

MARCH 2004

## High And Dry In Shippingport



Docking in the Shippingport (ARDM-4) at the sub base in February, the Electric Boat-built USS Alexandria (SSN-757) underwent maintenance on the screw, shaft, VLS tubes, bow-planes and rudder before departing earlier this month. The floating drydock Shippingport is operated by Electric Boat and services approximately five submarines per year. The work on Alexandria was performed by Navy personnel.

U.S Navy photo by JOSN Tim Prunyi

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## Casey Outlines Goals For 2004

The strategic objectives for 2004 are to perform on the backlog, capture new business, increase the economic value of the company, and maximize and recognize the talents of the employees.

These goals were spelled out in detail by President John Casey, who addressed the Electric Boat Management Association at the Groton Inn & Suites earlier this month.

Breaking down the objectives further, performance on the backlog this year translates to delivering the Virginia (SSN-774) and the Jimmy Carter (SSN-23); re-entering the maintenance and modernization market; and managing decentralized operations,

*continued on page 2*

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specifically, the SSGN conversions at Puget Sound Naval Shipyard in Washington and Norfolk Naval Shipyard in Virginia.

Right now, Casey said, Virginia is about 90 percent complete, with delivery scheduled for this summer. The second ship of the class, Texas (SSN-775), is about 84 percent complete and will be christened at Northrop Grumman Newport News (NGNN) by First Lady Laura Bush July 31. Delivery of Texas is scheduled for June 2005.

The two remaining ships in the initial 1998 block buy are Hawaii (SSN-776), with a target delivery date of December 2006; and North Carolina (SSN-777), scheduled for delivery a year later.

Meanwhile, the Jimmy Carter – now about 93 percent complete – will be christened June 5 and delivered in December.

Casey said the SSGN conversion design is now about 85 percent complete and noted that the EB and naval shipyard efforts to support the work are well integrated. Conversion on the first ship, USS Ohio (SSBN-726), began in November at Puget Sound; the conversion contract option for USS Florida (SSBN-728) was awarded earlier this month. About 90 people are supporting the Florida conversion at Norfolk. Two other Tridents – USS Michigan (SSBN-727) and USS Georgia (SSBN-729) – are also slated for configuration as SSGNs.

In the Overhaul and Repair business, the Interim Dry Docking of USS Augusta (SSN-710) is in progress and scheduled for an April completion. Additionally, the USS Seawolf (SSN-21) Depot Selected Restricted Availability began earlier this month. Two other important jobs are scheduled to begin in the near future – the USS San Juan (SSN-751) Selected Restricted Availability on April 10 and the USS Springfield (SSN-761) Depot Modernization Period on May 15.

Describing EB's Overhaul and Repair business as a core capability, Casey told the gathering that developing new business in this area will be one of the keys to sustaining the Groton waterfront capabilities. Over the last five years, the company has made a significant effort to increase its presence in this area, with the number of employees engaged

in Overhaul and Repair growing from 100 in 1999 to more than 1,500 today.

Another opportunity is the future aircraft carrier program, CVN-21. EB has been involved in this program with NGNN over a period of several years, with several hundred engineers and designers assigned to it. Casey said EB's goal is to work with NGNN to obtain increased participation in the CVN-21 design, which would require additional Innovation personnel.

Additionally, said Casey, Electric Boat is supporting the congressional allocation of \$56 million to support Virginia Multimission Module design efforts in FY05.

Looking forward, the task of increasing EB's economic value will occur in an environment defined by four key elements:

- Three principal product lines;
- More small contracts versus a few large jobs;
- A geographically dispersed workforce; and
- The need to develop new business.

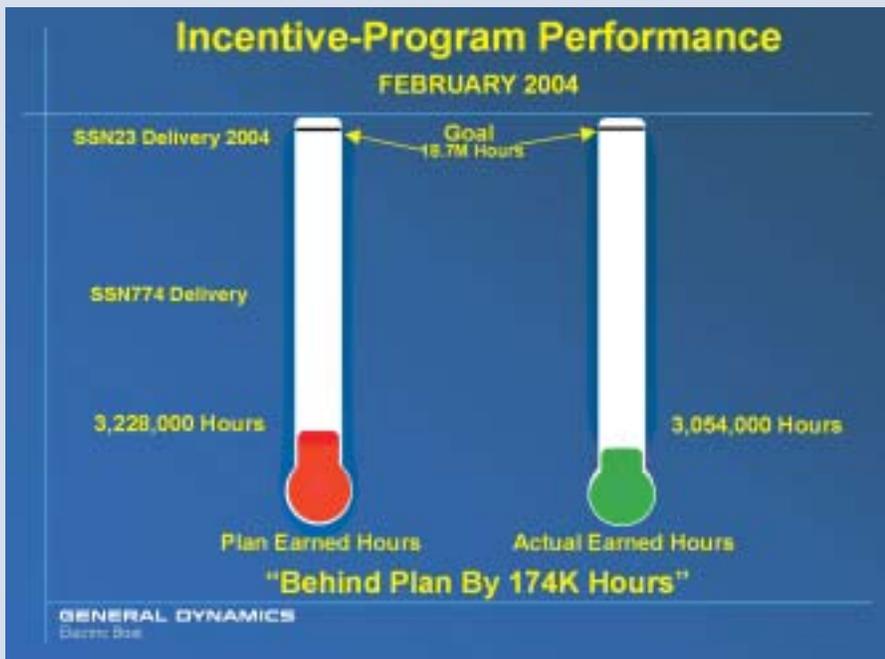
In the effort to increase the company's economic value, management will focus on attaining high-level performance in safety, quality, cost, schedule and continuous improvement, Casey said.

He provided three examples of what the company is doing to maximize and recognize employee talents:

- Focused performance incentives (the earned hours incentive and the safety award);
- Healthy and open labor/management relations; and
- Ongoing personnel development programs (the business leadership group, apprentice programs and trade training).

In summary, Casey said, Electric Boat will continue to define itself by its people, its product and its performance. ♦

**The strategic objectives for 2004 are to perform on the backlog, capture new business, increase the economic value of the company, and maximize and recognize the talents of the employees.**



## Electric Boat **NEWS**

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## The Earned Hours Incentive Program – *Sweetening The Potential Pot*

**N**ow entering its fifth year, Electric Boat's earned-hours incentive program includes new enhancements intended to further benefit both the company and its employees.

As in past years, there is a base goal, which is worth \$500 to each employee if it is attained. Additionally, there are two separate goals, each of which is worth \$250. That increases the total potential incentive to \$1,000 if all three objectives are met.

"Essentially, the earned-hours measurement is a tool we use to track our cost and schedule performance," said Pete Halvordson, VP – Operations. "With this tool, we can gauge our progress toward the annual goal on a month-to-month basis."

This year, the base goal is to earn 18.7 million hours. Two major components of the base goal are the on-time redeliveries of USS Augusta (SSN-710), now undergoing an Interim Dry Docking repair period, and USS Seawolf (SSN-21), which is docked at EB for a Depot Selected Restricted Availability.

The first additional \$250 incentive will be distributed if the company reaches a stretch goal of 19.2 million hours by the end of the year.

The second additional \$250 incentive will be awarded with the on-time deliveries of the Virginia (SSN-774) and the Jimmy Carter (SSN-23). It will be paid regardless of whether the other earned-hour objectives are attained, but only if both delivery dates are met.

If employees are successful in reaching these goals, checks (minus applicable withholdings) will be distributed shortly before the holiday break.

To be eligible for the incentives, employees must:

- Work 1,000 hours during 2004 (excluding absences of any kind).
- Be on the payroll as of Dec. 1, 2004, with the following exceptions: the following exceptions:
  - Employees who retire in 2004 must work at least eight hours in 2004
  - Employees laid off in 2004 must work at least 1,000 hours in 2004.

## Navy Awards Electric Boat \$196.2M For Sub Work

**T**he U.S. Navy has awarded Electric Boat two contract modifications and a contract worth a total of \$196.2 million for various submarine work.

In the largest award, Electric Boat received a \$145.6 million contract modification to convert the USS Florida (SSBN-728) from a Trident ballistic-missile submarine to a Trident SSGN, a multi-mission submarine optimized for tactical strike and special-operations support. The modification also will provide \$3.8 million for planning activities required for the conversion of USS Georgia from SSBN-729 to SSGN-729.

This award modifies a five-year, \$443 million contract announced in September 2002 for design and related support work to convert the first four Trident ballistic-missile submarines to an SSGN configuration. If all options are exercised and funded, the contract will be worth a total of \$1.029 billion.

Under the terms of the modification, Electric Boat will continue the conversion

of USS Florida at Norfolk Naval Shipyard in Virginia, concurrent with the ship's Engineered Refueling Overhaul. Additionally, the modification funds installation planning for the October 2005 conversion of the USS Georgia, also at Norfolk. This work includes establishing onsite teams from Electric Boat to plan and coordinate conversion activities, develop and manage conversion work packages and provide material control for items stored at the conversion site.

Work will be performed in Norfolk (58 percent), Quonset Point (30 percent), and Groton (12 percent), and is scheduled for completion by September 2007.

The second modification provides \$19 million for work on operational and new-construction submarines.

This award calls for Electric Boat to provide engineering support services and material to support major alterations, which will include changes to the hulls, mechanical and electrical systems, command and control systems and subsystems. The contract being modified was

initially awarded in May 1999 and could be worth more than \$742 million if all options are exercised and funded.

Work will be performed in Groton (54 percent), Kings Bay, Ga. (19 percent), Bangor, Wash. (19 percent), Newport (4 percent) and Quonset Point (4 percent). The work is expected to be finished by the end of September.

The Navy also has awarded Electric Boat a \$31.6 million contract to provide design, engineering, material and logistics support for strategic and attack submarines, and research and development for submarine research vehicles. Electric Boat will also provide planning, scheduling and technical support for submarine maintenance activities. The contract has a potential value of more than \$1.1 billion over five years.

Seventy-eight percent of the work will be performed at Groton, 3 percent at Bangor, 4 percent at Kings Bay, 7 percent at Newport, and 8 percent at Quonset Point. The anticipated completion date is September 2008. ❖

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## Virginia Successfully Completes Torpedo Tube Tests

**T**he Virginia (SSN-774) has cleared another major hurdle on its way toward sea trials, successfully firing shapes from its four torpedo tubes earlier this month.

As the first shape cleared the muzzle and shot forward into the Thames River, dozens of employees and Navy personnel who had gathered to watch let out a resounding cheer, then quickly resumed their work on the boat.

Given the honor of firing the first shape was Ship's Test Organization service engineer Matt Lincoln (272), who was visibly pleased with the result.

"It's been a fantastic effort on everybody's part to get this far," he said. "I

mean, the amount of work that was done in the last couple months is phenomenal. So to get off that first shot was great."

Senior engineer Duke Vuong (400), who spent more than five years designing the torpedo tubes and is now serving as an outside machinist foreman as part of the Operations Rotation program, was picked to fire the second shape.

"It was a big team effort," he said of getting the torpedo system to its current state. "Basically, we were all holding each other's hands as we worked on this."

Chief Test Engineer John Morey (272) said shapes are fired from the torpedo tubes of every new submarine to check for proper function of the system. And in the

case of a lead ship like the Virginia, the test also confirms the overall fitness of the new design.

"It took our machinists, the test group, the engineering group and all the trades to get us to this point," he said. "Our objective was to get these shapes fired before we went into drydock, and we're there."

Virginia Prospective Commanding Officer Capt. Dave Kern, who stood dockside for the firing of the first shape, said the test was a big step forward for the boat.

"The whole reason for the ship's existence is for us to be able to use the weapon systems if called upon," he said. "So it's a great milestone to see the torpedo tubes in action." ❖

# Developing The Next Generation Of Electric Boat Leaders



Foreground from right, EB President John Casey and Terry Fedors (494) discuss the company's business outlook during a recent seminar for Business Leader Group 2. Looking on are Glenn Couture (689), left foreground, and other members of the group.

## Editor's note:

*It's been a year since Electric Boat kicked off its new Leadership Development Program, and the first 25 participants are making noteworthy progress. They have completed a business simulation, received a primer on various aspects of the company and begun one-on-one mentoring with members of management, among other activities. Meanwhile, a second group of participants recently began the program, with more groups to follow. The following stories provide more details on the key aspects of the program.*

## The Business Leader Groups – *Naming Names*

**T**wo groups of employees are now participating in Electric Boat's Leadership Development Program. The first, Business Leader Group 1, began its work in early 2003, and the second, BLG2, kicked off its training last month. While the program doesn't guarantee its participants any future career moves, it does promise to make them better employees and better leaders, simply by exposing them to new and different ways of thinking.

The program's first two groups comprise the following employees:

**Group 1:** Dan Dinneen (100); John Sedor (200); Stan Walczyk (274); Chris Taylor (275); Ed Wells (330); Kim Beyer and Chuck Martin (both of 355); Mike Gresh (405); Franz Edson and Dan Gietzen (both of 419); Steve LaBrecque (421); Steven Nohara (428); Lucas Demetroulakos (438); Matt Munch (449); Tom Lyon (460); Dan Panosky (464); Ron Medrzychowski (477); Kurt Hesch (494); Colleen Whipple (615); Dave Konicki (663); Sean Davies (685); Bill Frydryk and Don Moore (both of 686); Art Serpa (900); and Tony Moniz (915).

**Group 2:** Jack Callinan (200); Ron Donovan (226); Thomas Hagist (275); Nancy Beckwith and Charles Wood (both of 323); Michelle Kruger (355); Paul Marsiglio (404); Richard Eddy (405); Jacqueline Krause (411); Douglas Studwell (412); Ray Filosa (436); Cathy White (453); Scott Flynn and Tom Purcell (both of 459); Stephen Kirkup (464); Ted Linn (492); Leslie McLarky (493); Terence Fedors (494); Kirk Daniels (496); Kevin Carroll (626); Dan Clancy (643); Tom Plante (686); Glenn Couture (689); Alan Spadafora (740); and Craig Sipe (901). ♦

# Leadership Development And Mentoring – *Combining Relationships, Knowledge And Experience*

**O**f all the activities in the Leadership Development Program, the one that may be most enduring is the one-on-one mentoring.

The mentoring program pairs Leadership Development participants with senior EB management members for informal sessions in which they can share lessons learned, discuss leadership styles or simply talk about personal and professional growth.

“It provides knowledge-sharing and an opportunity to continue building the management structure of the company,” said Quality & Material VP Bob Scheel, who is mentoring Manager of Nuclear Operations Stan Walczyk (274). “With this process, I think we’ll both turn out to be better managers and better leaders.”

“The nice thing about mentoring is it

**“It provides knowledge-sharing and an opportunity to continue building the management structure of the company. With this process, I think we’ll both turn out to be better managers and better leaders.”**

**– Bob Scheel  
VP-Quality & Material**

gives you a different perspective than you’d otherwise have,” said Walczyk. “Early in their careers, people will always have someone who can teach them new things, but that usually diminishes later on. This program is making sure we have a more experienced person to learn from.”

HR Specialist Barbara Davis (648) said orientation sessions for the mentors and their proteges provide basic advice on how they can get the most out of their meetings, but the rest is up to them.

“The mentors will provide guidance, but a different sort of guidance,” she

said. “They’ll share their thoughts and observations without actually pointing their proteges in a given direction. It’ll be up to the Leadership Development Program participant to decide what to do.”

The mentoring is expected to last 12 to 18 months, far longer than any other aspect of the Leadership Development Program. The duration will likely foster some long-term relationships, but in some cases the mentors and proteges have already known each other.

Walczyk and Scheel said they’ve worked together on various projects over the years, so meaningful mentoring discussions have come easy for them.

“Having known Stan for a long, long time, the mentoring really opened the door for us to talk about issues or opportunities that we wouldn’t normally sit down and discuss,” said Scheel. “It’s been a great venue for beneficial discussion.”



*From left, Bob Scheel and Stan Walczyk conduct a mentoring session recently in Scheel's office.*

## Leadership Testing Regimen Promotes Self Knowledge, Path To Improvement



Lucas Demetroulacos

To provide the Leadership Development participants with personalized roadmaps for their journeys through the program, Electric Boat administers a battery of tests, not only to them but to some of the people they work with.

The tests given to the participants include a leadership-effectiveness analysis, a motivational questionnaire and a personality profile, among others. These tests are collectively referred to as a self-assessment.

Meanwhile, the participants' supervisors,

direct reports and peers evaluate them using the same leadership-effectiveness analysis. This is known as a 360-degree review, because the feedback comes full circle to the participants themselves.

"The intent of the self-assessment is to let the participants learn about themselves, and then to create a rough developmental plan based on what they've learned," said HR Manager Mike Parks (648), who oversees the Organizational & Management Development

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## Simulation And Gaming Exercise Puts Participants Through The Paces Of Real-Life Business Scenarios



Steven Nohara

The Leadership Development Program's first 25 participants got off to a flying start last year when they successfully completed a business simulation and corporate gaming exercise, one of the key components of their training.

"The exercise was particularly useful because it gave the participants some experience in running an EB business scenario that they might not otherwise have encountered for a number of years due to our low production," explained HR Specialist Barbara Davis (648), who works in the Organizational & Management Development Group.

Davis said the exercise, developed with the help of EB retirees Wayne Magro, George Pina, Bob DiNapoli and Phil O'Connell, broke the candidates into five teams of five. Those teams then had to decide, after a thorough analysis and discussion of manning needs, finances and other simulated details, whether EB should bid on a submarine repair job from the Navy.

"There were no right or wrong answers, but there were consequences to every decision, and then the teams had to react based on those outcomes,"

Davis said. "It was really quite a unique exercise."

Manager of Electrical Engineering Steven Nohara (428) said the business simulation provided much insight, particularly the wrap-up, which required each team to identify a business problem, develop an action plan and then convince the executive staff of its merits.

"It was very realistic," said Nohara, one of the participants. "It really got us to thinking about how we're going to involve ourselves in making these kinds of decisions on a day-to-day basis."

Another program participant, John Sedor (200), ship's manager of the Hawaii (SSN-776), said the exercise required substantial interaction among the candidates. This helped him develop a network of meaningful contacts throughout the company – contacts he's already been able to turn to when construction issues have arisen.

"Having a good network just makes things go a lot quicker as they relate to building the ships, which is why we're all here," he said. "It streamlines the whole effort, and takes hours out of the cycle. So the Leadership Development Program is already paying dividends." ♦



John Sedor



Artist's conception of the Littoral Combat Ship proposed by the GD-led team.

## EB Employees Recognized For Contributions To LCS Proposal Development

Everyone involved in the development of the GD Littoral Combat Ship proposal would agree that it was a bear, eating up nights, weekends and, for some, most of the Christmas break. The effort paid off, through, as the 100,000-page, nearly half-ton proposal was delivered to the Navy a day ahead of schedule.

The work was performed near the BIW shipyard by a group of more than 100 people representing the companies from the U.S., Australia, the U.K. and Canada that make up the GD Littoral Combat Ship team.

Included in the proposal development team was a contingent of more than 50 Electric Boat employees, who supported the effort during the three-month period and were recognized by senior management recently for their contributions.

“In this room are some of the very

best people at Electric Boat,” said Fred Harris, senior VP – programs. “The support you gave BIW was superb. I know it wasn’t easy and I know many people worked many, many hours. But we got it done.”

EB President John Casey buttressed Harris’ remarks. “There’s no question in my mind that we sent some of the best and brightest people we have up to Bath to help with the proposal,” he said. “It was an outstanding effort and I appreciate the fact that you sacrificed so much to make it happen.”

EB Proposal Manager Tom Plante, who led the overall effort, called the task particularly challenging because it was done in parallel with the preliminary design of the ship. Additionally, he said, the Navy’s Request for Proposal contained many more requirements than

*continued from page 9*

## GD’s Littoral Combat Ship – At A Glance

Bath Iron Works is leading an industry team in the development of the Littoral Combat Ship (LCS), a transformational vessel designed to be a modular and flexible platform that assures the U.S. Navy access in coastal areas and complements the overall capabilities of the fleet.

Specifically, LCS is intended to counter swarm boats, diesel submarines and mines in the littoral – or near-shore – areas of the world.

Some of the LCS’s specific capabilities and characteristics are:

■ **Large, tailorable mission areas.** The hangar and cargo area can accommodate all proposed focused-mission packages. The large flight deck can handle unmanned aerial vehicles and helicopters.

■ **Trimaran hull.** Exceptional ride and sea-keeping characteristics balance speed, range and payload with operational requirements.

■ **High-speed.** 50+ knots. Self-deployable worldwide.

■ **Survivable.** The vessel is designed with reduced-signature technology, advanced materials and active and passive self-defense systems.

■ **Modular.** Designed from the keel up for optimum capacity and flexibility for focused-mission modules. Roll-on/roll-off capable for ease and speed of mission reconfiguration. 🚢



Side view of the GD Littoral Combat Ship.

## Retirees

- 330 William Lillibridge**  
36 years  
Material Planning Specialist
- 425 Phillip E. Rathbun**  
37 years  
Eng Support – Instr Serv
- 427 Dominic L. Puccio**  
39 years  
Engineering Specialist
- 459 Ronald G. Leuchner**  
40 years  
Design Tech - Structural
- 706 Barry E. Hay**  
19 years  
Eng Analyst
- 797 Terry Birt**  
30 years  
Senior Engineer
- 902 Emanuele J. Criscione**  
28 years  
Install Tech III
- 904 Edgar P. Charpentier**  
18 years  
Install Mech I
- 915 Robert A. Aubut**  
28 years  
M/T Tech II

*continued from page 8*

anticipated.

He thanked the employees who participated in the job, as well as their families, friends and spouses. “The main lesson learned was that we would do whatever we had to do to get the job done,” he said.

Jim Baskerville, BIW vice president and program manager for the GD LCS program, later complimented the EB team for its contributions.

“This was a high tension, demanding

effort filled with opportunities for conflict and frustration. And yet, mutual respect and professionalism grew into friendships and memories that will last a long time. In particular, EB talent and leadership were instrumental in significantly raising the quality of the design and proposal. We worked well together building on the strengths ... and correcting deficiencies ... regardless of the ‘badge.’ The result was an excellent proposal and one that I am confident will bring the LCS program home to General Dynamics.”

*continued from page 7*

Group. “And the 360-degree review lets them see how others perceive them, including their strengths and weaknesses.”

RadCon Manager Lucas Demetroulakos (438), a member of Business Leader Group 1, said the self-assessment was extensive, but informative. “It really forces you to sit back and look closely at yourself,” he said. “And the results help you identify the areas where you can do better.”

Demetroulakos said he is anxious to see the results of the 360-degree review, which will be distributed shortly. “It’ll be interesting to see how other people’s perceptions of me line up with my perceptions of me,” he said. “No matter what the results, I know I’ll learn something from them.”

While the 360-degree reviews for BLG1 are

coming about a year after orientation, the 360s for BLG2 and follow-on groups will immediately follow the self-assessments.

“Feedback from the first group indicated that they’d benefit more by getting the 360 information up front versus later in the program,” said HR Specialist Barbara Davis (648).

Parks and Davis said each person’s answers to the various assessments are not seen by anyone but the participant and consulting psychologists, who are helping devise personalized developmental plans based on the results.

“In their developmental plans, the participants set goals and objectives, and that’s what they share with us,” said Davis. “From those goals and objectives we build the activities for the group.”

# Classified

## APPLIANCES

ELECTRIC STOVE – Hotpoint 30" drop in stove, harvest gold color, self-cleaning and time bake features; Free. 859-1741.

SEARS – electric dryer; make an offer. 443-6734.

WASHER AND DRYER – Kenmore, large capacity, good condition; \$100 or best offer. 642-7885.

WASHING MACHINE – Maytag, heavy duty, good condition, approximately 8 yrs. old; \$75 599-2235.

## AUTOS/TRUCKS

CADILLAC, 1990 – Fleetwood, 164k miles, power everything, sunroof, \$2,150 or best offer. 599-8174.

CADILLAC LIMOUSINE, 1941 – a real antique, only 74 made. Doesn't run; needs total overhaul from top to bottom. Only one part not original; \$20,000. 822-6751.

CAMPER – sleeps 4, good condition; \$5,000. 599-8147.

CHEVY BLAZER, 2000 – 6 cyl, sport utility, at, ps, ac, cc, pw, new tires, black. Nicely equipped, 51k miles; \$9,000 or best offer. 449-6959.

CORVETTE Z06, 2002 – silver on black, 405 horsepower, very fast. Low miles, excellent condition, show trophy winner, reasonable offer. 848-1378.

DATSUN 280 ZX, 1982 – straight 6 H.O., 5 speed stick, fully loaded, fog lights, power windows, cruise, stereo, all restored w/new white paint, red leather interior, Pirelli performance tires, good condition, runs & looks great; \$6,500 or best offer. 861-0515.

FORD BRONCO XLT, 1988 – V8, auto, 108k miles, 4 wd, ps, pw, power door locks, running boards, black, red interior, fair condition; \$2,200. 848-1105.

FORD F-150 4X2, 1986 – 109k miles, 4 speed manual trans, 6 cyl, runs well, good dump runner; \$750. 599-2235.

HONDA CR-V, 1999 – 4 door, EX, 4wd, white, great condition, 68k miles, new tires, maintenance schedule followed; \$11,900. 739-7699.

MERCEDES BENZ, 1975 – minor rust, garaged, needs new valve cover gaskets and rear main seal, 143k miles on 240d engine, good for restoration or parts; \$600. 367-0414.

## AUTO PARTS

TIRES (2) – Goodyear Wrangler RTS, P265/70R16, 35k miles; \$50 for the pair. 889-5251.

## BOATS

CANOE – with electric outboard motor, 16 ft.; \$395. 546-6449.

2000 FOUNTAIN CENTER CONSOLE SPORT – 25 ft., used 2 seasons, low hours, loaded, 250 Mercury, tandem trailer, perfect condition; \$42,900. 443-6518.

LUND, 1984 – 15 ft. v-hull, 25 hp Evinrude motor, trailer, anchors/oars/battery/bilge pump; \$2,000. 848-0613.

## FURNITURE

CHINA CABINET – contemporary oak, perfect condition; \$200, computer desk; \$40. 443-6518.

LIVING & DINING ROOM SET – make an offer. 443-6734.

## MISCELLANEOUS

AIR CONDITIONERS – Friedrich Kstar 6200 btu; \$100. GE Carrycool 4000 btu; \$25. 464-9608.

ADULT'S ROCKING CHAIR, typewriter, man's size 48 winter car coat, Star Wars collectibles, Wolf-schmidt Vodka framed mirror, maracas, ravioli maker, studio couch cover, vintage jewelry. 401-596-5788.

AMERICAN GIRL DOLL CLOTHES and furniture, child's rocking chair, children's books, Fisher Price school house, small Jaymar piano, dollhouse furniture, Mickey Mouse earrings, porcelain doll. 401-596-5788.

CHAINSAW – Husqvarna 41, 16" bar, runs excellent, \$150. 464-9608.

CRAFTSMAN – 19 hp, 45 inch deck lawn mower; \$150. 642-7885.

EQUIPMENT – Heavy duty stationary bike; \$10. 401-783-1273.

EXERCISE BICYCLE – Vitamaster 56C dual action; \$20, Wynnmar

## Classified Ad Form

Name \_\_\_\_\_

Dept. \_\_\_\_\_

Ext. \_\_\_\_\_

One form per ad; 25 words per ad; two ad maximum per issue. No faxed or phoned-in ads.

Include item description, price and home telephone (List area code if outside 860)

Circle category:

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

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

Prostrider Elliptical Trainer; \$35. 464-1384.

FLOOR JACK – 1 1/2 ton, \$50; wheelbarrow 3 cu. ft., \$35; 2 English saddles 1 child & 1 adult, large wooden saddle stand, best offer. 739-8174.

PIANO – George Steck upright, maple finish, excellent condition, USA made; \$500. 443-6175.

TREADMILL – Sears Spacemaker 1000LS, good condition, will deliver within reasonable distance; \$200. 536-3122.

## MOTORCYCLE

HONDA NIGHTHAWK "S" 700, 1985 – well maintained, very nice condition, includes extra seat, saddle bags, tank bag and service manual; \$1,500. 822-6600.

YAMAHA SPECIAL, 1980 – hasn't been ridden in 10 years. Low mileage, saddle bags, king/queen seat; best offer. 822-6751.

## REAL ESTATE

CONDO – Longboat Key, Florida, for rent, 2 bedrooms, 2 bath, washer/dryer, cable & carport, on canal, next to park, 5 min. to semi-private beach; \$500/week - \$1,800/mon. 401-783-1273.

CONDO – Sunset Beach, North Carolina, 7 miles from Myrtle

Beach, South Carolina, on Maples Golf Course, 3 br/2 ba, long term lease, 6 months minimum. 401-539-8792.

HOUSE FOR RENT – Old Saybrook, Conn. 3-4 bedrooms, 2 1/2 baths, living room with fireplace, dining room, hardwood floors, appliances, 1/2 acre wooded lot; \$1,500/mon, neg. 206-780-2465.

HOUSE FOR RENT – Cape Cod, Mass. Executive home in nice neighborhood, 4 bedroom, 2 \_ bath. Walk to beach and canal. Conveniently located. Available 6/26; \$2,200/week. 401-348-0162.

VILLA – for rent, direct beachfront, Puerto Vallarta, Mexico. 2 bedrooms, 2 bath, full amenity package, price range \$1,000 - \$2,000 week. Available year round. 376-9029.

## WANTED

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

JON BOAT – 376-2023.

RETIRED EBAC GOLFERS – we have team & individual openings for this golf season. Two man teams play once a week with designated tee times. 446-1515 ask for Phil Guiney.

TYPEWRITER(S) – manual and electric in working condition, reasonable. 443-0687, leave message.

## 35 years

226 Joseph F. Papalia  
 229 Paul P. Lasnier  
 241 Edward W. Luther  
 243 Carl H. Kieburg Jr  
 243 Robert J. Kubera  
 246 Miguel M. Rivera  
 274 James P. Casey  
 330 Robert R. Piccaro  
 431 Allan D. Stanton  
 431 Raymond C. Williams  
 459 Robert M. Lambert  
 545 Phillip V. Brown  
 642 Bernard W. Zembruski  
 663 Raymond C. Coon Sr

## 30 years

100 Robert F. Nunes  
 100 David L. Peacock  
 100 William R. Savage  
 220 Kim M. Davignon  
 229 Stanley E. Dillon  
 230 James E. Spencer  
 243 Donald C. Champlin  
 246 Peter A. Sandt Jr  
 272 Roland J. St. Jean  
 321 James A. Cardillo  
 355 Paul J. Hann  
 355 Peter J. Heller  
 355 Paul J. Schaffer

423 Margaret M. White  
 425 Paul V. Fontaine  
 438 Mark H. Nichols  
 447 Peter F. Kerttula  
 447 Donald McGovern  
 447 Edward A. Novak  
 452 Edward Andruskiewicz  
 452 Richard C. Felciano  
 452 Christine A. Lopez  
 453 Charles D. Brown  
 456 Richard C. Crocker Jr  
 456 John T. Lazur  
 459 Thomas E. Dahl  
 495 Jon D. Morosini  
 507 Thomas J. McCormick  
 650 Larry R. Beam  
 791 Charles J. Wall II  
 795 John B. Miller  
 853 John R. Butler  
 903 Robert L. Theroux  
 911 Robert B. Diraimo  
 911 John E. Eames  
 911 David A. Gustafson Jr  
 911 Richard C. Legge  
 911 John A. Martin III  
 935 Brian A. Gailey  
 957 John E. Roberti Jr

## 25 years

230 David R. Laplante  
 242 Sheridan R. Rand  
 243 Arthur L. Shaw  
 246 Ronald Nintean  
 272 Willie E. Brown  
 418 Charles M. St. Germain  
 449 Robin G. Snelgrove  
 452 Malcolm R. Platt  
 456 Vito F. Servdio  
 459 Donald G. Tellier  
 477 George A. Ballassi  
 496 Peter D. Canning  
 507 Dennis A. Semmelrock  
 545 Donald J. Castle  
 604 James A. Rives Jr  
 650 Brian A. Hill  
 660 David J. Hull  
 810 Dennis B. Ringer  
 911 Arthur A. Roy  
 950 Charles W. Doyle

## 20 years

226 James B. Quinn III  
 229 John W. Brown Jr  
 229 Miguel A. Iturrino  
 248 Donald P. Chapman Jr  
 251 Marie A. Treadway  
 252 Alfred W. Beaudoin  
 275 Kevin R. Levreault  
 341 James W. Duerr Jr  
 411 Bhadrak B. Shah  
 418 John H. Chapman  
 425 Harlan W. McColley  
 448 Christopher E. Buffon  
 452 Catherine T. Lizzio  
 453 Joseph J. Mushalansky  
 453 David C. Wilken  
 456 Michael P. Faucher  
 456 Thomas D. Zarbo  
 459 Michael E. Southwood  
 460 Thomas R. Flockerzi  
 462 Stephen D. Strader  
 463 Steven D. Ollhoff  
 495 Philip A. Strickland  
 505 Marcelo T. Ladia  
 602 Irma J. Streeter  
 604 Susan E. Yovino  
 901 John J. Doyle  
 901 Ronald R. Serpa  
 915 Gerald L. Fossum  
 915 Stephen R. Huftalen  
 915 Charles I. Rudolph Jr



GENERAL DYNAMICS  
Electric Boat

# Electric Boat NEWS

STANDARD PRESORT  
U.S. POSTAGE  
**PAID**  
GROTON, CT  
PERMIT NO. 392



## **Olander Recognized By Engineering Society**

The Providence Section of the American Society of Mechanical Engineers has recognized Engineering Specialist Matthew Olander for his professional contributions to Electric Boat. Olander was the engineering team leader for the development of new mechanical systems on the Jimmy Carter (SSN-23) and is now the shipboard test coordinator for these new systems.



## **Tsao Named ASME Fellow**

Mike Tsao, Ph.D., has been elected to the grade of Fellow by the American Society of Mechanical Engineers. Tsao's election recognizes his contributions to the technical community, as well as Electric Boat's support of the engineering profession. A 22-year company veteran, Tsao works in the ship specification group of the Life Cycle Engineering Dept. (411).