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A CLEAN SWEEP FOR VIRGINIA

Lead Ship Successfully Completes Initial Sea Trials

To the cheers of “hip hip hooray” from sailors gathered at the end of Graving Dock 1, the Virginia (SSN-774) returned from a successful initial voyage July 30, the first sea trials of a U.S. submarine in nearly seven years.

Hundreds of EB workers and Navy personnel crowded the graving dock area to watch a significant milestone as the first submarine of the Virginia class, the newest and most

Virginia returns to the Electric Boat shipyard following successful sea trials.

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advanced undersea vessel in the world, tied up following its first set of at-sea tests. Addressing the crowd and assembled media immediately after docking were Adm. Frank “Skip” Bowman, director of Naval Nuclear Propulsion; Capt. David Kern, the ship’s prospective commanding officer; John Casey, EB president; and Becky Stewart, Northrop Grumman Newport News’ vice president – submarine program.

“As you can see from the broom that’s been hoisted on the sail, this sea trial was an absolute success – a clean sweep as we say in the Navy,” said Bowman. “It met every expectation of mine, for the propulsion plant and the ship. Capt. Kern and his crew were absolutely magnificent as the training they’ve gone through over the past couple of years was demonstrated over the last three days.

“The Virginia class represents the first of the Navy’s major combatants that was designed specifically for missions after the Cold War,” Bowman continued. “We need it today for tomorrow’s missions.

“The shipyard workers and the crew worked tire-

lessly,” he said of the trials. “I was almost blown away by the spirit and enthusiasm of both the shipyard people and the crew in tackling some very difficult challenges and coming through them with hardly any sleep.”

When asked how the Virginia handled, Bowman responded, “Like a sports car hepped up on high-test gasoline.”

Kern praised his crew for their performance both before and during the sea trials. “My crew performed greatly and not just in these last three days, but over the last several months. Most of these crew members have worked day and

night to prepare for sea and they’ve performed flawlessly, along with

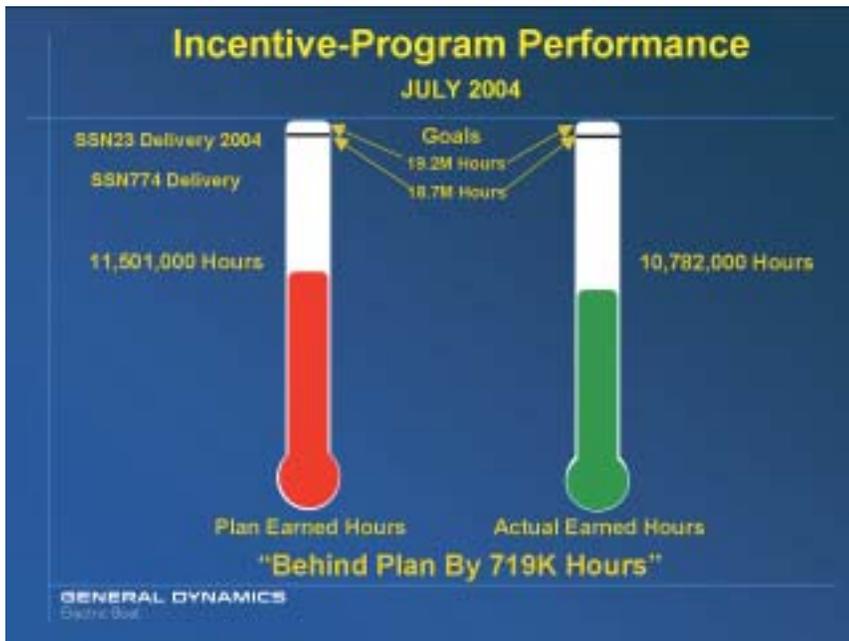
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Above, from left, following Virginia’s (SSN-774) return from its successful initial sea trials, Adm. Frank “Skip” Bowman, director of Naval Nuclear Propulsion; Capt. David Kern, the ship’s commanding officer; Will Lennon, EB’s Virginia program manager; and John Casey, EB president, gather near Graving Dock 1 for a press conference with local and regional media.



Left, with an upturned broom behind him and a smile for the crowd at Graving Dock 1, Capt. David Kern returns his ship, Virginia, to the shipyard after successfully completing Alpha trials.



Electric Boat **NEWS**

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Earned Hours: Where We Stand

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the ship," he said.

According to Casey, the sea trials made one point very clearly – "When it comes to this nation's security, there is no substitute for the Virginia-class submarine. This ship is exactly what the nation needs, when it needs it, with the capabilities to meet the very different set of threats we now face.

"Watching Capt. Kern's very fine crew bring this ship to life was truly inspirational," said Casey. "They and this submarine are going to make us all proud for years to come.

"I'm also proud of the incredible commitment and hard work demonstrated by the women and men of Electric Boat to get Virginia ready for sea. And I want to thank our teammates from Northrop Grumman Newport News, who have been just as dedicated in their efforts to make these first sea trials a success."

Casey continued, "I actually wish you could have all been aboard with us as we

put the ship through its paces. To see the crew and shipbuilders pull together to make this enormously complex and capable submarine perform the way it was designed to was magnificent."

Virginia is now engaged in its Bravo trials, which focus on acoustics. The ship will then pull into Norfolk Naval Shipyard for a period in drydock before heading back to Electric Boat, where it will complete its In Service trials prior to delivery. Commissioning is scheduled for Oct. 23 at Norfolk.

Following the ceremony, Virginia will return to the sub base in Groton, where it will begin a yearlong post-delivery trial period. This period will include sound trials and tests of the fire control, sonar, communications and weapons-launching systems.

Virginia's post-shakedown availability is scheduled to begin in the fall of 2005. The Navy hopes to deploy the lead ship as soon as possible after that. ♦



First Lady Laura Bush Christens Submarine Texas

On July 31, First Lady Laura Bush christened the second ship of the Virginia class, Texas (SSN-775), in a ceremony at Northrop Grumman Newport News. "May all who board her be forever blessed and may all who encounter her upon the seas remember, 'Don't mess with Texas,'" said Mrs. Bush, who cracked a bottle of sparkling wine against the submarine on her first try.

Standing on the platform with her are Thomas Schivelbein, president of NGNN, and U.S. Sen. Kay Bailey Hutchison (R-Texas), the event's principal speaker. Representing Electric Boat at the christening was President John Casey, above, who pressed the case for building two Virginia-class submarines per year as soon as possible. "This will enable Electric Boat and Northrop Grumman Newport News to accomplish what we know we can – to produce the world's most advanced submarines affordably, allowing the Navy to maintain the force levels its requires, and remain the undisputed leader in undersea capability."

Photos at left and above courtesy of Northrop Grumman Newport News.



Chief of Naval Operations Visits EB

Adm. Vern Clark, chief of Naval Operations, right, stops for a moment on the brow of the Jimmy Carter (SSN-23) during a visit earlier this month to the Groton shipyard. With Clark are Capt. (sel) Don Kelso, prospective commanding officer of the Jimmy Carter, and EB President John Casey.

Employees, GD Headquarters Support EB's Environmental Program

Electric Boat's new Environmental Management System is off to a strong start, passing its very first ISO 14001 maintenance audit earlier this year and earning recognition from General Dynamics corporate headquarters for its recent performance.

Environmental Resources Manager Donna Elks said the EMS, which received certification under the International Organization for Standardization (ISO) 14001 in October 2003, has bolstered the company's pollution-prevention program by making it more aggressive, and by getting employees more involved.

"People are beginning to embrace the program and become a part of it," she said. "They're sharing their thoughts and comments on how we can improve our performance."

Engineering analyst Steve Rolfe (503), a member of Elks' staff who makes weekly environmental inspections of the shipyard, said he's witnessed major changes in the way employees deal with environmental questions and issues.

"Since the EMS has kicked in, environmental awareness in the yard has really risen to a new level," he said. "People want to do the right thing."

Shortly after the EMS passed its first

maintenance audit this spring, Elks received a letter from David Savner, General Dynamics senior VP and general counsel, congratulating EB for exceeding all its environmental goals for 2003. The metrics being measured were hazardous waste disposal; recycled production waste; volatile organic compounds; and notices of violations, penalties and self-reports.

"As you know, General Dynamics places a high priority on the continuing improvement in environmental measures on an annual basis," Savner wrote. "In 2003, Electric Boat had a very successful year."

Elks said she was pleased to receive the corporate letter, but said EB can't rest on its laurels now, particularly with the next ISO 14001 maintenance audit set for Oct. 19-21.

"Electric Boat is entering into a new phase of activity – submarine maintenance – so we have to be on our toes," she said. "We have to keep moving ahead."

Among the continual improvements now being sought, Elks explained, is making EB's environmental procedures more user-friendly. "We're trying to simplify them so employees can understand and follow them." ♦

Secretary Of The Navy Honors New Hampshire; Names New Attack Submarine After The Granite State

During a visit to Portsmouth Naval Shipyard, Secretary of the Navy Gordon England announced his decision to name the next Virginia-class submarine in honor of the state of New Hampshire.

The new, nuclear-powered, attack submarine, designated SSN 778, will be delivered by Electric Boat. The Virginia-class submarines are the most advanced in the world and are the first U.S. submarines to be designed for battlespace dominance across a broad spectrum of regional and littoral missions as well as open-ocean, "blue water," missions. Capable of launching Tomahawk missiles and deploying with special operations forces such as the Navy SEALs, this class of submarines achieves the right balance of core military capabilities and affordability.

Two other U.S. Navy ships have been named USS New Hampshire. The first was in service from 1846-1921, including service during the Civil War. Later, it was renamed Granite State following decommissioning and was then used as a training ship for the New York State Militia. The second USS New Hampshire (1908-1921) was a battleship that escorted convoys during World War I and also served as a training ship.

New Hampshire will be the fifth ship of the Virginia class. Electric Boat and its teammate, Northrop Grumman Newport News, are under contract to build 10 of what is expected to be a 30-ship class. ♦

A Summary of Electric Boat's Environmental Policy Statement (PS-3)

(Full text can be found under "EB Policy and Procedures" in Lotus Notes)

Electric Boat recognizes environmental resources management as among the highest of its priorities, and environmental considerations will be integrated into all business decisions. The policy addresses:

- Commitment to our environment;
- Compliance with applicable environmental regulations;



- Continual improvement; and
- Pollution prevention.

The Environmental Management System means doing our job in a way that protects the environment.

For more information about the EMS, visit www.ebnet.gdeb.com/homepages/departments/503 – or call ext. 32791 (Groton) or ext. 22717 (Quonset).

Q&A Taking Virginia To Sea: EB Effort And Commitment Make It Happen

Editor's Note: Will Lennon began his 14-year involvement with what was called the New Attack Submarine, working on concept formulations as a member of the Nuclear Test organization. He later went on to work on Virginia's propulsion-plant fluid system design, arrangements, and integration of the aft end of the ship. After the teaming agreement with Northrop Grumman Newport News was signed in 1997, he became deputy program manager for design. He was subsequently named design program manager and most recently served as program manager with responsibility for design and construction of the Virginia class submarines. After Virginia is delivered to the Navy, he'll go to work for VP Rick Geschrei in the Nuclear Repair organization as director of nuclear repair.



Will Lennon

What capabilities does the Virginia class bring to the fleet that distinguish it from previous classes?

First of all, Virginia is the first ship designed after the Cold War. It leverages off the advances made on Seawolf in terms of acoustic performance and quieting, and it brings a tremendous amount of new warfighting capability to the Navy – such as non-acoustic stealth and the ability to support special operations forces. Two of the unique capabilities Virginia brings is the nine-man lockout trunk and reconfigurable torpedo room, enabling the special operations forces to get on and off the ship very quickly and without anybody knowing we're in their backyard.

We've also done a lot with state-of-the-art, commercial-off-the-shelf electronics equipment to improve our sonar and combat-control capabilities. And we've provided an advanced communications system as well as a tremendous amount

of data infrastructure to support a paperless ship, where all operating manuals and component technical manuals are accessed from a laptop and a local area network.

The ability to easily upgrade the combat systems is another tremendously important aspect of the Virginia class. Virginia has structurally integrated enclosures, which are physical structures within the ship that house all of the combat systems electronics. If we want to upgrade these electronics, it's really a matter of removing and replacing a drawer versus removing and replacing an entire cabinet. So we're in the position where we can do a complete upgrade in a matter of days rather than months. In fact, on the Virginia, we've already completed the first technology upgrade. Going from the COATS test program to dockside, we did a tech insertion to bring us to the next level of capability. That's really been a big benefit to the program.

What advances or breakthroughs at EB enabled the development of these capabilities?

We focused on three key areas. One is the design/build process, where we brought folks up from the shipyard – mechanics, foremen, planners, testers and quality. We brought in vendors and Navy operators as part of the process. This enabled us to get everybody together in one place at one time and get their requirements on the table. We also changed our focus from paper-based drawing deliverables to an integrated database where we focused on the data people needed to do their jobs, whether it was to purchase material, cut plate or bend pipe. The database also provides the information needed for employees to sign off the completion of their work.

All of this was made possible by our computer tools. We went to a brand-new computer system and set of software tools that allowed us to create the ship design electronically. We didn't need a mockup for the majority of the ship. The tools of the new system really enabled us to implement this design/build process.

The third piece focused on the organizational structure for the Virginia design. We went from a traditional organization of functional areas – structures, fluids, arrangements, etc. – and moved toward an area-based design/build team approach that took the various disciplines and assigned them responsibility to develop the arrangements for a particular area of the ship, together as a team.

Had all those capabilities been developed and put in place before the teaming arrangement with Northrop Grumman Newport News became effective?

Yes, most of those capabilities were in place. When we began co-production, we didn't really change the process or the system – we simply added another member to the team. At one time Newport News had over 100 operations, testing and planning folks up here. One of the unique aspects of our design/build teams was that each team had dedicated co-team leaders from engineering or design, and from the shipyard. One area we did change as a result of co-production was this – for the modules Newport News was going to build, the operations co-lead of that team was from their shipyard.

Could you describe the effort required to get Virginia from float-off last year to initial sea trials July 27?

It was a tremendous effort. You could see the excitement of the people involved when we floated off last year – the first time we had put a ship in the water in six years. But a lot of work had to be accomplished between then and sea trials. At that point, the test programs really started to take control of the ship – all of them had to be completed within about a year. That's really when you find the majority of the system problems as well as how the ship is going to perform. So for the last year, the test program has been very intense for everyone involved. When we hit problems, everybody had to come together and resolve those problems. Very often it would require some kind of design or engineering resolution; sometimes we'd have to get new materials or the trades might have to perform modifications to particular systems. It's been real exciting to watch that whole process.

During this period, I've never seen better cooperation amongst the various organizations at EB and the Navy. There was just an outstanding effort between the designers, the engineers, and the shipyard and testing organizations to keep things moving. It was always a team effort. Everybody was involved. Everybody was making it happen. A lot of

hard work by lot of people. Sometimes you'd see people here for 30 hours at a time, resolving a particular problem. They wouldn't go home until it was resolved. That showed the strength of Electric Boat – the pride and dedication of the people.

Could you describe your personal feelings as the ship got under way for the first time?

I'd describe it as one of euphoria. For me personally, I had 14 years invested in this program and it was hard to believe we were finally at sea. It was an unbelievable feeling – and it really gets back to the pride our people have in their work. Although I have a lot of time in this program, there are a lot of other people who have just as many years and have put in the same amount of effort. It was just an overwhelming sense of accomplishment to realize what we had achieved – we were putting an extremely capable, high-quality ship to sea. We were closer to the original schedule than any other submarine program has ever been by a long shot. Every other lead ship submarine design has been at least two years late – we're within a couple of months of where we should be. It's a real credit to the people.

Talk a little bit about the broom that signified the sea trials were a "clean sweep"

The shipyard brings the broom aboard. It's used to signify that the ship met all of its requirements and objectives on the trial. On the way back from the trials, we presented the broom to the captain on the bridge, and the crew mounted it. It was a fantastic moment.

What happens between now and delivery?

The longest trials – Bravo trials – have just been completed. They were several weeks long and included weapons, sonar and acoustics testing and certification, and validation of the remainder of the systems that weren't tested on Alpha trials. The ship will now go into drydock at

Norfolk Naval Shipyard for several weeks. When we come out of drydock, we'll go into a period called In-Service Trials, when the Navy In-Service Board does another series of tests on the ship. There'll be some additional inspections after that and we'll deliver the ship in Groton in early October.

You'll be leaving the Virginia program soon. What do you see for its future?

I think it's going to be a great program. We've got 10 ships under contract now. We're close to delivering the lead ship. There are a lot of lessons that we've learned that will be factored into Texas at Newport News and Hawaii at Electric Boat. Our goal now is to take all those lessons learned and start driving the costs out of the program and build these ships as efficiently as we can. We're going to prove the Virginia class is the most cost-effective program the Navy has.

We also have a few ideas on our plate as far as technology insertion is concerned for follow ships – specifically the Multi-Mission Module and the Advanced Sail. We have to work through the Navy and Congress to get authorization and funding for these concepts, but they'll add tremendous capability to the ships. There's plenty of room for technology insertion and upgrades on Virginia – that's what it was designed for. We just have to get the funding in place to get on with it.

Anything else you'd like to add?

I'd like to stress that the most important element that's made this program a success has been the people. You can't single out anyone from any one area – it was a total, collective effort that made it happen. The tools and the processes were the enablers – the people are what made it all happen, and that's the strength of EB. Everybody involved – EB, Newport News, vendors and the Navy – should be very proud of this ship. 🙌



From left, multi-trade technicians Marcus Mello and Ariel Albizu (both of 915) review a construction drawing with engineer Rob Horrobin (400), who is serving as a piping foreman as part of Electric Boat's Professional Development Rotation program.

Photo:
Jeffrey Swallow

Job-Rotation Program Produces Shipbuilding Decathletes

A job-rotation program that provides engineers with hands-on supervisory experience continues to thrive and grow, with more than three dozen now serving in a wide variety of assignments.

"The fact that I stood up and tried something different really gives me a lot of self-confidence and a lot of faith that I can pretty much handle what's thrown at me," said engineer Rob Horrobin (400), who is working as a piping foreman. "I've learned a lot."

"I spent a lot of time as a design engineer but I never built anything," added engineering specialist Mike Lotito (400), who brings years of experience to his current assignment as a machinist foreman. "I had to go find out what it was like to actually build one of these things."

The 2-year-old rotation program was originally established to give young engi-

neers experience in EB's shipyard trades. The earliest participants did so well that the program was quickly expanded to include rotations into Programs and Finance, with additional areas now being considered.

"It broadens your career and your knowledge of the business," said Bo Miller (648) of the Organizational & Management Development group, which is overseeing the program along with Innovation Director Jackson Morgan. "There's a lot of value that comes from rotating around and learning different aspects of the job."

Operations VP Pete Halvordson said the rotation program is similar to one that existed when he joined EB 25 years ago, adding that many of the graduates of the original program now hold key management positions as a result of the experience they gained from it.

"If you look at where we are and

where we're going to be as a company, what we need is decathletes – people who can excel in all the different areas," he said. "The folks in the rotation program are learning how to do just that."

Miller said there are still opportunities available through the rotation program, adding that participants can help chart their own course based on their career goals.

Senior engineer Mary Alice Pocock (400), one of the first to sign up, progressed from Operations to Finance, and eventually to the Seawolf Program Office.

"Basically, what Jack and Bo try to do is pair you up with a job rotation based on your strengths and interests," she said. "So it's really about you."

For more information or to join the rotation program, contact Bo Miller at ext. 36175 or Jackson Morgan at ext. 32600. ♦



Retirees

- 200 James S. Rice Jr**
43 years
Area Manager
- 323 Harry W. Arnold**
20 years
Qual Cntrl Spec
- 403 Roger R. Zarn**
16 years
Eng Suppt – Courseware
Develop
- 447 Donald McGovern**
30 years
T/A Material
- 663 Edwain C. Horton Jr**
35 years
Security Escort
- 706 Richard Blair**
17 years
Supv Engrng Services
- 911 Richard F. Crowley**
28 years
Struct Fab Mech I

Shipyard Bulletin Boards Showcase Process Improvement Successes

From right, Lean Six Sigma black belt Nik Iacono (462) discusses one of the new Process Improvement bulletin boards with Rock Martel (670), chief of Process Improvement for Groton Operations.

The old adage “It pays to advertise” doesn’t just apply to cars, groceries and other consumer products. It also applies to good ideas.

To that end, three Process Improvement bulletin boards have been installed in the shipyard, giving tradespeople the opportunity to spotlight some of their recent success stories and, more importantly, to share them with others.

“Whether these boards are seen by the people in the trades or by management, it’s just a good way of showcasing the improvements that people are bringing to their jobs,” said Lean Six Sigma black belt Nik Iacono (462). He worked with fellow black belt Chris Barrett (686) to get the boards installed.

Iacono said he and Barrett evaluated various types of displays before choosing to install weatherproof ones in three outdoor locations: on the south wall of Building 8N; near the northwest corner of the Machine Shop; and on the east wall of Building 260.

“It came to fruition very quickly – within a few days,” said Rock Martel (670), chief of Process Improvement for Groton Operations. “Now, we’re hoping that as more employees see how good ideas are turned into action, the boards will serve as a springboard for future activity – to start the creative juices flowing.”

The Process Improvement boards will be updated as new achievements come to light. Iacono and Martel are expecting it will be often.

“The projects we select for the boards will be practical, tangible things you can actually get your hands around,” Iacono said. ♦

Classified

APPLIANCES

AIR CONDITIONER – \$30, dehumidifier, \$30. 536-3110.

SAMSUNG 26" COLORTV – cable access; \$75 or best offer. 440-3463.

AUTOS/TRUCKS

AUDI, 2001 – A4 1.8T, Quattro, 4 door sedan, auto, cold weather package includes heated seats and mirrors, sun roof, 6 cd changer, 37k miles, excellent condition; \$19,995. 447-3834 after 5 p.m.

CHEVY 1500 P/U, 1992 – V6, ac, ps, pb am/fm cassette, slide rear window, 110k miles, new tires, new motor mounts and exhaust; \$3,500. 908-6178.

CHEVY IMPALA, 1981 – 6 cyl., 54k miles, light blue/dark blue cloth interior, car like new, no rust; \$2,100 or best offer. 444-1215.

CHEVROLET P-30, 1977 – step van; 16 foot, all alum body, gas, V8 350, 40k miles, newer transmission, 104k, runs great; \$2,800 or best offer. 444-0818.

CHRYSLERTOWN & COUNTRY, 1996 – V6 3.3L, 95k miles, solid, reliable, looks great, complete history & receipts, includes lifetime warranted parts & 12 disk cd changer; \$6,000. 464-5160.

FORD EXPLORER, 1992 – Eddie Bauer edition, needs work. 401-596-6124.

OLDSMOBILE CUTLASS SUPREME, 1991 – auto, good condition, 136k miles, runs well, needs slight work; \$500. 445-8008, ask for Jason.

TOYOTA CAMRY LE, 1995 – 6 cyl, 4 door, 103K miles, excellent condition, auto, leather interior, loaded, new tires, \$6,000. 822-6762.

VW CONVERTIBLE CABRIOLET GLS, 1999 – 56k miles, black with leather interior, 5 speed, power conv. top, power windows, all options, excellent condition; \$9,999 or best offer. 444-1215.

WATT RACING CHASSIS PRO STOCK – complete car less engine & tranny. Many extras, Thomson Legal; \$10,000 or best offer. 401-738-9114.

BOATS

MINN-KOTATROLLING MOTOR – like-new condition (with battery); \$75. 536-3110.

MISCELLANEOUS

AMERICAN GIRL DOLL CLOTHES and furniture, child's rocking chair, children's books and puzzles, Fisher Price dollhouse, Ginny Lind style dolls cradle, 1986 Barbie doll car. 401-596-5788.

CANNING JARS – best offer. 442-9252.

CAR STEREO EQUIPMENT – new, 2 UL audio 10W3V2, 1.0 Farit digital, audio Bahn Capacitor, 700 watt Alpine amp, 200 amp circuit breaker, 50 sq. ft. of Dynamat; \$750. 401-207-2015.

COLLECTIBLE GLASSWARE, Wolf-schmidt vodka framed mirror, Star Wars collectibles, metal Tonka dump truck, Buddy L school bus, Nautical drapes, picture window drapes, vintage jewelry, crutches. 401-596-5788.

COMBINATION RADIO & RECORD PLAYER – (tv doesn't work); best offer. 442-9252.

ELLIPTICAL MACHINE – Stamina 1720; \$40. 444-2285.

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

FOUR STYROFOAM BOOGIE BOARDS – bought new \$30 each will sell for \$15 each or all four for \$50. 912-2302.

K98 MAUSER 8MM – original stock straight bolt, comes with b-square long eye relief scope mount and several rounds of ammunition; \$80. 464-0461.

PIPE STAGING – 6 sections with cross braces, very good condition. 444-0818 after 9 a.m.

Classified Ad Form

Name _____

Dept. _____

Ext. _____

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

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

Circle category:

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

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

PORTLAND WOOD STOVE – front and side load, screen for fireplace, 18" log, 8" flue, \$250; oil burner unit (2) Beckett and Carlin \$100 each. 889-4936.

TEAR DROP SPEED BAG – with brackets and leather gloves; \$75. 1/2 ton floor jack; \$50. Child & adult English saddles, wooden saddle stand; best offer. 739-8174.

TORO – commercial lawn mower (walk behind) Kawasaki, 14 hp motor, 48" cut, 1 year old. New \$2,600, will sell for \$2,000. 912-2302.

UPRIGHT PIANO – plays good, black, best offer. 442-9252.

MOTORCYCLES

1983 CR80 SCOOTER - \$800 or best offer. 401-662-9776.

1970 HARLEY DAVIDSON – FLH, 80"; \$10,000 or best offer. 401-662-9776.

2001 YAMAHA 125-LTTR – custom exhaust, chain, handle bars, and rear suspension. Great condition; \$2,000. 917-5695.

2002 HARLEY DAVIDSON – FLHT black, lots of extras; \$16,500. 401-662-9776.

REAL ESTATE

CONDO – Longboat Key, Florida, for rent, 2 bedrooms, 2 baths, washer/dryer, cable & carport, on canal, next to park, 5 min. to semi-private beach; \$600/week - \$2,000/mon. 401-783-1273.

TIMESHARE – vacation in Aruba, Divi Village time share, Oct. 24 – 31. Studio, 1st floor, king size bed and fold out couch; \$750. 445-6208, ask for Sandy.

WANTED

BEDLINER – for Chevrolet S-10 pickup truck, 6 1/2 foot bed. 401-596-1379 after 5 p.m.

METAL TRUCK TOOL BOX – to fit inside or on the rails of smaller truck such as Chevy S-10, Ford Ranger or Toyota Tacoma. 401-596-1379 after 5 p.m.

RIDERS – for Groton 1st shift van pool. From RI exits 4, 3, & 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.

UTILITY TRAILER – made from a pickup truck body preferred, but will consider trailer with car/truck size tires. 401-596-1379 after 5 p.m.

Service Awards

45 years

604 Charles P. Pierce

40 years

496 Donald E. Ross

35 years

226 Frederick W. Weber
 229 James W. Lewis
 242 Richard J. Algieri
 278 James E. Lamarre Jr
 333 William A. Oltmann
 355 William F. Souza
 411 Donald P. Manzi
 447 William L. Owens
 484 Raymond H. Howard
 855 Robert W. Valentine
 904 David H. Vieira Jr

30 years

100 Richard R. Cote
 227 Larry D. Howard
 229 Martin P. Sior
 241 William J. Amburn
 241 Michael F. Biancarosa
 241 Thomas E. Cardin
 244 George I. Glanvill
 244 Steven A. Leach
 248 James B. Haggerty
 252 James A. Ciofi
 252 James R. Oakes
 272 Jerome Mahan
 330 Gary G. Arzamarski
 330 Richard A. Belval
 333 Kathleen J. Daggett
 355 Frederick T. Fagan
 355 Robert J. Samokar
 412 Vincent A. Peppito
 425 Robert N. Cioci
 431 James J. Chiaradio
 445 Daniel T. Harkins
 447 Robert C. Wheeler
 452 William J. Grabek
 459 Oliver L. White
 460 Joseph A. Dellicarpini
 462 Kenneth DiGiuseppe
 463 Daniel F. Szymonik
 477 David V. Varholý
 501 William T. Guy
 501 Robert E. Whitehead
 505 Bruce J. Burdick
 505 Willie L. Rocket
 604 David S. Lewis
 610 Kathleen A. Edgley
 610 Yolanda C. Upholz

614 Clayton A. Brayman
 621 Mark A. Fidrych
 621 William M. Roberts
 621 Gary S. Shaffer
 684 Paul R. Corsetti
 705 John D. Lesser
 795 Robert F. Garraty Jr
 797 Scott J. Emard
 855 William F. Koslowski
 857 Robert P. Whipple
 904 Don S. Eddie
 911 Thomas A. Schofield
 915 Richard P. Charlska
 924 Roland G. Proulx
 931 Charles F. Tautkus
 962 Richard T. Blaine Jr
 962 David N. Murray
 962 Laurence M. Thomas
 970 James M. Camara

25 years

241 Kenneth M. Mitchell Jr
 242 Michael C. Brown
 242 Mark A. Lavalley
 242 Joseph E. Noe
 242 Kazimierz M. Tokarz
 242 Harry G. Weyant
 242 Scott A. Wright
 243 Timothy J. Castleberry
 243 Terrence P. Johnson
 246 William C. Shaw
 252 Sandra J. Knowles
 272 Michael R. Main
 272 Ricky A. Nobles
 341 Joseph C. Janes Jr
 355 Denis J. Lacroix
 411 Cynthia J. Scarpa
 423 Harvey C. Jorgensen
 434 Johnny A. Hammond
 445 Don S. Jackson
 445 Theodore A. Spanos
 447 Duane A. White
 452 Joseph P. McDermott
 452 Lois M. Willcox
 453 Alfred E. Seifert Jr
 459 Marc V. Konrad
 467 Stirling J. Danskin
 553 Wesley F. Chamberlain
 740 Raymond Melancon Jr
 903 Albert J. Duff
 904 Paul N. Hagist
 915 John W. Tate Jr
 915 Richard J. Therrien
 957 Michael T. Miller

20 years

100 Thomas M. Dourado
 241 Russell J. Scott
 252 Mark J. Noga
 405 Timothy M. Ahern
 415 Carolyn E. Jacob
 427 Andrews S. Wiglusz
 443 David A. Dixe
 453 Daniel J. Dyer
 459 Gerard J. Morrone
 459 Stephen M. Novic Jr
 459 Christopher M. Venanzio
 462 Robert O. Westhaver Jr
 646 Kristine M. Gigliotti
 685 Kristin L. Fletcher
 761 Jane E. Matthews
 803 Margaret M. Renner
 901 Jesse E. Miller
 915 Tammy J. Royal



NASSCO Delivers The Double-Hull Oil Tanker Alaskan Frontier To British Petroleum Oil Shipping Company

SAN DIEGO, Calif.

NASSCO has delivered the Alaskan Frontier, the first of four Alaska-class double-hull oil tankers being built for BP Oil Shipping Company, USA, a subsidiary of BP p.l.c.

These state-of-the-art ships are the most environmentally friendly oil tankers ever built. The Alaskan Frontier's double hull has been designed for a life of 35 years and the deck structure has a life of 50 years, a robust configuration that will perform at peak efficiency for decades in the rigors of the Gulf of Alaska's waters. The diesel-electric propulsion system, with redundant engines, shafts and

screws, significantly increases reliability and reduces air emissions and maintenance downtime. The ships also use seawater instead of oil to cool and lubricate their propeller shafts, thus eliminating the possibility of accidental oil leaks. Their cargo piping, normally installed on the deck, is inside the cargo tanks, to reduce the risk of small spills.

These double-hull ships have a length of 941 feet, a beam of 164 feet and a capacity of 1.3 million barrels of oil. The design of the tankers in the Alaska Class allows maximum flexibility for oil deliveries from Alaska to West Coast ports, including BP refineries in Los Angeles,

Calif., and Cherry Point, Wash.

The four ships are scheduled to be delivered between now and the end of 2006. In addition to the three remaining BP oil tankers, NASSCO has contracts to build the first six of 12 new T-AKE dry cargo/ammunition ships for the U.S. Navy. The T-AKE program, a new class of combat logistics force ships designated the Lewis and Clark class, is expected to run through 2010.

Once completed, the four BP ships will be operated by the Alaska Tanker Company of Beaverton, Ore., which operates BP-chartered tankers used in the Alaska North Slope trade. 