and boundary layer that develops over a hub driven pod body. This results in increased efficiency for the unit. (Quadrini, Van Dine)

Fault Tolerant Motor Drive Arrangement with Independent Phase Connections and Monitoring System - An arrangement for configuring and monitoring a motor/motor drive system involving multiple electrically isolated phase connections between the power source and motor. This arrangement increases the system’s resistance to electrical faults and provides a sensitive monitoring system for fault detection. The arrangement mitigates the potential for electromagnetic interference problems on the system, thereby enhancing the survivability of the system. (Kasson) ■

# General Dynamics Reports Solid First Quarter

Sales increase 17 percent; earnings increase 8 percent

FALLS CHURCH, VA. General Dynamics has reported first quarter 2002 net earnings of \$229 million, or \$1.13 per share on a fully diluted basis, on sales of \$3.1 billion. For the first quarter of 2001, earnings were \$212 million, or \$1.05 per share, on sales of \$2.7 billion, excluding a non-recurring gain of \$28 million, or 14 cents per share, from a tax-related adjustment. The quarter ended on March 31.

“This was a good first quarter, marked by especially strong performance by our Information Systems and Technology group. We expect solid results to continue throughout the year,” said Nicholas D. Chabraja, General Dynamics chairman and CEO.

“New orders of almost \$3 billion in the quarter – including a significant contribution from our Aerospace group — kept the backlog strong. We ended the first quarter of 2002 with a funded backlog of \$20.7 billion, and a total backlog of \$26.5 billion,” Chabraja said. ■



In the Technology Center's model room, President Mike Toner explains the operation of the shipyard to Dov Zakheim, undersecretary of defense - comptroller, during a recent briefing in Groton. Zakheim was accompanied on his trip by Dionel Aviles, assistant secretary of the Navy (financial management and comptroller).

Earned Hours:  
Where We Stand



# SSGN Program Picks Up Steam; EB's Involvement Expected To Expand

**E**lectric Boat has taken a central role in a high-profile program considered to be a leading example of transformation – the Defense Department effort to reconfigure the nation's military capabilities to respond to future threats and mission requirements.

The program is the conversion of four Trident-class submarines from ballistic-missile carriers – SSBNs, to SSGNs – capable of covert tactical strikes and special operations forces (SOF) support.

The Navy intends to convert the first four Tridents to the SSGN configuration while they are being refueled at the Puget Sound Naval Shipyard and the Norfolk Navy Shipyard. The first ship – USS Ohio (SSBN-726) – is scheduled to dock at Puget Sound in November, with initial operational capability expected in November 2006. The second ship – USS Florida (SSBN-728) – will tie up at Norfolk in January 2003; the other two ships will follow USS Ohio and USS Florida into the yards at later dates.

According to John Biederka, EB's SSGN program manager, the company will participate in a variety of activities relating to the

conversion. These include:

- Design
- Long lead-time material procurement
- Lead-yard services to the conversion yards
- Integrated program planning and management
- Manufacture of several kits, such as SOF stowage canisters, ship-control system modifications and engineered components

Additionally, said Biederka, EB has responded to a Navy solicitation for the SSGN detail design and early manufacturing work. That contract should be in place within two months, he said. EB is also actively pursuing opportunities to participate in the conversion work itself, which at the moment is assigned to the Navy yards.

As the SSGN program has gained momentum, Biederka has ramped up his organization, with Brian Wilson named as the deputy program manager for design and Dexter White the deputy program manager for construction.

As Wilson sees it, there are several facets underlying the SSGN design philosophy.

As much as possible, EB will re-use data, systems and components, and use existing

standard drawings. In addition, the program leverages existing Trident- and Virginia-class specifications to minimize drawing product costs.

On the construction side, said White, use of the design/build process, lessons learned and recent process improvements will improve fabrication and installation times.

Material ordering and work package development are being scheduled to minimize the time between design issue and manufacturing start due to the program's aggressive schedule, he said. In addition, components and assemblies are being "kitted" to the maximum extent possible to enable higher levels of modular installation.

With cost containment always a key consideration, EB's SSGN conversion design maximizes the use of existing Trident platform attributes and systems and those proven on other submarines, said Biederka. The result will be a transformational weapons platform with a high-volume and flexible payload that will be operationally available in just over four years. ■

## Classified

### AUTO/TRUCKS

DODGE DAKOTA, 1987 - with cap. Needs engine - rest good; you haul it. 536-8648.

MERCURY GRAND MARQUIS, 1989 - 4 door sedan, V8, 99k. Needs some work, priced accordingly; \$1,000 or best offer. 848-8943.

VOLVO, 1987 - 240 DL Sedan, 178k miles, one owner; \$2,250. 401-348-9133.

### AUTO PARTS

BRADLEY GT KIT - never completed, VW Chassis w/Porsche

engine. Decided to let it go, 536-8648.

JEEP WHEELS - 5 aluminum off 1995 Wrangler with Brigadier Radial A/P tires, 50% tread; \$350 for all. 442-2261.

### MISCELLANEOUS

AMERICAN GIRL DOLL clothes & furniture, Crissy doll, wooden doll's cradle, child's rocking chair, Fisher Price doll house, children's books, new Porcelain doll, Mickey Mouse earrings. 401-596-5788.

BLUE WILLOW DINNER PLATES made in England, Lusterware tea pot, Vintage jewelry, typewriter, adult's rocking chair, knitting & crocheting books, collectible

glassware, stuffed chair, beaded Indian headdress. 401-596-5788.

NORTH FACE SLEEPING BAG - Polarguard 3D Blizzard, long size, 50F, used once; \$100. 442-2261.

KERO-SUN SPACE HEATER - new; \$99, Regal bread machine; \$25. 599-2052.

NIKON N80 SLR CAMERA/LENS - new camera w/new 28-80mm zoom lens. Never used. Lists \$500, asking \$300. 446-9209 after 5 p.m.

### REAL ESTATE

OLD LYME - Rogers Lake stucco ranch, corner lot, waterviews, beautifully maintained, lots of upgrades, 3BR 1B, hardwood

floors, FP in LR, full basement w/FP, fenced yard, shed, gazebo; \$214,500. Owner 434-4649.

TIMESHARE - 29 Floating RED weeks, Paradise Island/Nassau/Bahamas. Visit <http://www.clubandor.com> for details. Maintenance fee 625/yr. Asking \$2000, or best offer. Call 535-8564.

### WANTED

BUYING EARLY PHOTOGRAPHY - paper, antiques, dolls, full and partial estates, attic and basement contents. Will look at anything old. Call Steve at 447-9047.

HARD DRIVE - for computer, used, and a zip drive. 442-5529 call after 5 p.m.

# Service Awards

## Retirees

- 333 Richard A. Sadowski  
36 years  
*Warehouseman 1/C*
- 408 William E. Redd  
11 years  
*Logistics Specialist*
- 413 Milton D. Schroeder  
17 years  
*Principal Engineer*
- 423 Alfred S. Hubbard  
27 years  
*Inspector-Pip-NQC Spec*
- 433 William B. Juhnevicz  
40 years  
*Principal Engineer*
- 438 David R. Prentice  
40 years  
*Project Engineer Asst*
- 484 Thomas E. Bogue  
37 years  
*Financial Analyst Proj*
- 495 Jerry E. Lamont  
11 years  
*Logistics Specialist*
- 495 James J. Mugavero  
43 years  
*Engineering Project Specialist*

## 40 years

- 229 Richard S. Telekas  
355 Henry A. Olexy Jr

## 35 years

- 243 Craig A. Brown  
251 Paul T. Tangari  
330 Jane G. Norman  
429 Judith L. Amoriello  
494 Gordon S. Gillaspie  
323 Tyler E. Perkins

## 30 years

- 355 Anthony J. Alfieri  
Angelo J. Grillo  
William G. Klinefelter  
452 Peter M. Baier  
Valentina Mandybur  
453 Thomas S. Soderberg  
459 Steven J. Buckingham  
464 Edward M. Havrilla  
505 Edward L. Elliott  
545 Derrick A. Cox  
648 Leland P. Miller  
935 Russell T. Labrie

## 25 years

- 229 Bryan T. Way  
251 Albert J. Daniels  
Philip D. Strunk  
275 Warren M. Sidle  
341 Elizabeth C. Brevard  
416 Robert L. Holden  
436 Paul J. Marsiglio  
447 Steven J. Keener  
Karen A. Papajohn  
Michael J. Yanavich  
472 Robert L. Hoy Jr  
Michael E. Law  
496 Carl D. Fast  
640 Susan A. Williams  
641 David C. Elks  
685 John W. Biederka  
706 Terrence Fish  
901 Raymond E. Bucacci  
Anthony Imbriglio Jr  
Henry Moretti Jr  
Arthur J. Sherman  
904 John E. Flis  
Michael Raspberry  
911 Ronald F. Jarvis  
915 Norman D. Beaudreault Jr  
Louis J. Brochu Jr  
Christopher P. Manuel  
Joseph C. Marqus  
950 Eugene T. White  
Scott Woodmansee  
951 Annette M. Bourcier  
957 Terrence M. Dodd

## 20 years

- 226 Kevin E. Kumpf  
227 Ronald W. Tourville  
229 James Culotta  
Fred W. Stula  
242 Robert J. Pontbriand  
Gary L. Vogel  
272 Joseph Renardo  
355 William W. Denow  
Michael D. Smith  
427 John F. Norosky  
452 Paul L. Theroux  
459 Anne S. Frish  
Robert A. Gamache  
Brett E. Hayn  
John L. Jarvis III  
Terrence M. Leahy  
Edward W. Leblanc  
Paul W. Loghry  
Dana M. Snow  
Thomas L. Welsh  
460 Robin J. Dunbar  
462 John D. Koptonak  
Frederick W. Rauch  
463 Glen D. Rice  
Roland R. Trailer Jr  
472 Michael J. Wheeler  
641 Linda I. Donovan  
644 Donna M. Padula  
660 Frank E. Oberg  
904 Tony L. Terry  
915 Dennis C. Bliven  
John J. Bourque

# EBAC Honors Six For Sports Accomplishments And Contributions To Athletic Club

At its annual banquet earlier this month, the Electric Boat Athletic Club honored six members for their sports accomplishment and their support of the organization.

## Matthew Singer

The recipient of the 2001 O. P. Robinson Jr. Memorial Award is Matthew Singer, an engineer in Department 439. The award is presented to the EBAC's Varsity Athlete of the Year.

As the captain and founder of the Varsity Snowboard Team, Singer has led the team to first-place finishes in each of the last two years. Along the way, he has won two silver and 14 bronze medals. He is also the captain and founder of the Varsity Roller Hockey Team, which has gone to the playoffs for the last three years. This year, Singer led the team with 18 assists and 27 points.

Singer also plays on the Varsity Men's Hockey Team, batted .400 in the softball league, finished third in total points in the floor hockey league and helped his team to the playoffs in the volleyball league.

## Rebecca Halter

Rebecca Halter is the recipient of the 2001 Dorothy Bliven Award as the outstanding EBAC Female Athlete of the Year.

An engineer in Department 415, Halter skis and swims, and plays softball and volleyball. But her strongest event is running. Halter was the EBAC Varsity Women's Team MVP for 2001, finishing first on the team in all five varsity races. In the Downtown Providence 5K race last year, she became the first EBAC woman runner to attain a sub-seven-minute-per-mile pace in a corporate team race.

## Gerhard Barron

Gerhard Barron was awarded the 2001



Pete Volkmar



Matthew Singer



Rebecca Halter



Barry Leon



Gerhard Barron



Elizabeth Bove

Walter J. Harvey Memorial Award as the Outstanding Interdepartmental Athlete of the Year.

Barron, an electrical designer in Department 456, has played in the softball and basketball leagues since joining the company 20 years ago. Recently, he began participating in the floor hockey and volleyball leagues.

Barron led the basketball A division in three-point scoring and was the second-leading scorer in 2001. He helped his team win the regular season and finish second in the playoffs. In softball, he contributed to his team's third-place regular season finish

and second-place playoff finish.

He was also voted floor hockey rookie of the year in 2001 and led the team to second-place finishes in both the regular season and the playoffs. Additionally, he was MVP in the volleyball C division.

## Barry Leon and Elizabeth Bove

In recognition of their support of athletic club activities, Barry Leon and Elizabeth Bove have been awarded the EBAC President's Award. Since Leon became commissioner of the racquetball league, it has grown from just a handful of players to the more than 40 players now participating. His energy and dedication have been key to the success of the league. In addition, he chaired the Athlete of the Year Committee.

After serving as EBAC president in 1997 and 1998, Bove then performed duties as secretary in 2000 and 2001. Currently, she is chair of the communications committee, commissioner of bowling, runs the bowling tournament and coordinates EBAC volunteers for the Special Olympics.

## Pete Volkmar

Pete Volkmar is the recipient of the Frank N. Kelly Award, an honor given to club members for outstanding work to promote the EBAC's programs and activities. Volkmar has been the EBAC treasurer for the last 15 years and has served as commissioner of basketball and chair of the dinner dance committee. He also has been commissioner of volleyball for the last 15 years, and has been chair of the Sports Banquet and Varsity Banquet Committees for 10 years. ■

## Navy Praises EB Performance On Nautilus Preservation

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Since the ship arrived in Graving Dock 1 in January, it has undergone blasting and painting of all exterior surfaces, repairs to deteriorated sections of the exterior and replacement of the wooden decking.

According to Bruce Falcone, the Ship's Manager, Nautilus is scheduled to leave the shipyard for the submarine base ahead of schedule and under budget. "We'll have a 99 percent solution before she leaves here," he said. "That's a testament to the tradespeople working on the project." A limited amount of work — reloading the masts and installing some of the wooden decking — will be completed at the sub base, he explained.

Falcone attributed the success of the job so far to the employees involved — particularly the painters, carpenters, grinders, welders and shipfitters. "We encouraged them to find the best way to do a job, and

they came up with a lot of good ideas.

"The employees feel attached to the boat, and they have an enormous amount of pride in their work," he said. "There aren't a lot of people who can say they've worked on Nautilus. That's a huge deal."

Additionally, Falcone and his supervisors conducted extensive briefings on various aspects of the job. And by providing office space for Howard adjacent to his own, Falcone said, communications between the ship's force and EB have been effective.

Nonetheless, there were some surprises.

Removing the three coats of paint on the ship required about 500 tons of blast grit. "We had no idea we were going to go through that much," he said. And the free-flood areas contained several tons of mud and grit that had to be cleaned out. "We had two shifts of workers who spent day after day with 5-gallon pails taking it out by hand."

Significantly, the crew assigned to the

job completed the entire blast operation without a single recordable injury. "The yard hospital didn't issue so much as a Band-Aid," Falcone said. "That says a lot about both the workers and supervision — taking care of the people is job number one."

Once the finishing touches are applied at the sub base, Nautilus is expected to return to the Submarine Force Library and Museum by mid-May, in time for the tourist season.

And how will the ship look? "We put eight coats of paint on her," Falcone said. "She'll look better than new. Our intent has been to make our preservation work last 50 years." ■