

MAY 2003

First Group Completes Degree In Ship Systems Technology

With pomp and circumstance, 18 MDA-UAW members marked a significant achievement in their lives as they accepted associate's degrees in ship systems design technology from Maine Maritime Academy (MMA).

The 18 men and women are the first graduates of Electric Boat's associate's degree program, which began in 1999. Under this program, graduates of EB's five-year design

continued on page 8

Model is presented to Jimmy Carter



Patternmaker **David Keith** (300), who built the Jimmy Carter (SSN-23) model for the former president, said it was an honor to do so. "It was good being able to make something for his museum," Keith said. "It's something people will see forever."



Above, former President Jimmy Carter admires a scale model of the USS Jimmy Carter (SSN-23) at the presentation of the model to the Jimmy Carter Library and Museum in Atlanta on May 15. Presenting the model to Carter was Mike Toner, above right, executive vice president of General Dynamics and the president of Electric Boat. Describing the model to Carter is Pete Halvordson, Seawolf Class program manager. The Jimmy Carter is scheduled to be delivered to the U.S. Navy in December 2004.

INSIDE

The President's Corner • 2

John Holmander Receives GD Technical Excellence Award • 3

Earned Hours • 3

The EB Dive Team – Jacks Of All Trades • 4

Employees Put Automated Milling Machine To New Uses • 5

U.S. Navy Awards General Dynamics \$24M Contract • 6

EBMA Awards \$14,500 In College Scholarships • 7

Lend A Hand At United Way's Day Of Caring • 9

Retirees • 9

Classified • 10

Service Awards • 11



The President's Corner

Mike Toner, President, Electric Boat

Over the last several weeks, a lot has been happening at General Dynamics Marine Systems group, and Electric Boat. I'd like to discuss some of these issues and what they mean in this month's column. And I want to acknowledge and address some of the speculation generated by the recent developments.

Will there be more changes at Electric Boat and across the Marine Systems group? That's a likely possibility. What will they be and when will they occur? That I can't say. It's just too soon.

I can tell you that whatever changes we make will be introduced only if they add to the strengths of the management team and the overall business operation. I can also tell you that I'll make every effort to keep you apprised of developments that affect you and your co-workers. So my advice to you all is to stay tuned.

The second point I want to address concerns Electric Boat and its role in the Marine Systems group.

It's gratifying to be able to say that Electric Boat continues to lead the way. We're performing on our backlog – that's always job number one. We're meeting or beating our financial targets. And we've developed a strategic plan and a planning process that could prove useful to Bath and NASSCO.

All of that puts Electric Boat in a good place. But with what's coming up over the next 18 months or so, we can't afford to sit around and pat ourselves on the back.

As you all know very well, we're entering into a period that's going to be demanding and intense – more so than we've seen in several years.

We've got to prepare the Virginia and the Jimmy Carter for deliv-

ery in 2004, and we've got to ramp up for the Trident SSGN conversion program. We're expanding our overhaul and repair business, and we're engaged in the design of the Astute-class submarine program for BAE Systems and the Royal Navy.

In addition to all that, we're going to christen Virginia on Aug. 16, our first such ceremony in six years. And the company's formal leadership development program is now in full swing, with the first group of candidates now in training.

This next phase in the life of Electric Boat is going to put our capabilities and our commitment to the test. I believe we're up to the challenge, but to succeed, we're going to have to work long and hard and pay attention to detail.

Looking at the rest of Marine Systems, I recognize that each shipyard is different – different products, different customers, different cultures. I plan to respect those differences – up to a point.

Everyone in Marine Systems has to realize that the fundamentals in our segment are the same, regardless of the particular shipyard you work at. And everyone in Marine Systems has to realize that we're working toward common goals.

These fundamentals are made of four major elements:

■ **Performing on the backlog.** All three shipyards have to meet or beat their cost and schedule targets. We're going to make this happen by consistently executing assignments and maintaining our focus on continuous process improvement. We have to perform on the work we have – it's that simple.

■ **Maximizing shipyard synergies.** Each shipyard has its own unique characteristics. Nevertheless, we will apply best practices across the three businesses, and tailor common practices to improve performance.

■ **Retaining technical superiority.** We have to ensure that we are the leaders in critical technology areas. And we'll need to apply the program management and systems integration skills required to integrate new technology into our platforms.

■ **Maintaining market leadership.** We're going to achieve this by making sound investments in our people and facilities; by topnotch program management in our ship design and construction businesses; and by expanding into adjacent markets.

Challenge and opportunity. It's a cliché we've heard countless times. But that's exactly what we're facing in a big way over the next couple of years. Fortunately, I know we've never taken on a challenge we couldn't meet and turn into a success – both for the company and the customer. We have a long track record of achievement. I'm looking forward to working with you to extend that record even further.



Quonset Point Site Manager John Holmander holds the General Dynamics Technical Excellence Award he received at a corporate ceremony earlier this month. Flanking Holmander are, left, Millard Firebaugh, VP – Innovation and chief engineer; Nicholas J. Chabraja, GD chairman and CEO; and, right, Mike Toner, EB president and GD executive vice president – Marine Systems Group.

John Holmander Receives GD Technical Excellence Award

At a ceremony held earlier this month at the Ritz Carlton in Crystal City, Va., Quonset Point Site Manager John Holmander received a General Dynamics Technical Excellence Award for directing the development of capabilities that enable initial stages of submarine construction to be undertaken electronically rather than manually.

This new method – the first of its kind in the U.S. – eliminates all manual layouts and dependence on two-dimensional drawings, and establishes Quonset Point as a world-

class facility.

In his nomination of Holmander for the award, Millard Firebaugh, VP – Innovation and chief engineer, said the site manager assembled a cross-functional team to develop significant improvements in the way major structural units are fabricated. The specific goals were to improve both cost and quality performance.

To achieve these goals, several complex technical, manufacturing engineering and production challenges had to be met.

continued on page 6

Electric Boat **NEWS**

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Earned Hours:

Where
We Stand





The EB Dive Team – Jacks Of All Trades

The eight-man dive team – all from the carpenter trades, Dept. 252 – is on call 24 hours a day, 365 days a year, because no one ever knows when an underwater inspection or repair will be needed.

They routinely submerge. They do their work quietly, without much fanfare. They endure cold, murky waters at all hours of the day and night.

They're the members of the Electric Boat dive team, and their work is critical to the construction, maintenance and support of the U.S. Navy's submarines, both at the shipyard and at the Groton submarine base.

"Without us, it would be a lot more difficult to land a ship," said Bill Schmeelk (252), referring to the task of lining a submarine up with its keel blocks for drydocking – just one of the many tasks the divers perform.

"People think of the divers as just going underwater and coming back up, but the work

Members of the Electric Boat dive team prepare for a recent dive near Graving Dock 1. From left are Ricky Cole, Tim Pont, Bing Nardone, Bill Schmeelk, Joe Talbot and Bill Bennett (all of 252). Missing from photo are Danny Dorval and Walter Hirtle.

they do covers a multitude of trades," said Humbert DeGregory, the team's recently retired foreman. "If a boat is dry, shipfitters, drillers, electricians and others will handle a job. But if it's wet, these guys do it."

The eight-man dive team – all from the carpenter trades, Dept. 252 – is on call 24 hours a day, 365 days a year, because no one ever knows when an underwater inspection or repair will be needed.

"It's an excellent job in the summer and a tough job in the winter," said Bing Nardone, the dive team's most senior member with about 20 years.

"I don't think you ever really get used to the

continued on page 6



From left, Kelly Carter (100), Barrie Costick (321) and Larry Maskell (100) watch as the company's recently purchased Monarch Mill employs an infrared probe to inspect a Virginia-class weapons cradle.

Employees Put Automated Milling Machine To New Uses

When Electric Boat purchased a new Monarch Mill for the Machine Shop in 2001, everyone expected it to revolutionize the manufacture of Virginia-class weapons cradles. It did just that.

And now that employees have had time to familiarize themselves with the machine, they've found various additional uses for it, the latest of which has revolutionized the cradle-inspection process.

"We used to put a newly machined cradle on the layout table and by mechanical means take numerous measurements to verify that it was manufactured within the required tolerances," said quality inspector Barrie Costick (321). "The accuracy of these measurements wasn't very good from

The cradle inspection process is more efficient now because a cradle no longer needs to be moved between steps. There's no more getting down on your hands and knees and inspecting everything by indicators.

an inspection point of view, so I suggested to Kelly Carter that we find some way to inspect the cradles on the new machine."

As a former employee of Monarch Machine Tool Co., Carter (100), a numerical control analyst specialist, already had a firm grip on the Monarch's capabilities. Taking what he knew, and creating some custom

programming, Carter enabled the machine to perform a highly accurate inspection of the cradles.

"It takes about three hours now, where before it was about 15 hours," Carter said of the inspection process, which is even more efficient because a cradle no longer needs to be moved between steps. "The guys up in layout are happy because they don't have to see the thing three times now. They only see it once."

"With this new process, there's no more getting down on your hands and knees and inspecting everything by indicators," said machinist Larry Maskell (100), the first-shift operator of the Monarch. Instead, he said, the Monarch employs an infrared

continued on page 9

U.S. Navy Awards General Dynamics \$24M For SSGN Conversion Work

The U.S. Navy has awarded Electric Boat a \$24 million contract modification to procure and manufacture long-lead-time material for the Trident SSGN, a multi-mission submarine optimized for covert strike and special operations support.

This award modifies a five-year, \$436 million contract, awarded in September 2002, for the detailed design and related support work to convert the first four Ohio-class ballistic-missile submarines (also known as Tridents) to an SSGN configuration. If all options are exercised and funded, the contract will be worth a total of \$596 million.

The submarines to be converted, coincident with their mid-life refuelings, are USS Ohio (SSBN-726), USS Michigan (SSBN-727), USS Florida (SSBN-728) and USS Georgia (SSBN-729). Electric Boat designed and built all 18 ships of the Ohio class.

With the capacity to carry up to 154 Tomahawk missiles and 102 Special Operations troops, SSGNs are considered prime examples of military transformation initiatives. Additionally, SSGNs will serve as platforms to develop and test new weapons systems, sensors and operational concepts that could further transform naval warfare.

The manufacturing work to be performed under the contract modification will be done at Quonset Point (82 percent) and Groton (18 percent). ❖

Dive Team

continued from page 4

cold,” Tim Pont said of the occasional winter dives. “We’ve gotten called in when it’s snowing out, freezing. When you’re home with your family, you don’t want to come in, but that’s part of the job.”

Diver Joe Talbot said the team’s underwater chores range from the mundane, such as cleaning a ship’s propeller, to the complex, such as navigating the maze-like confined spaces within a ship’s ballast tank or free-flood area.

The divers also maintain the gates to EB’s graving docks, help land the Sea Shuttle in Groton and Quonset Point, and more – all underwater.

The dive team members who don’t actually submerge are the dive tenders – Bill Bennett, Ricky Cole, Danny Dorval and Walter Hirtle. They’re responsible for, among other things, preparing and maintaining the diving gear, filling the air tanks, ensuring all the communications gear is working, and then, when a dive is in progress, making sure everyone underwater is safe.

When the dive team members aren’t in or near the water, they function as carpenters. Lately, they say, there’s been about a 50-50 split of diving and carpentry work, but they anticipate more underwater activity in the near future, especially when the Virginia (SSN-774) and the Jimmy Carter (SSN-23) go in the water.

“There’s definitely more diving work coming up,” Nardone said. ❖

Holmander Honored

continued from page 3

Among the Holmander team’s accomplishments were the following:

■ Using an electronic product model, a process was designed that extracts and captures all critical manufacturing data – on both sides of the steel plate – and stores it in a way that is easily retrievable and configuration managed.

■ Laser marking technology was developed that engraves manufacturing data on the plate to tolerances never achieved before in structural assembly.

■ A laser marking and gantry system was developed that is capable of transversing and marking steel plates up to 90 inches by 360 inches.

■ A system was designed that can register plate on both sides, with an accuracy of 1/32 of an inch.

■ Another system was developed that not only delivers the plate, but also has the capability of flipping it to enable second-side marking.

According to Firebaugh, the innovative approaches employed to attain these capabilities were revolutionary. In fact, he said, the unique processes now in place at Quonset Point’s Automated Steel Processing Center represent the most significant shipbuilding innovation since the development of QP’s Automated Frame and Cylinder Building.

“The results to date have already proven the potential of this process,” said Firebaugh. “The Automated Steel Processing Center now produces parts for 30 percent less than was previously achievable.

“The project’s successful implementation reflects John Holmander’s innovative leadership, his continuing and unwavering commitment to achieving the vision, his understanding of the technical hurdles and his perseverance in overcoming all obstacles,” he said. ❖



Emily Gullotti

Erin Deveau



Caitlin Slezycki

Allan Hutchins



Sara Skrmetti

EBMA Awards \$14,500 In College Scholarships To 10 Students

The Electric Boat Management Association recently awarded 10 college scholarships totaling \$14,500 to children of EBMA members.

Winner of the \$3,000 first-place award was Dhvani Bhadrak Shah (Wheeler High School), the daughter of Bhadrak Shah (411).

Second place and a \$2,500 scholarship was awarded to Kevin Christina (Westerly High School), son of Steven Christina (330). Nathan Ingham (Stonington High School) won the \$2,000 third-place scholarship. He is the son of Norman Ingham (650).

The following students received \$1,000 scholarships.

Erin Deveau (Stonington High School), daughter of James Deveau (650)

Joanna Alyse Gillia (East Lyme High School), daughter of Michael Gillia (493)

Sara Skrmetti (Robert E. Fitch High School), daughter of Thomas Skrmetti (400)

Emily Gullotti (Stonington High School), daughter of John Gullotti (341)

Allan Hutchins (Robert E. Fitch High

School), son of Lloyd Hutchins (462)

Marie Emily Llewellyn (Ledyard High School), daughter of Richard Llewellyn (411)

Caitlin Slezycki (Lyme-Old Lyme High School), daughter of Raymond Slezycki (443).



Kevin Christina

Joanna Alyse Gillia

Dhvani Bhadrak Shah



Marie Emily Llewellyn

Nathan Ingham



The Maine Maritime Academy associate's degree graduates are, on floor from left, John Charette, Warneika Pettway, Stephen Corona, Beverly Makar, Robert Shaw and Joseph Ratelle. On the left side of the stairs in ascending order are Christopher Ruta, Al LaFlamme, Edward Price, Beau St. Hilaire, John Parfitt and Jason Thompson. On the right side in descending order are Eric Vieira, Jeffrey Grandchamp, Dave Evans, Cedrick Wills, Pamela Gonski and Jacquelyne Deschamps.

Graduates Of EB's Five-Year Apprentice Program Complete Their Degrees

continued from page 1

apprentice program receive academic credit for that work, then take eight MMA courses by video conference to complete their degree requirements. In addition they take a physics laboratory taught at EB by John Hancock.

The graduates are: John Charette (459), Stephen Corona (459), Jacquelyne Deschamps (452), David Evans (452), Pamela Gonski (459), Jeffrey Grandchamp (456), Al Laflamme (459), Beverly Makar

(459), John Parfitt (452), Warneika Pettway (456), Edward Price (452), Joseph Ratelle (452), Christopher Ruta (459), Robert Shaw (459), Beau St. Hilaire (452), Jason Thompson (452), Eric Vieira (452) and Cedric Wills (453). They were joined by 16 employees from Bath Iron Works, who also received associate's degrees.

Mike Toner, EB president and executive vice president of General Dynamics Marine Systems Group, was the commencement

speaker.

Ray Williams, director of naval architecture, who oversees Electric Boat's college and university relations, said another 62 MDA employees are now participating in the MMA associate's degree program, with an additional 24 apprentice grads expressing interest in enrolling.

According to Mel Olsson, MDA-UAW president, "the Maine Maritime program is an initiative that union officials and Electric Boat management can be proud of. This program opens the door to workers whose

continued on page 9

Lend A Hand At United Way's Day Of Caring

Electric Boat is participating in the United Way of Southeastern Connecticut's Day of Caring Saturday, June 14.

Don't miss this opportunity to make a difference by rolling up your sleeves and helping spruce up Camp Harkness, a

local nonprofit agency in Waterford.

For more information, contact:

■ Ed Nevins, 448-0552

■ Jim Fadden, 446-1927

■ Carol Stergio, 433-2703.

Graduates

continued from page 8

potential may exceed even their own dreams." Olsson played a key role in developing the MMA program.

"This program will provide significant benefits to its participants," said Williams. "It is broadening their educational experience, with an emphasis on physics and mathematics. And it's adding to their strengths, which will benefit them in the workplace, both in their technical interfaces with people at EB and in their potential to advance to leadership positions in the design disciplines."

The program and its students are providing benefits to the company as well, Williams said. "Electric Boat gets a lot out of it. We get designers who are better educated, which enables them to better understand the design, engineering and program interchanges. With stronger skills, they'll be able to do their jobs better. They'll also have the potential for faster organizational move-

ments and increased professional opportunities. The program is very much a positive development."

In fact, Williams said, the program has proved so successful that he is now working with MMA to take it to the next level – a curriculum that would lead to a bachelor of science degree. "This would require a significant commitment from the students," he said, explaining that they would first have to earn their associate's degree, then complete the requirements for an additional 75 credits. Students would attend classes on their own time – unlike the associate's degree program – using a flexible work schedule. EB would continue to pay the cost of tuition.

Williams said he expects that it will take about a year for Maine education officials to approve the program. ❖

Retirees

278 Charles M. Smith
44 years
Elecs Serv Engr Spec

321 Ronald F. Gannon
37 years
Inspector – Elect – QC Spec

705 Harley R. Eddy
17 years
Eng Analyst

911 Albert J. Perras
32 years
Struct Fab Mech I
Elecs Serv Engr Spec

Milling Machine has revolutionized the cradle-inspection process

continued from page 5

probe that aids the inspectors in the measuring process by providing data to the operator automatically.

All Costick and the other cradle inspectors, Edward Swan and Abraham Passmore (both of 321), have to do is make sure the probe is touching the correct area during an inspection. Once the probe touch is confirmed, the Monarch operator records the precise measurement on a form, which then

accompanies the cradle during the remainder of its assembly. This form eliminates the practice of recording the measurements in ink on the cradle itself, an additional process improvement. The cradle notations were subject to wearing off if further machining was required.

The next step in this evolving process, Carter said, will be to program the Monarch to print out the probe measurements automatically. Other possible improvements

include performing additional inspection work, not only on the new milling machine but also on other probe-equipped Monarch machines in the shop.

"We're not done with this process," he said. ❖

Classified

APPLIANCES

CLOTHES DRYER – electric, \$124; Upright freezer 12 cu. ft., \$125 or \$200 for both. 442-0512.

AUTOS/TRUCKS

FORD RANGER, 2002 – EDGE, auto, V6, air, cd, cruise, 28k; \$13,500 or best offer. 401-615-0010.

HONDA CIVIC DX, 1989 – 125k, at, 4 door, red, full-size spare, lifetime muffler; \$1,900. 449-8789.

PONTIAC SUNBIRD, 1993 – 95k, 3.1L, V6 LE Coupe with a/c, auto trans., runs great. \$1,500 or best offer. 446-8695.

SAAB 9000, 1993 – CSE, turbo, auto, black leather, sunroof, cd, loaded w/every option, excellent condition; \$6,500. 401-322-8331.

AUTO PARTS

SAAB ROOF RACKS – fit 1994 – 1998 900 and 1999-2002 9-3; 4-dr; \$40. 401-377-4301.

TRUCK CAP – LEER, blue, front and side sliding windows, new gas props, fits Chevy S-10, long bed pick-up; \$285 or best offer. 822-1683.

TRUCK CAP – Ram aluminum, sliding windows and screens, silver color fits S-10 standard bed; \$100. 376-8768.

BOATS

23 FT. BAYLINER CIERA, 1983 – less than 200 hours on new engine, I/O Volvo Penta 250 hp, good condition, best offer. 546-6449.

COMPUTERS

IOMEGA ZIP DRIVE – 100 mb, USB port, never used. Includes cable and 8 disks; \$100. 440-0851.

FURNITURE

QUEEN SIZE SLEEPER COUCH – Sealy Posturepedic mattress, mint condition, 2 years old, floral print; \$500. 701-0888.

WISPERING PINE QUEEN BEDROOM SET – short post head/foot boards, Sealy Backsaver mat., 7 drawer dresser with night stand (all curved). Bought at Gorins \$3,000; asking \$1,800. Must sell. 564-1156, ask for Candice.

MISCELLANEOUS

ADULTS' ROCKING CHAIR, typewriter, draperies for a picture window, stuffed chair, end table, Star Wars collectibles, studio couch cover, knitting & crocheting books, vintage jewelry. 401-596-5788.

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

COLEMAN POP-UP CAMPER, 1998 – like new, used very little, comes with extra essentials; \$6,000 or best offer. 401-348-8677.

CRAFTSMAN – 1/2 HP shallow well pump with tank; \$50. 401-822-2887.

GOLF BALLS – Titleist PRO VI. 392 , like new condition, some

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

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

may have personal identification marks, logo or slight cuff; \$18 a dozen. 401-322-1687.

GT BMX PERFORMANCE BIKE; \$30. Black & Decker table saw, 8-inch; \$30. 848-9584.

32" PANASONIC TV – with cabinet/stand for storage; \$375. 442-0512.

TRAMPOLINE – you pick up and take away. 464-8704.

TV ARMOIRE – corner style, pine, \$150; ceiling fan, never used, \$50; Denon cd player w/remote; \$100; 19" color TV w/remote, \$50. 440-0851.

MOTORCYCLES

YAMAHA BREEZE ATV, 2001 – 124 cc, very good condition, great starter ATV, automatic; \$2,200. 376-5736.

PETS

FREE TO GOOD HOME – retriever/collie mix, 6 yrs, house dog, loves people, good watch dog. 464-8704.

REAL ESTATE

HOUSE RENTAL – within walking distance to E.B. 3-4 bedrooms, 1 bath, kitchen, dining room, living room, appliances included. \$1,000 mo. plus one month's security deposit. 445-7523.

WANTED

RIDERS – for Groton 1st shift van pool. From RI exit 4, 3 and 1, arrive at EB 6:25 a.m., depart EB 3:10 p.m. daily, dependable, save gas. 401-377-8791 or 401-539-7207.

Service Awards

45 years

460 William F. Muenzner
685 Barry W. Pasqualini

40 years

227 Dominic Q. Cironi Jr.
321 Hendrick J. Facas
321 Jeffrey C. Pritchard
341 John R. Bashaw
423 Donald F. Bartlett
424 Richard H. Surprenant
452 Gerald D. Gent
452 Richard P. Sobanski
459 Vincent J. Nadolny
459 Brent G. Weimer
460 Anthony E. Falcone
492 Paul T. Terry
691 William G. Vaiciulis

35 years

241 Walter E. Asendorf
242 David M. Brown
251 Ramon M. Rivera
341 Robert W. Peirce
355 Thomas C. Taylor
411 William H. Lyman Jr.
423 Luke E. Beagan Jr.
424 Robert D. Brannon
428 Charles V. Malaguti
434 Robert W. Shepard

35 years

449 Thomas E. Booth
460 David A. Swercewski
463 Austin L. Alvarez
463 William R. Solonick
484 Frank J. Capizzano
501 Frederick C. Crandall
687 William H. Lillie III
795 Stephan J. Urban

30 years

229 Thomas C. Graley
229 David J. Halbach
229 George F. MacDonald
229 Roger J. Mainville
243 Clayton E. Beckwith III
243 Denise A. Staphos
243 Dennis Vitro
243 Dennis L. Wickerd
248 Michael W. Chopp
248 Lester S. Long
248 Robert W. Mayne
241 Paul J. Desaulnier
252 Ronald L. Bernier Jr.
252 Arthur A. Robidoux
272 Lynn A. Jessee
274 William S. Foster
275 Carl C. Eldredge
330 Daniel J. Boski
330 Paul A. Roy
341 David G. Lavoie
355 Thomas V. Culhane
400 Herbert C. Rattley Jr.
414 Frederick C. Levitsky
425 Gerald J. Arpin

30 years

425 Raymond J. Caviggia
437 Gary S. Jaswell
445 Douglas W. Crandall
447 Bruce G. McKay
455 Sharon A. Clarke
458 Peggy A. Gleason
459 Michael Kloc
459 Richard J. Perkowski
463 Peter E. Landry
472 Ray W. Dewick
495 David D. Jack
507 Robert A. Walkup
621 William E. Jacobson Jr.
650 Dale R. Banks
650 William H. Boots
795 Joseph P. Jackson

25 years

243 Kenneth S. Campbell
243 Paul R. McClure
341 James E. Carlson
355 Michael C. Santoro
418 John J. Kelley
427 Steven T. Diformato
449 Roman P. Steblecki
453 Charles R. Underhill
459 Mark J. Cameron
459 Richard Pesapane
472 Robert C. Kahl
473 Grant T. Southard
915 John Bonanca
915 Joseph R. Szelag

20 years

229 Jerald C. Doherty
230 Michael S. Francischelli
241 Robert F. Byrne Jr.
241 Michael F. Rossi
241 James E. Woodhall III
243 John A. Algier
246 Raymond F. Daniels Jr.
246 Richard A. Spino
252 Judy C. Bragdon
402 Mitchell A. Shinbrot
405 Gregory F. Morea
410 Peter J. Collins
415 Christopher M. Morgan
431 Eugene K. Chapman III
431 Alan N. Hall
448 Mark S. Laporte
449 Peter J. Larkin
452 Ronald C. Langlais
456 Alan W. Phaneuf
459 Richard R. Cannamela
459 Linda J. Files
462 Edward Dicesare Jr.
463 Marc E. Enright
464 David R. Anderson
464 William B. Pepin
473 Michael E. Gaudette
477 Janice M. Nykyforchyn
495 Barry D. Carlson
502 Craig R. Dawson
645 Richard B. Kowalski
663 Robert A. Mandes Jr.
670 Deneen R. Thaxton
705 Dennis L. Lang
705 Michael J. Rotondo
737 Philip B. Stiness
795 Kenneth P. Hvarre
911 David C. Parmentier
911 Robert L. Plumley
915 Gary P. Furtado
915 Paul R. Knott
924 Armand D. Badeau
924 R. James Lamorge
951 Earl N. Goff III



GENERAL DYNAMICS
Electric Boat

Electric Boat NEWS

STANDARD PRESORT
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Worker's Memorial Ceremony



Ken Delacruz, MTC president; Lori Pelletier, secretary-treasurer of the Connecticut AFL-CIO; Sharon Palmer, vice president – Southeastern Connecticut Labor Council, AFL-CIO; and John Worobey, first vice president - MDA-UAW, lay wreaths at the Workers' Memorial in Groton's Washington Park. Each year, organized labor in Connecticut marks Workers' Memorial Day on April 28, the anniversary of the collapse of L'Ambiance Plaza in Bridgeport, which killed 28 construction workers.