

Electric Boat NEWS

AUGUST 2006

Renovation of Graving Docks 1 and 2 is under way



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Electric Boat Begins Renovation of Graving Docks

\$65M project will improve shipyard's maintenance and modernization capabilities

Electric Boat earlier this month began the renovation of graving docks 1 and 2 at the Groton shipyard, which will enable the company to build upon its submarine-repair capabilities and help retain its workforce in Connecticut. The two-year project will cost \$65 million. The docks are used for new submarine construction as well as submarine maintenance and modernization work.

"This project will solidify the company's standing as a full-service shipyard for years to come, extending the life of the graving docks by more than 50 years and reducing the costs associated with their operation," said John Casey, Electric Boat president.

Paul Harren (463), left, and Jeff Shafer (467) will be closely involved in overseeing the two-year, \$65 million project to renovate graving docks 1 and 2 at the Groton shipyard. The work will extend the life of the docks by more than 50 years and enhance Electric Boat's submarine maintenance and modernization capabilities.

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The Shippingport dry dock at the Groton Naval Sub Base.

Shippingport Gets Great Grades In Review

As a retired Navy commander, Electric Boat Chief Docking Engineer Joseph Heery had some experience with dry-docks. He commanded the drydock Los Alamos in Holy Loch, Scotland in the 1990s, and later was in charge of the dry-docks Shippingport, Waterford and Oak Ridge for Submarine Squadron Two at the Naval Submarine Base.

So he knew what to expect when the Navy Board of Inspection and Survey came this summer for the rigorous, two-day “INSURV” inspection of the dry-dock Shippingport, which EB has operated since 2002.

“They inspect everything, every nook and cranny,” said Navy Capt. James P. Ransom III, who commanded Regional Support Group Groton at the time. “Every procedure you can do, they make you do it. It’s very intensive.”

At the first INSURV in 2003, less than nine months after EB assumed responsibility for the Shippingport, the Board found a number of deficiencies. Heery was determined to improve the drydock’s scores during this inspection, the first covering a period when EB was the solely responsible for maintaining and operating the drydock.

Based on the INSURV board, they succeeded, Ransom said.

“The best grade you can get is ‘satisfactory,’ and Shippingport got that, but at the outbrief, the Insurv team said the 25 Electric Boat employees have done a better job maintaining this craft than 100 sailors before them,” Ransom said.

Heery said he had expected to do well on the INSURV, because Navy billets on a drydock are often filled with first-tour sailors who have little familiarity with maintenance issues such as painting and preservation, while his team has extensive experience “This craft is ready to operate for years into the future. It really validates the concept of having Electric Boat operating the drydock.”

Ransom said the results were particularly impressive because the Shippingport is nearly 30 years old, having been launched in 1977. It has been in service in Groton since May 1979, when it conducted its first docking, of the Navy’s deep-diving research submarine NR-1.

“Any time you have an inspection, you want to put your best foot forward, make sure you’re ready,” Heery said. “You’re always worried that you missed something. But all our “Dock Techs” pay a lot of attention to detail. We don’t want to give the INSURV Board anything – if there’s something wrong, we want them to search for it.”

Heery has had a long relationship with

the Shippingport. He was part of the Naval Submarine Support Facility in Groton when the craft did the NR-1 docking in 1979, and has known all but one of the commanding officers.

In the nine weeks before the inspection, Heery said his crew led by Jim Bush, Dock Engineer, corrected over 250 potential deficiencies, and cleared numerous others as they prepared for the INSURV Board’s visit.

Heery said the Naval Submarine Support Facility’s New England Maintenance Manpower Initiative also played a key role in the preparation, completing 43 repairs that were beyond the capability of the Dock Techs. Heery said the Hull Division in particular, led by Ken Welch, completed about 80 percent of those repairs, and has done some maintenance that might otherwise have to have been deferred to an overhaul period, such as replacing watertight doors and installing deck sockets for lifelines.

“If they had a question, we were ready to answer it. We were ready to respond to whatever they needed,” Heery said. “This team is always ready for an inspection. But I’m extremely pleased with the results because it really shows what EB can do for the Navy. Everybody is benefiting from this arrangement.” 🙌

Dan Barrett,
Editor

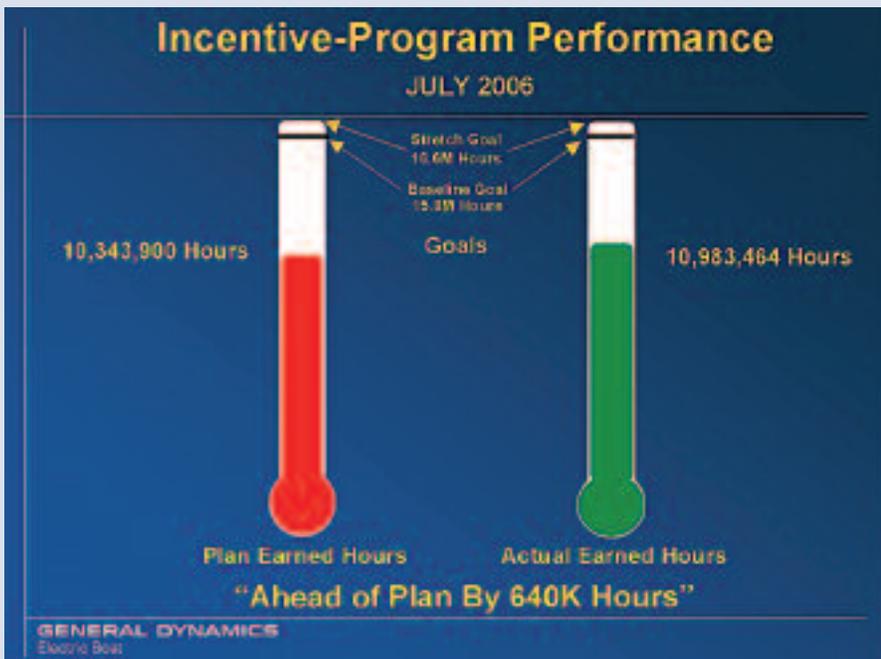
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Earned Hours • Where We Stand



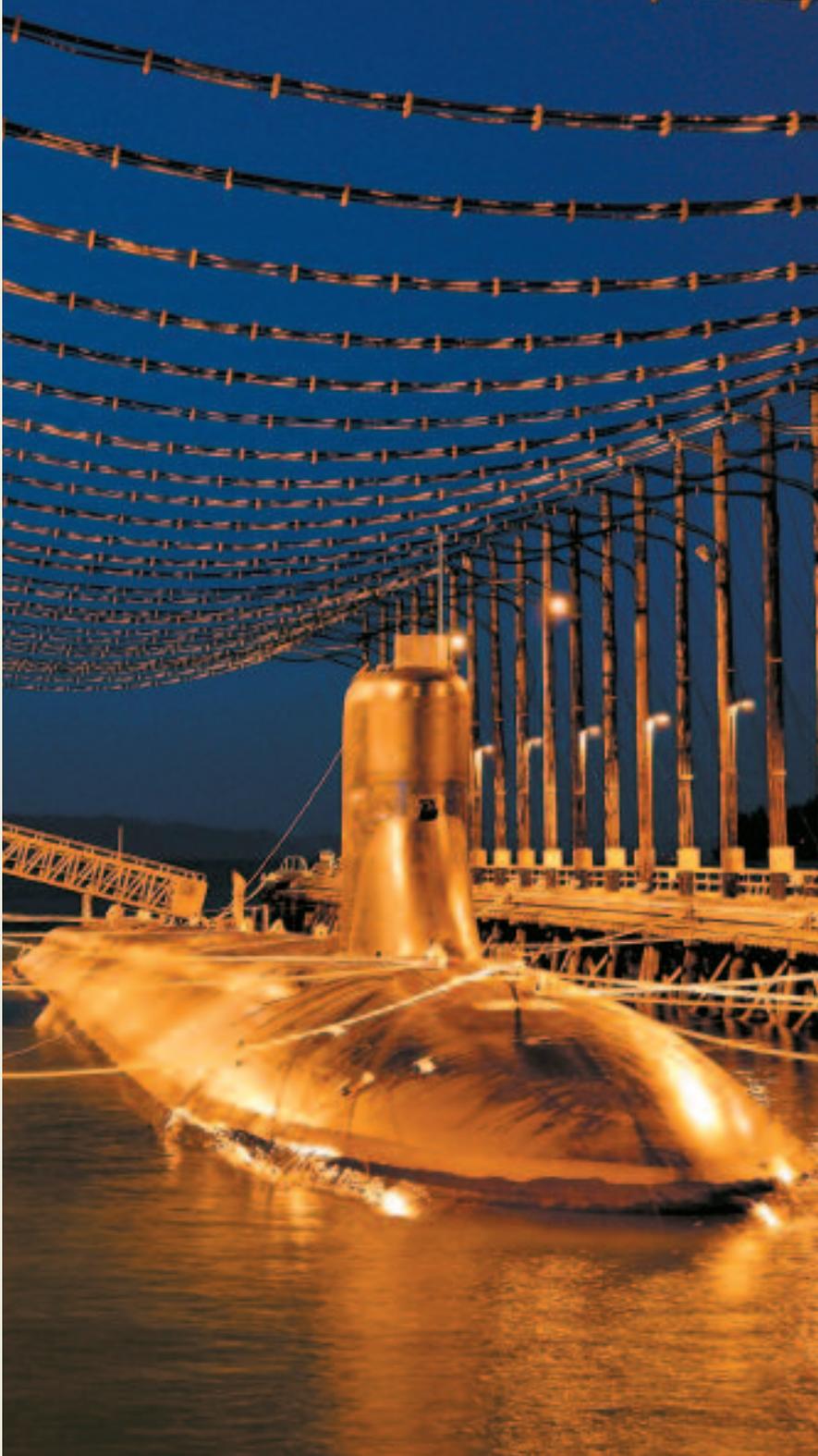
Kneeling at the stern of a cardboard boat built by an apprentice class is Jennifer Balzer; at the bow is Nicholas Steinberg. Standing are, from right, Nestor Hernandez, Benny Contreras, John Bryer, Robert Socha, Joseph White, Archie Cochrane, Bjorn Liese and Robert King. Missing from the picture is Josh Zahansky.

Apprentices Sail Through School Assignment

As an instructor at the shipyard apprentice school for the steel trades, Steve Riley uses the Shipfitter Theory II class to gauge how well his students have learned basic shipfitting concepts and whether they can apply those lessons hands on.

Typically, he said, by the time apprentices reach his class, they have accumulated a few years of trade experience and completed a number of prerequisite courses. "The combination of

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USS Jimmy Carter gets first deperming treatment.

Silverdale, Wash.

The Seawolf-class attack submarine USS Jimmy Carter (SSN-23) sits moored in the Magnetic Silencing Facility at Naval Base Kitsap Bangor for its first deperming treatment. The deperming process reduces a ship's electromagnetic signature as it travels through the water. Jimmy Carter is the third and final submarine of the Seawolf class. A unique feature of the Jimmy Carter is a 100-foot hull extension called the Multi-Mission Platform, which provides enhanced payload capabilities, enabling the submarine to accommodate the advanced technology required to develop and test a new generation of weapons, sensors and undersea vehicles.

U.S. Navy photo

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“ By the time they finished their project, this class of steel-trade apprentices made it clear that they have the determination and skills that will make them valuable employees in their trade.”

already-completed training and work experience should enable the students to complete an assignment without detailed directions,” he said.

The assignment this class received was to build a punt. After receiving instructions on the importance of working as a team, the class members were given four basic views with two dimensions, overall length and overall width, Riley said. “Additionally, the class members were given the two angles for the rake at the bow and stern, and told that the keel penetrated the hull at amidships and was 1/2 inch below the hull.”

As the project progressed, the class members discussed the various features of the boat and developed simple sketches and freehand drawings. From there, said Riley, a template was produced. This template, a flat pattern layout, was transferred onto sheets of cardboard. To simulate 3/8-inch plywood, two pieces were cut out and a strip was put all around the edges. After the sides of the boat were completed, the bottom and ends were formed into shape and taped together.

“This process continued until the punt was complete,” Riley said. “By the time they finished their project, this class of steel-trade apprentices made it clear that they have the determination and skills that will make them valuable employees in their trade.” 🙌

NASSCO Finalizes \$1 Billion Contract To Build Tankers

SAN DIEGO, CA

General Dynamics NASSCO has announced it has finalized a \$1 billion contract with U.S. Shipping Partners L.P. to build nine product carrier tankers. The contract includes options for five additional ships. Construction of the first tanker is scheduled to begin in the third quarter of 2007, with delivery to occur by the second quarter of 2009.

“NASSCO is the leading builder of U.S. Navy auxiliary ships and has delivered more Jones Act ships than any other shipyard in the country today,” said Frederick J. Harris, president of General Dynamics NASSCO. “This contract is the largest commercial shipbuilding contract in NASSCO’s history and positions this shipyard to remain the premier builder of Jones Act ships.”

The product carrier tankers or “PCs” will be 183 meters (600.4 feet) in length and 32.2 meters (105.6 feet) in beam, with a design draft of 11.8 meters (38.7 feet). The ships are to be double hulled, weighing 49,000 dead weight tons (DWT) and will have a cargo capacity of 331,000 barrels.

The PC tankers are based on an existing design from DSEC, a wholly owned subsidiary of Daewoo Shipbuilding and Marine Engineering of Seoul, Korea. NASSCO entered into an agreement with DSEC last March to produce ships for the U.S. market under the Jones Act, in which DSEC will provide detail designs and services related to construction of the ships. All of the ships will be constructed at the NASSCO shipyard in San Diego.

The PCs are the second class of tankers NASSCO has been contracted to produce since 2000. Earlier this month, NASSCO delivered its final double-hulled tanker to BP Shipping Company of Alaska under a four-ship contract. By comparison, the BP tankers are 185,000 DWT, 287 meters (941 feet) in length, and have a capacity of about 1.3 million barrels.

Electric Boat Awarded \$6 Million to Support Post-shakedown Work On Submarine Texas

The U.S. Navy has awarded General Dynamics Electric Boat a \$6.3 million contract modification to procure long-lead-time material in support of the USS Texas post-shakedown availability (PSA).

The award is in anticipation of an \$85 million contract the Navy in January announced that it would assign to Electric Boat. This work will comprise maintenance, repairs, alterations, testing and other activities and is scheduled to begin in early 2007 following completion of Texas’ shakedown period. Most of the PSA will be performed at Electric Boat’s shipyard here, and is expected to be completed in December 2007.

The second ship of the Virginia Class, Texas was delivered to the Navy in June by Northrop Grumman, Electric Boat’s teammate in the Virginia-class submarine construction program. Electric Boat and Northrop Grumman have received contracts to produce 10 Virginia-class ships.

Electric Boat delivered the first ship of the class, USS Virginia (SSN-774), in October 2004 and is now performing a PSA on that ship. This work, also worth about \$85 million, is scheduled for completion in December.

BIW Awarded \$116M Contract For DDG-1000 Zumwalt Class Transition And Detail Design

The U.S. Navy has awarded Bath Iron Works, a subsidiary of General Dynamics (NYSE: GD), a \$115.8 million contract to commence DDG-1000 Zumwalt class destroyer detail design and procurement of Vendor Furnished Information (VFI) to support detail design. The total value of the detail-design effort, after all contract options have been fully funded, will be in excess of \$300 million. This program was formerly known as the DD(X) destroyer program.

The mission of the DDG-1000 is to provide independent presence and deterrence and to operate as an integral part of naval, joint or combine maritime forces. DDG-1000 will provide advanced land-attack capability in support of ground campaigns and contribute to battlespace dominance in littoral operations.

NASSCO Lays Keel Of Fourth T-AKE Ship, USNS Richard E. Byrd

SAN DIEGO, CA— General Dynamics NASSCO recently held a keel-laying ceremony for the fourth ship in the U.S. Navy’s T-AKE program. The ship is named USNS Richard E. Byrd in honor of the U.S. Navy admiral who explored the South Pole and Antarctica. The vessel will be part of the Lewis and Clark-class of dry cargo-ammunition ships.

Debbie Hamilton, the wife of Rear Adm. Charles Hamilton II, the Navy’s program executive officer for ships, was the honoree for the event and welded her initials into the keel. The Richard E. Byrd is scheduled to be delivered to the Navy in the fourth quarter of 2007.

At the ceremony, Rear Adm. Hamilton announced that T-AKE 4 would be named after the South Pole explorer, and that the fifth ship of the class would be named the USNS Robert E. Peary in honor of the Navy rear admiral who was one of the first men to explore the Arctic circle. The ships of the T-AKE class are expected to be named in honor of legendary explorers.

NASSCO has been awarded contracts to build nine T-AKE ships for the Navy. Two additional ships are expected to be ordered by the Navy over the next two years for a total class of 11 ships. The first ship of the class, USNS Lewis and Clark, was delivered to the Navy June 20. Four follow-on ships are currently under construction at the NASSCO shipyard here: the Sacagawea, Alan Shepard, Richard E. Byrd and Robert E. Peary. 



Bob Hurley, MD
Medical Director

HEALTH MATTERS

Potts, Carcinogens and Grills

The British physician Sir Percival Potts was the first to suggest that agents in the environment might induce cancer. His time was the late 1700s when England burned coal and wood for heating. The need to sweep soot from chimneys was constant and many individuals made their living by physically going down the chimneys to remove it. Dr. Potts observed that this group of workers had increased rates of scrotal and nasal cancers. Utilizing the new science of epidemiology, Potts was able to correctly link the soot exposure to these cancers. Soot is a complex mixture of chemicals that arise from the partial combustion of organic material. One of the constituents of soot is a class called polycyclic aromatic hydrocarbons or PAHs. We now know that PAHs act as procarcinogens; they do not cause cancer directly but rather are converted by liver and lung enzymes to active carcinogens. For example, cigarette smoke contains a wide variety of procarcinogens that are turned into active carcinogens. Since smokers draw PAHs into their lungs with each inhalation, smoking is a very effective inducer of lung cancer.

Where There's Smoke, There's Cancer Risk

Grilling meat, poultry, or fish – whether over wood, charcoal, or gas – exposes the food to two separate carcinogenic agents. Polycyclic aromatic hydrocarbons are found in the smoke created when fat drips from meat, chicken skin, or fatty fish onto a heat source. The PAH-filled smoke coats the food, which we then ingest.

The second type of carcinogen, heterocyclic amines (HCAs), develops in meat, poultry, and fish cooked over high heat.

Extreme temperatures prompt a reaction between the food's natural amino acids and creatine, a substance found in muscle tissue. HCAs are the product of that reaction. HCAs can also form in foods that are broiled, especially well-done red meat.

These two substances are important as researchers found in a 1996 study that people who eat their beef well done are more than three times as likely to develop cancer as those who prefer their steaks medium-rare or rare. Other research suggests a link between colorectal, pancreatic, and breast cancer with individuals who consume large amounts of well-done, fried, and barbecued meats.

Safer Grilling Guidelines

Below, you'll find several tips to help you enjoy your treasured grilled foods. In making just a few changes you'll be able to markedly reduce your risk of cancer from the foods you consume.

Say no to well done.

You now know that the longer you grill food, the more cancer causing agents are deposited on it. At the very least, eat well-done meat sparingly. On the other hand you need to cook your food enough to kill bacteria like E. coli.

Precook your foods.

One way to limit the time and high temperatures of the grill is to partially cook the meat or poultry in the microwave for two to five minutes. This draws out most of the potentially harmful chemicals without sacrificing moistness. You can also place it in the oven at a low temperature. These techniques also prevent the charred-on-the-outside, raw-on-the-inside result. To prevent bacteria from multiplying, grill the food immediately after precooking. By doing this, you eliminate 90 percent of HCAs.

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Keep the fat to a minimum.

Cut down on carcinogens by grilling only lean cuts of meat, trimming all visible fat, and removing the skin from chicken. High-fat meats such as sausage and ribs should be eliminated altogether. Use tongs or a spatula to turn foods instead of a fork. Piercing meat with a fork allows fats and juices to drip down onto the hot coals which cause flame-ups.

Flip your burgers often.

By turning burgers once a minute and cooking them over a low heat, you reduce HCAs and kill potentially deadly *E. coli* bacteria. In addition, use a meat thermometer to make sure the meat reaches 160 degrees, the temperature required to deactivate *E. coli*. Although the meat may be brown, that doesn't mean it is thoroughly cooked.

Grill fish instead.

Fish generally contains less fat than meat and poultry, which makes it less likely to create PAH-carrying smoke. And it tends to require much less time on the grill, reducing its exposure to carcinogens.

Clean your grill.

Scrub your grill thoroughly after every use to avoid a buildup of carcinogens that can be transferred to your food the next time you grill. For tough grease, put the dirty rack into a plastic garbage bag. Add water and dishwashing liquid and leave overnight. Brush off the residue and rinse. You may also want to heat the grill before placing food on it to kill any surviving bacteria. If you have a gas grill with permanent briquettes, turn them greasy side down, light the grill, and with the temperature at high, close the cover. After 20 minutes the briquettes will be as good as new. Prior to grilling, apply some oil to cooking surface – it keeps charred material from sticking to the food and keeps fish and chicken in one piece.

Use aluminum foil.

Make tiny holes in a piece of foil and place

it on the grill underneath your meat. The holes let the fat drip down, and the foil reduces the amount of smoke the billows back up. Wrapping the meat completely with perforated foil is even better.

Lower the heat.

On charcoal grills, increase the distance between the food and the hot coals by spreading the coals thinly or propping the grill rack on bricks. Simply adjust the heat setting on gas grills.

Stick to charcoal and hardwood.

Barbecue briquettes and hardwood products, such as hickory and maple, burn at lower temperatures than softwood and softwood (pine) chips. Mesquite chips are slightly less safe than those made of other hardwoods but are safer than softwoods.

Marinate for Your Health's Sake.

One piece of good news is that you can dramatically reduce the hazard of grilling by marinating your food. Marinades not only make grilled foods taste better, they also make them safer. A chemist at the Lawrence Livermore National Laboratory in California found that marinating chicken in a simple mixture of olive oil, cider vinegar, garlic, mustard, lemon juice, salt, and brown sugar reduced carcinogenic compounds in the finished product by more than 90 percent. It's thought that marinating draws out the pro-carcinogens. You'll have to use the correct marinade, though. A thin liquid for at least 10 minutes is recommended. Thick commercial sauces should be diluted as the HCAs triple when you use them. The only caveat is to treat marinades, which draw bacteria from meat and poultry, as a raw food. To use a marinade as a serving sauce, set aside a portion before you place the meat in it or boil it for three minutes before serving.

Additives.

To reduce your exposure to HCAs, you can add ingredients such as 1/2-cup of textured soy protein into a pound of ground meat

before grilling. Vitamin E can be added or sprinkled on hamburgers. Garlic, rosemary and sage whether sprinkled on or used in a marinade all reduce your risk.

Recipes

Here are a few marinade recipes that lower the HCAs and your risk of cancer. Why don't you give them a try? 🍴

Teriyaki Sauce

One garlic of clove
1/2 teaspoon minced fresh ginger
2 tablespoons brown sugar
1/2 cup soy sauce
1/2 cup water
Mix all. Pour over meat, fish or poultry. Marinate at least ten minutes.
1 cup.

Turmeric Garlic Marinade

2 tablespoons garlic powder
1 teaspoon ground turmeric
1/2 cup orange juice
Mix all. Pour over meat, fish or poultry and marinate at least ten minutes.
1/2 cup.

Rosemary Tea Marinade

1/2 cup concentrated tea (two bags brewed in 1/2 cup hot water for five minutes)
1 teaspoon crushed rosemary
1 garlic clove, crushed
2 teaspoons honey
2 teaspoons soy sauce
Add rosemary, garlic, honey and soy sauce to hot tea. Cool slightly. Pour over steaks, ribs, burgers, chicken or fish. Marinate at least ten minutes.
1/2 cup.

Casey Describes Direction For Electric Boat

O&A

Editor's note: In an interview with Electric Boat News, EB President John Casey discussed the company's near- and mid-term direction and goals, as well as the actions that must be taken to accomplish these objectives. The exchange follows:

Would you describe Electric Boat's direction and goals over the next 12 to 18 months as well as how you expect the company will achieve these goals?

We remain focused on our three core lines of business – construction, engineering and design, and maintenance and modernization. I'll talk about each of these in turn.

In the construction business, we still have a considerable backlog in the Virginia class program. Virginia (SSN-774) and Texas (SSN-775) have been delivered; our focus now is on delivering Hawaii (SSN-776). We're off to a very good start – the people committed to this program are doing an excellent job. And Newport News is well along on North Carolina (SSN-777). That will complete the Block I ships.

Our next objective is to achieve significant savings on the Block II ships,

which would lead us to a \$2 billion per-ship cost and ultimately support a two-ship per-year procurement rate.

The Quonset Point facility is relatively stable at one ship per year because they are building modules for ships being delivered to both Groton and Newport News. Unfortunately, on the Groton waterfront, delivery of only one ship every other year results in a cyclical workload, which is not the way we want to manage the business. That's why it's so important for us to get to two submarines per year as soon as possible. The Navy's current plan would begin that rate of production in 2012; we would like to work with the Navy and our Congressional delegation to accelerate that schedule to 2010 or 2011. That will be a formidable challenge, primarily because of budget pressures on the Department of Defense.

On the Engineering and Design side of the business, as we've said on previous occasions, there is no new design for the first time in the more than 50-year history of the U.S. nuclear sub-

marine force. It appears that the Navy is now laying the groundwork to accelerate the next new design; the RAND organization is conducting a study for NAVSEA, which will provide an independent assessment of the activity required to sustain the design industrial base.

I believe there is recognition of the requirement for a new design and I believe we're making headway in two major areas – one of these is to modify the Virginia design to make it more affordable, and the second is to accelerate the design of the next missile submarine, which may carry conventional or strategic missiles.

There appears to be growing recognition that this new design is important not only for Electric Boat, but also for the Navy and the nation.

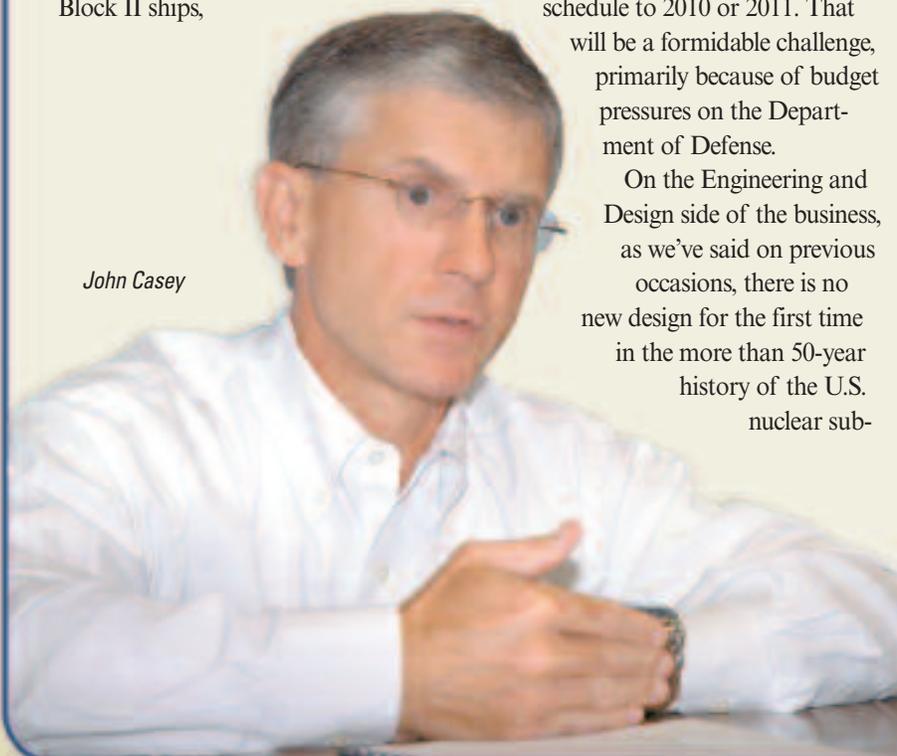
The congressional committees that influence these decisions also have recognized this need, either by allocating funds or stating it as a desired objective.

So I'm confident that we're getting the message across that we need to preserve our engineering and design capabilities so that the country retains the ability to design nuclear submarines. I believe we're going to see an increased recognition of the need for a new design as well as increased support for the design activity itself.

The maintenance and modernization business has a different set of challenges. In the near term, we have obtained a good deal more

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John Casey



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work than we had anticipated last year at this time. Specifically, we've obtained two availabilities – the USS Miami (SSN-755) Selected Restricted Availability under way at the sub base and the USS Albany (SSN-753). Although we don't have the contract for that availability yet, we're involved in the planning for this activity, which will take place at the Norfolk Naval Shipyard in Virginia. We secured these two jobs in part because the Navy has more maintenance requirements than they have resources to perform them.

The SSGN program, however, is nearing completion. That was a very significant project for Electric Boat, both on the manufacturing side as well as at our offsite locations at Puget Sound and Norfolk. This activity will wrap up by year end at Puget Sound and next year at Norfolk, and that will impact the size of our work force.

Our first priority in the maintenance and modernization business is the home port activity in Groton. We're going to invest more than \$65 million – with the support of the state of Connecticut and the Navy – to rebuild graving docks 1 and 2. Ultimately, we will have the only graving docks on the Thames River. There will be a significant number of submarines homeported at the sub base and we will lease this capability to the Navy. We anticipate receiving a share of the work associated with these ships as they enter our graving docks.

The other area we need to be focused on over the long term is the Navy's emphasis on the Pacific Ocean – the current plan is to assign about 60 percent of the fleet's attack submarines and more than half of its SSBNs to that theater. We are in the process of determining how Electric Boat can support the Navy's activities in the Pacific. I think there are opportunities there, and we are now developing ways we can provide support for those ships.

To summarize, over the next year, the engineering and design work load will be much more stable than we thought it would be a year ago. This stability is largely the result of new activity in

which we've become engaged as a result of actions by both the Navy and Congress to ensure that we retain the industrial capability to support the next major design.

On the construction side, we're still planning for some reductions, although they've been alleviated by some of the contracts we've won. To compete and win new jobs, and continue our participation in the construction business we have to ensure that we are affordable. We have to be the low-cost provider, and at the same time, maintain our high quality standards. I think we're working well in this direction.

Looking forward, we need to focus on delivering the six Block II ships. The first of these, the SSN-778, will begin to arrive in Groton as major modules in a few months. And as these modules arrive, we have to complete the pressure hull and demonstrate to the Navy and Congress that our learning curve gains will ultimately support two ships per year at about \$2 billion per copy.

We're looking at a couple of specific ways to do that. One is to shorten the time required to deliver a ship, which will dramatically reduce the cost and close in on the \$2 billion per ship target. We seem to be on the right path to reduce the total number of hours it takes to build a ship. Hawaii is on a very good track and it looks like we're going to achieve our objectives, especially if we can deliver the ship by the end of the year. We also have to modify the acquisition process so that the materials needed to build the ship are delivered in time to support an accelerated schedule.

One initiative that's been particularly helpful to us as we move toward that goal is our continuous improvement program, with its spectrum of grass-roots level efforts and the more global Lean Six Sigma activities that are occurring throughout the company. Through this program, we'll help ensure that we change processes in a way that makes us more efficient and more affordable, and brings us closer to our objective of building two, \$2 billion ships per year. 🏠

continued from page 1

“The scope of the work involved is enormous,” said Engineering Manager Jeffrey Shafer (467), who is overseeing the project. “To complete the renovations, we will pour 32,000 cubic yards of concrete and use 7 million pounds of rebar, steel bars used to reinforce concrete. Additionally, 210 rock anchors and 266 tie rods will be installed in the docks to help secure 1,345 linear feet of sheet steel that

will be used to build new retaining walls around the docks.

A key element in the renovation project is the participation of the state of Connecticut, which is providing about \$20 million in assistance. This includes about \$10 million in loans from the Department of Economic and Community Development, up to \$4 million in a sales- and use-tax exemption from the Con-

necticut Development Authority and about \$6 million in enterprise-zone benefits.

The U.S. Navy is supporting the project through a pending contract, which will reserve space in the reconstructed docks to perform repair work on submarines home ported at the Groton naval base. 🏠

Classified

AUTOS/TRUCKS

CHEVY S-10 BLAZER 1989. Vortec V6, automatic, 4X4, runs good, fair condition. 160K miles. Needs some repair work. \$500 OBO. 536-6358.

DODGE WINDSTAR VAN 1996. 245K miles. Sell as is - \$950. 440-3391.

FORD EXPLORER XLT 1999. V6, auto, sunroof, leather, CD, very good condition. \$6,700. 859-9146.

AUTO PARTS

STEEL 14" RIMS (4) with used snow tires. For Mazda 626. Excellent condition. 295-1274.

BOATS

1975 16' aluminum Starcraft; 1992 28HP Johnson outboard; 1995 trailer. Complete package \$1,750. 443-6518.

KAYAK. Perception Eclipse 17' with rudder. Red & yellow. Excellent condition, used twice. Front & rear hatches for storage. \$750. 376-7957.

FURNITURE

CHINA HUTCH. Glass doors, good condition. \$50. Child's rocking chair, oak, excellent condition. \$60. 464-8506.

MISCELLANEOUS

AMERICAN GIRL DOLL clothes & furniture. Child's rocking chair, dollhouse furniture, wooden doll's cradle, new porcelain doll, Fisher Price school house, Crissy doll, Elvis Presley doll. 401-596-5788.

COLEMAN POP-UP camper. LP tank, inverter, stove, sink, sleeps 4-5. Very good condition. \$1,800. 859-9146.

LESCO walk-behind mower. Pull start, 5-speed w/reverse, belt drive, 32-inch cut, 13HP, Kawasaki FC420V OVH. Only used 44.6 hours. \$1,200. 445-7354.

LITTLE TYKES country kitchen, \$30. Little Tykes art desk, \$20. Little Tykes giant building blocks, \$10. Small pets' playpen, brand new, \$25. 442-8659.

OFF WHITE wedding gown with matching headpiece. Excellent condition. Vintage jewelry, fertilizer spreader, draperies, custom-made slipcover for couch, Fostoria glassware, Mickey Mouse earrings. 401-596-5788.

SMALL TRAILER, new Bridgestone truck tire M773, size 245-75-16. Framed dresser mirror, 2 new fluorescent floor lamps, 3-way system, energy saving. \$12 each. 401-596-4519.

WATERBED soft side. Queen. \$200. Retro floor lamp, marble base, brass, three lights, \$50. Large oil/canvass abstract painting, mauve, teal, black. \$50. 608-0301.

MOTORCYLES

HARLEY DAVIDSON 2004 Softtail Heritage. VH pipes, 4K miles, perfect condition. Booked at \$15,995; make offer. 443-6518.

To submit a classified ad, send an e-mail to EBNewsAds@gdeb.com with the following information:

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

ITEM NAME; DESCRIPTION; ASKING PRICE; and HOME TELEPHONE (include area code if outside 860).
Deadline is the 15th of the month.

Maximum of two 25-word ads per employee per issue.

Please include your name, department and work extension with your ad (not for publication).

Employees without e-mail can submit their ads through interoffice mail to:

**Dan Barrett,
EB Classified, Dept. 605,
Station J88-10.**

PETS

BIRD Sun Conure. With large cage. \$350. 376-7957.

REAL ESTATE / RENTALS

ENJOY THANKSGIVING in St. Maarten. 11/18-11/25. Sunterra Flamingo Beach. 1 BR. Sleeps 4, full kitchen. \$550. 376-9029.

LONGBOAT KEY, FL. For rent - 2B/2B condo, washer/dryer, cable & carport. On canal, next to park, walk to semi-private beach. \$600/week - \$2,000/month. 401-783-1273.

REAL ESTATE / SALES

COLCHESTER condo. Highland Farms, 2BR, 2 BA, FP, deck, garage, walk-out basement, end unit. \$249,000. 608-0301.

WANTED

ALUMINUM BOAT with motor. 14' to 16'. Also, small sailboat. 10' to 14'. 443-4101.

FREE LOGS. 10" to 50" diameter and 8-1/2' or longer. With portable band saw and waste removal. 691-2479 from 9 AM to 10 PM.

Retirees

230 George R. Molyneux 31 years Rigger 1/C	341 Lewis C. Hassell Jr. 29 years Engineering Asst. Sr.	448 Charles W. Shoenfelt 21 years Eng. Asst. Project	615 David P. Lamb 27 years Mgr. of Finance	901 Russell R. Holland 30 years Install. Tech. III
230 George A. Benoit 33 years Rigger 1/C	355 Michael H. Cardinal 35 years Supv. of Planning	453 Harold Jensen 18 years Mech. Sr. Designer	629 Edward J. Behney Jr. 31 years Business Dev. Spec.	915 Raymond J. Shannon 23 years Install. Mech. I
323 Terence J. Lardner 31 years Quality Control Analyst Sr.	403 Dennis G. Mathers 30 years Supv. Eng. Services	456 William F. Orkney 34 years Supervisor, Design	702 Laura Cousineau 21 years Admin. Assistant	915 Joseph D. Mopps 26 years M/T Tech. II
330 Robert E. Sundman 38 years Engineering	404 John P. Blanchard Jr 31 years Quality Control Analyst	492 Edwin M. Batson 16 years Engineer Senior	705 Edward F. Lucke 20 years Planner Senior	915 Ellsworth W. Beverly Jr. 42 years Foreman
333 David D. Weber 33 years Material Coordinator	435 Ernest L. Crandall 10 years Engineer Senior	501 Paul L. Romagna 40 years Sr. Mfg. Rep.	901 Edward J. Gavitt Jr 25 years Install. Tech. III	957 Thomas L. Schmitz 32 years Planning Specialist

40 years

355 Robert A. Nowak
438 William N. Joseph Jr.

35 years

251 Bernard F. Payne
410 Richard W. Partelo
414 Omar D. Hall II
417 Diane L. Amburn
447 Paul F. Bergel Jr.
456 James K. Procius
604 Burton F. Gischner

30 years

100 Terrence Brennan Jr.
100 Philip D. Lee
100 David W. Paradis
226 Mark H. Ciliano
226 John W. MacGregor
226 Michael J. Slattery

229 Robert F. Burkle
230 William D. Steele
242 George G. Leiper Jr.
252 Chester J. Drong
252 Timothy J. Livesey
333 Carol A. Rondeau
355 Allen S. Hopfer
425 Shirley M. Lemay
428 Yvonne Miranda
433 Elaine B. Woods
434 Peter F. Justin
447 John W. Mularz
449 James R. Mack
453 Anthony L. Kiertianis
459 Joseph E. Berg
459 Mark A. Delaura
459 Edward D. Greene
459 Louis J. Piette Jr.
496 Bruce L. Wood
501 Earle A. Gainsley Jr.
501 Jeffrey C. McKibben
604 Cynthia J. Malaguti
626 Sharon A. Rathbone
650 Timothy P. Banning
662 Michael J. St. Germain
795 Michael A. Boucher
811 Roland A. Duquette
821 Robert A. Tellier

902 Bruce E. Sullivan
904 Oscar S. Butler Jr.
904 Terrence Slattery
915 James E. Bisordi
915 Michael C. Morrison
921 David H. Dudek
921 Mark E. Simonds
921 George D. Vincent
950 Steven A. Woolley
957 Barbara A. Betley

25 years

242 Roderick D. Ford
242 Samuel Rios
243 Edward J. Donat
252 David B. Lacoss
252 Frank R. Tagliatela
252 Michael K. Taylor
274 Melvin L. Daniels
330 Michael A. Trask
452 Karen S. Oddo
452 Athan E. Tasoulas
507 Stanley W. Kondratowicz
902 William B. Senuta
915 Henry A. Knight III

20 years

229 Gary C. Holloway
230 Thomas B. Christiansen
242 Bradley J. Wood
243 David B. Crowley
429 Steve A. Valach
447 Laurie L. Stevens
452 Shawna M. Bailey
459 Gary A. Riebesehl
462 Alec C. Allison
462 Joselito D. Argarin
501 Robert E. Judd
641 Kathleen R. Szarzynski
650 Tammy L. Young
866 Bonnie K. Hoffman Perkins
902 George M. Lima
915 Donald J. Oldroyd
924 Matthew Williams
962 Vincent Arakelian
962 John Santos



ELECTRIC BOAT CORPORATION 2006 INJURY INCIDENCE RATES

RECORDABLE INJURIES FOR 2006 = **581**
 RECORDABLE INCIDENCE RATE YTD = **8.7** 2006 GOAL = **8.7 or less**
 LOST TIME CASES 2006 = **156**
 LOST WORK DAY CASE RATE YTD 2006 = **2.3** 2006 GOAL = **2.6 or less**

