

Electric Boat NEWS

SEPTEMBER 2004



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Colorful Hawaii Keel Laying Is Stage For Submarine Program Support

A succession of prominent speakers underscored their support for the U.S. Navy's submarine program at the keel-laying ceremony for Hawaii (SSN-776), the third ship in the Virginia class.

Attended by about 1,000 Quonset Point employees, Navy leadership and several dozen local, state and federal dignitaries, the event was distinguished by a Hawaiian

QUONSET POINT

Employees and guests stand as the national anthem is played at the keel-laying ceremony in Quonset Point's Building 2003.

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theme. Hundreds of orchid leis, a gift from the state of Hawaii, were worn by employees and participants in the keel laying.

The Hawaiian atmosphere was further enhanced by Hawaii Army National Guard Master Sgt. Raymond Ganotise, who performed a traditional island blessing dressed in a flowing robe and shawl. Chanting first in Hawaiian, Ganotise then translated the prayer, which was written specifically for the keel laying. "Grant their hands the highest skill and craftsmanship," he said, referring to the employees who are building the ship and the sailors who will operate it.

The event attracted members of the Rhode Island and Connecticut congressional delegations, including U.S. Rep. Rob Simmons (R-Conn.), U.S. Rep. James Langevin (D-R.I.), U.S. Sen. Lincoln Chafee (R-R.I.) and U.S. Sen. Jack Reed (D-R.I.). Other participants in the ceremony were Ship Sponsor and Hawaii Gov. Linda Lingle, Rhode Island Gov. Donald Carcieri, Rear Adm. Jeffery Cassias, commander – Submarine Groups Two and Ten and Navy Region Northeast, Vice Adm. Kirk Donald, com-

mander -- Naval Submarine Forces, Adm. Frank "Skip" Bowman, director – Naval Nuclear Propulsion, and Thomas Schievelbein, president of Northrop Grumman Newport News.

Presiding over the ceremony was EB President John Casey, who told the crowd, "The Hawaii and her sister ships of the Virginia class are defined by modularity – specifically, modular design and modular mission capability. These two aspects of the modular approach – in conjunction with modular construction – will enable us to insert new technology throughout the lifetime of the Virginia program," he said. "This translates to a class of submarines that provides more capability with each succeeding ship. It's a very powerful concept."

Casey also asserted that the key to affordable submarines is a construction rate of two ships per year, which will enable EB and its teammate, Northrop Grumman Newport News, to increase shipyard efficiency and reduce equipment and material costs.

"I've said this on a number of occasions but it bears repeating. With the high value they bring to the battlespace and the contributions they will make to our nation's security, there is no substi-



Ship Sponsor and Hawaii Gov. Linda Lingle



The initials of ship sponsor and Hawaii Gov. Linda Lingle welded onto a steel plate that will be affixed in the ship.



tute for the Virginia-class submarine," said Casey.

Rear Adm. Cassias told the crowd, "I'm convinced Virginia will deliver the firepower, stealth, endurance and flexibility that will be essential to ensure security for all freedom-loving people."

Cassias introduced Adm. Bowman, who commented on Virginia's (SSN-774) completion of its Bravo sea trials. "Now

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John Weiss, Quonset Point's most senior welder, welds the initials of Hawaii Gov. Linda Lingle, ship sponsor of Hawaii (SSN-776), during a recent keel-laying ceremony at the facility. Holding welding masks are Gov. Lingle, center, and EB President John Casey.

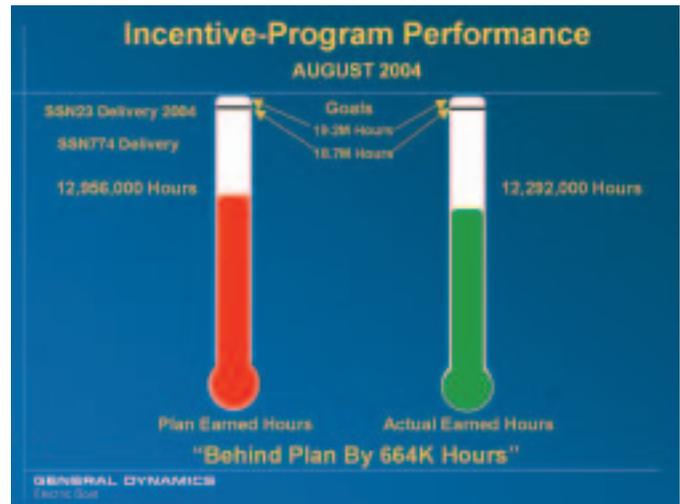
What We Need To Do To Make Our Year-End Earned Hours Goal

Editor's note: Manager of Finance Scott Maynard prepared the following explanation of the company's earned-hours performance.

There was a man-hour improvement of more than 55K from our July thermometer results to August. Unfortunately, with a 663K shortfall to our year-to-date plan, making the year-end goal is still at risk. There are a number of things we can keep in mind as a company to improve our position and potentially make this goal.

First, delivering the Virginia and the Jimmy Carter this year will have dramatic impact. Year-to-date performance on these efforts has not been exceptional. Reversing this trend and delivering these submarines will add back more than 300K man-hours to our year-end goal.

Second, we need to better our improving performance trends on other construction efforts, specifically follow Virginia-class ships and SSGN. More than 550K of year-to-date man-hour shortfall is due to these efforts. Improving performance on these construction efforts will be a significant step toward making our year-end goals.



Earned Hours: Where We Stand

Lastly, maintaining our expenditure levels on our Engineering and Overhaul and Repair contracts will reap significant benefits at year-end. Year-to-date thermometer performance has been well above plan. Holding this performance level on contracts we can afford to financially will go a long way toward offsetting our other shortfalls.

Should you have any questions or comments, please feel free to contact Scott Maynard (ext. 34327)

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we know even more about how good this submarine really is going to be.

“This ship is waiting and raring to get



Hawaii Army National Guard Master Sgt. Raymond Ganotise performs a traditional island blessing during the keel-laying ceremony.

out to the fleet, and that's a great thing for all of us who care about the security of this country,” Bowman said. “We need to get Virginia and all her sister ships, including Hawaii, out there.”

At the completion of the speaking program, Casey led Gov. Lingle to a platform where she chalked her initials on a piece of steel. John Weiss, the most senior welder at Quonset Point, first used an etching pencil to carve the initials into the plate, then welded them into the metal.

“With the initials of Gov. Lingle now traced in steel, there's no question of the bond that exists between her, the submarine Hawaii and its crew,” Casey said.

At the conclusion of the ceremony, the employees in attendance made their way to Bay One of Building 2003 for an employee recognition lunch of clam cakes, clam chowder, corn on the cob and ice cream.

Electric Boat NEWS

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Rich Pesapane (459) launches a rubber ball from the “Stata-pult,” a learning tool used in EB’s Process Management Training program. The device illustrates one of the key principals of Lean Six Sigma – that output is a function of many inputs. Looking on, from right, are class instructors Paul Brown and George Rommal, master black belts with Breakthrough Management Group, a consulting firm.

EB Management Gets Process-Improvement Primer

To put Lean Six Sigma and other process-improvement concepts to work for Electric Boat, the company must first teach its managers and supervisors what they are and how to use them.

“There’s a lot of opportunity to improve processes here at EB, but no one really knows how to go do it,” said engineering supervisor and Lean Six Sigma black belt Tabitha Nier (405). “That’s why we’ve established the Process Management Training program.”

The three-day class, attended by hundreds of EB managers and supervisors so far, teaches individuals how to identify a problem in their areas and then scope it down into a bite-sized chunk that they can tackle, or how to get help from one of EB’s black belts or green belts.

“One big thing the class teaches is that the Lean Six Sigma tools can be used in any organization at EB, not just manufacturing,” she said. “It also focuses on data collection and analysis. If you have the data, you can see what your problem

The three-day class, attended by hundreds of EB managers and supervisors so far, teaches individuals how to identify a problem in their areas and then scope it down into a bite-sized chunk that they can tackle, or how to get help from one of EB’s black belts or green belts.

is and how to go fix it.”

Manager of software engineering Greg Angelini (454/737), who took the class in June, said he found it to be an eye-opening mix of lectures and real-world exercises.

“I think the more efficient that we can be in developing our existing product, the better chance we have of getting new work, and I think that’s the primary focus of Lean Six Sigma,” he said.

Dick Palmieri (670), principal engineer in EB’s Process Engineering group, said

the class is intended to give supervisors the tools they need to evaluate their organizations from a Lean Six Sigma point of view. It also encourages them to seek help from a black belt or green belt when problems are uncovered.

Nier said the class also gives people a primer on the methodology of Lean Six Sigma itself.

“The biggest thing for Lean Six Sigma is the formula $Y=f(x)$, which means your output is a function of many inputs,” she explained. “In the class, we try to show them how their inputs can affect their output in sometimes unexpected ways, which makes data collection that much more important.”

But methodology and formulas aside, Nier said the Process Management Training class is all about making EB better and stronger.

“Our business is changing,” she said. “We don’t have as many subs to build as we used to, so we need to make them more efficiently if we want to get more business.”



The Virginia in transit to Norfolk Naval Shipyard.

Photo courtesy of the U.S. Navy

EB Road Crew, Ship Personnel And Naval Shipyard Join Forces For Virginia's Post-Bravo Trial Work Period

INORFOLK NAVAL SHIPYARD, Va. it was a first for both Electric Boat and this shipyard when Virginia (SSN-774), a non-commissioned, new-construction submarine, entered a graving dock here for post-Bravo sea trial work.

The work – normally completed at Groton – had to be undertaken at NNSY because Electric Boat's graving docks were spoken for – two are in use with submarine availabilities and the third is undergoing repair.

According to four employees engaged in the project's management, the work was completed successfully and on time because of the team approach taken by the EB road crew, the Virginia's crew and

" Twelve-hour shifts were the norm, with some employees working double and some-times triple shifts. Norfolk provided the crane crews and staging crews and we ran all the shipboard work. Working together with them and the ship's force was absolutely fantastic!"

*— Pete Dixon
Area Superintendent*

personnel from NNSY. The four – Virginia ship's manager Tom Berl, ship's manager Al Lalumiere and area superintendents Bob Teple and Pete Dixon – said all the people and organizations involved contributed to the outcome.

Although the ship didn't arrive at NNSY until Aug. 25 after its second sea trial was completed, some of the 350 Electric Boat employees assigned to the work period had already been on site for a week. These included tradespeople, planners, inspectors, engineers and designers. Additionally, four representatives of SUPSHIP Groton traveled to the naval shipyard to provide oversight.

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Q & A

Clancy Explains Oct. 25 to Nov. 5 Benefits Enrollment Process

Editor's Note: Every fall, all Electric Boat employees are provided the opportunity to modify their benefits package. To explain the process as well as some administrative changes that are new this year, Manager of Human Resources Dan Clancy sat down with the EB News for the following Q&A.

Please describe the annual enrollment period.

The annual enrollment period occurs in the fall of each year and is the time when employees can make changes to their benefit plans, which become effective the following Jan. 1.

Who is impacted by this process?

Everyone. Hourly and salaried. All employees have the opportunity to make a change, although on a year-to-year basis, probably only 10 to 15 percent of the people actually change their benefits. All employees receive correspondence sent to their home that explains the benefits they had over the past year, as well as what they need to do to change them for the following year, if they wish.

What's the difference this year?

In the past, Electric Boat has administered the annual enrollment process. This year, we have contracted that task out to Hewitt Associates, the same firm that administers the SSIP. Additional administrative support will be provided by the General Dynamics Service Center, and some of the information that you receive this year, and subsequently, will be coming from that organization. Of course, EB Benefits Staff are available to answer questions and deal with problems that may come up.

Another difference concerns our bargaining unit members. Up to now, a bar-

gaining unit member would go to the Benefits Office or designated shipyard locations, make the changes on a paper form, and then EB Benefits would be responsible for processing those changes. That's going to change for annual enrollment 2004.

This year, all Electric Boat employees can either log on to www.gdbenefits.com or they can call the General Dynamics Service Center (1-888-432-3633) and make their changes through that organization.

Also, anyone wishing to make a change will need to establish a PIN (personal identification number). If you're in SSIP, you already have your PIN – it's the same password. Anyone using the website will require a PIN.

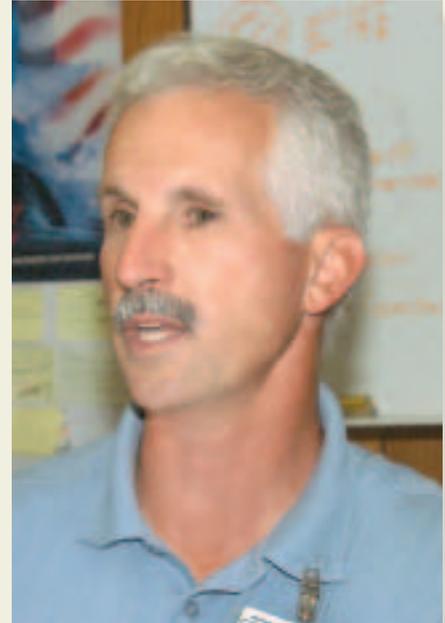
If you don't have a PIN, for this year and this year only, you'll still be able to make changes to your benefits by calling the GD Service Center. They will verify your identity and take action to establish a PIN for your use.

The establishment of a PIN is important not only for annual enrollment, but also for other benefit activities such as SSIP or conducting other benefit business with the GD Service Center.

Lastly, all EB retirees who are under age 65 will use a similar process as I have described.

When is the annual enrollment period?

The annual enrollment period will occur between Oct. 25 and Nov. 5 for active employees and Nov. 8 through Nov. 19 for retirees. Everyone will receive a package in the mail at his or her home from Hewitt Associates. There will not be any material distributed at work.



Dan Clancy

If you don't want to make any changes, what do you do?

Don't do anything. By taking no action, the benefits and coverage levels that you had in 2004 will remain in place for 2005, with one very specific exception – if you have a pretax Flexible Spending Account (FSA) – Care or Med Account – for 2004 and wish to continue an FSA for 2005, you need to contact the GD Service Center or use the website to re-establish your annual contribution levels for 2005.

Can an employee change benefits outside the annual enrollment period window?

Only if there is a qualifying event. Let me give you some examples of qualifying events – marriage, divorce, birth of a child, or a spouse's loss of employment that results in loss of benefits. To sum up, you change your benefits during annual enrollment or when you experience a qualifying event.

If an employee has questions or problems, whom should he or she contact?

Call the Benefits Office, (860) 433-4201 or (860) 433-3232, and speak with a benefits representative. ♦

AMSEA Wins \$24M Contract For Maintenance And Operation Of Military Sealift Ships

QUINCY, Mass.

The U.S. Navy Military Sealift Command has awarded American Overseas Marine (AMSEA) a \$24 million contract for the maintenance and operation of nine Large Medium-Speed Roll On/Roll Off (LMSR) vessels.

The contract requires AMSEA to provide qualified ship officers and crews, operational and technical support (ashore and afloat), equipment, tools, provisions and supplies to operate, maintain and repair the vessels. If all options are exercised and funded, the contract will be worth a total of \$123 million over five years.

With this award, AMSEA will operate and maintain a total of 32 ships for the U.S. Navy and the U.S. Maritime Administration.

EB Awarded \$27 Million Contract Modification Submarine Work

The U.S. Navy has awarded Electric Boat a \$26.9 million contract modification for nuclear-submarine work.

Under the terms of the contract modification, Electric Boat will provide design agent, planning yard, engineering and technical support for U.S. nuclear submarines, as well as the UK Trident submarine program. Electric Boat will also provide material to support the installation of design changes for submarine hulls; mechanical and electrical systems; command and control systems; and sub-

systems. Initially awarded March 3, the contract could be worth more than \$1.1 billion over five years if all options are exercised and funded.

Sixty-five percent of the work will be performed at Groton; 25 percent at Quonset Point, R.I.; 6 percent at Newport, R.I.; 3 percent at Kings Bay, Ga.; and 1 percent at Bangor, Wash. Work performed under this modification is expected to be completed by August 2007.

Navy Awards BIW \$27M Contract For Destroyer Maintenance, Repair And Upgrades In Pacific Homeports

BATH, Maine

The U.S. Navy has awarded Bath Iron Works a \$26.6 million contract modification to perform Post Shakedown Availability (PSA) maintenance, repair and upgrade work for Arleigh Burke-class Aegis destroyers homeported on the West Coast. Options for two additional PSA assignments are available under the existing contract, which was awarded in February 2004.

PSA work will be performed on USS Chung Hoon (DDG-93) by the Bath Iron Works-Southwest Marine PSA Team at Southwest's facilities in Pearl Harbor, Hawaii, and is expected to be completed by April 2005. A PSA for USS Momsen (DDG-92) will be performed by a Bath Iron Works-Todd Pacific Shipyards Corporation PSA Team at Todd's facilities in Seattle, Wash., and is expected to be completed by July 2005. Work will include engineering and management services; labor and procurement of material for system upgrades and to correct government-responsible deficiencies; performance of specified PSA work items, including tests and post-repair sea trials; and additional tasking to complete emergent repairs.

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"Bob (Teple) ran all the work in the basin during the day, and Pete (Dixon) ran it at night," said Berl. "They did an excellent job coordinating the work of all the men and women we brought down from Groton. Further, the support we received from both NNSY and EB's on-site SSGN team was superb."

Twelve-hour shifts were the norm, with some employees working double and sometimes triple shifts, said Dixon. "Norfolk provided the crane crews and staging crews and we ran all the ship-

board work," he said. "Working together with them and the ship's force was absolutely fantastic."

In the near future, Virginia will transit back to Groton, undergoing another series of sea trials conducted by the Navy's Board of Inspection and Survey. After the board is satisfied with the performance of Virginia, the ship will be delivered to the Navy at Groton and commissioned at Norfolk Navy Base Oct. 23.

"This was my first road trip and I'd always heard how people pulled together

to get the job done," said Dixon. "I have to say this job went far beyond that. We had extremely hot days and a lot of rainy days. People stayed out in those conditions and worked really, really hard - all hours of the day and night," he said.

"It was a real team effort from the planning to material acquisition to the shipboard work," said Teple. "Everything just flowed together. The whole group put in a solid effort, and I'd like to thank everyone for their contributions." 



Pipecoverer Diane Papineau uses the Lager Shop's new tables for a large sewing job. Looking on, from right, are pipecoverer Ron Ninteau, who helped design the tables, and lager foreman Harlan Trudeau.

New Tables Help Increase Pipecoverers' Efficiency

New sewing machine tables designed, built and installed by Electric Boat employees have reduced injuries and boosted efficiency in the Lager Shop, giving the pipecoverers who came up with the idea many reasons to smile.

"For a lot of our jobs, we need more tables to give us a larger working surface," said pipecoverer Ron Ninteau (246). "We had older metal and wooden tables, but they were unwieldy and not the same height. So we designed new ones and the EB joiner shop built them for us."

The 12 new tables, in use since the spring, are all the same height and feature casters so they can be easily posi-

tioned as needed. This makes it easier and safer for the lagers to work with the heavy rolls of fabric and pads that are sewn together to create submarine pipecoverings.

"The tables support a lot of the weight, allowing us to pull the fabric and pads smoothly toward the sewing machine," said pipecoverer Patti Fouse (246). "With these tables, there's not as much wear and tear on your arms and shoulders."

"Those tables are my partner," explained pipecoverer Harriet Delmage (246). "Those pads I'm making are big, and without the tables I needed other people to help me. Now that I can wheel the table over to where I need it, I don't

need a second person to finish the job."

That is precisely what led to the increased efficiency of the shop, said lager foreman Harlan Trudeau (246), who credited Rock Martel, chief of Process Improvement for Groton Operations, with helping to make it happen.

After Ninteau and fellow pipecoverer Scott Letson designed the tables based on the feedback of all Dept. 246 personnel, Martel lined up the joiner shop to build them and then enlisted EB electricians to move and rewire the sewing machines themselves.

"It's nice working with people who want to help you out, who want to make the job safer, easier to work and more productive," Trudeau said of Martel. ♦



The team of first- and third-shift employees who contributed to the air flask welding job on the USS Seawolf (SSN-21) included, from left, Ron Tourville, Jay Smith, Tom Kirk, Al Smith, Jeff Myshka, John Lucy, Jerry Doherty, Nestor Hernandez and Ed Parchaiski

EB Team Takes The Heat, Successfully Completes Seawolf Welding Job

Enduring ovenlike temperatures for nearly two months, a team of Electric Boat welders, grinders and others successfully completed a massive welding job on the USS Seawolf (SSN-21) as part of the boat's Docking Selected Restricted Availability.

"When you look at what everyone had to go through, it was quite a feat," said John Nelkin (229), one of the second-shift welders who worked the job, which involved welding in and around the boat's spherical air flasks. "I have to take my hat off to the team."

"What these men went through down in the graving dock was awful – terrible," said first-shift welder foreman Jay Smith (229). "I used to be a welder here, and this was beyond anything I would've ever imagined. The preheat alone was more than 200 degrees."

"I had a 2-by-12-foot board inside the tank to stand on, and you couldn't even touch it," said 3rd shift welder Jerry Doherty (229). "That's how hot it was."

With safety the shipyard's top priority, preparing for a job that involved such extreme heat was all the more challenging. To help protect the employees, fresh-air masks and vests were made available, and they were encouraged to take breaks whenever they felt the need.

"We'd just go in for as long as we could and then come out and cool down for a while," said 1st shift welder Al Smith, who attributed the success of the job to

every single person who played a part. "I mean, the welders took the blunt of it, but still there were others involved."

While some of the welding occurred around the flasks – each of which is the size of a compact car – much of it was done inside, where it was even hotter.

"I'm very proud of these guys," said third-shift welder foreman Rich Lavoie (229). "They went above and beyond. I personally appreciate what they've done, and I told them so."

Paul Murphy (229), a second-shift welder foreman, said once the welders were finished, their work passed all the necessary inspections and was certified as complete with only one minor weld repair. "They came through it, and they outdid themselves," he said.

Al Smith said it all came down to mind over matter. "I think there was a mental thing going on there, because the job was so bad," he said. "I don't think anybody

The team of 2nd-shift employees who contributed to the air flask welding job included, from left, Kevin Chapman, Richard Bellisle, Bob Zwolenski, Dan Zwolenski, Mike Slattery, Everett Ferguson and Paul Murphy.



wanted to go back to it, so they did their best to make sure they wouldn't have to. That's what I think happened."

Steel Trades Superintendent Ron Donovan congratulated the entire team for its Herculean effort. "We recognized months before starting this task that it was going to be very challenging, and our paramount concern was for everyone's safety," he said. "With each member of this team working together and looking out for one another, we were able to achieve our objectives."

In addition to the welders and foremen mentioned above, the air flask team included: welders John Lucy, Kevin Chapman, Jonathan McAvoy, Dan Zwolenski, Phil Russo, Tom Kirk and Jeff Myshka, and welder apprentice Nestor Hernandez (all of 229); grinders Ronald Tourville, Edward Lindeborg and Joe Courchaine (all of 227); boilermaker trade technicians Everett Ferguson and Richard Bellisle (both of 226); and shipfitters Bob Zwolenski, Ed Parchaiski and Mike Slattery, and shipfitter apprentice Jason Randeau (all of 226). Certifying the weld quality were industrial radiographer Guy Brown and quality assurance inspectors Jim Labrie and Peter Swan (all of 321).

Doherty said credit is also due the tank watches, who helped ensure everyone's well-being. "My tank watch, Mike Henson, was right there every time I needed something. It made the situation a little more bearable." 🧊

Classified

APPLIANCES

STOVE – still works; \$25. 442-3926.

AUTOS/TRUCKS

ACURA RL 2000 - black, excellent cond., Bose sound, loaded, new tires, 57,800 miles. \$20,500. Call 739-0302.

CHEVY SILVERADO, 2000 – 271 extended cab pickup, 41k miles, loaded with options and upgrades, excellent condition; \$18,500. 535-1218.

HONDA PASSPORT EX, 1995 – 4 wheel drive, 115k miles, great shape, power windows, sun roof, side runners, custom int. trim, custom wheels, cd/tape player & much more; \$5,200. 401-377-0012.

JAGUAR XJ6 SEDAN, 1987 – new tires, battery, alternator, master cylinder, rear brakes, front end rebuilt including steering rack; \$3,200. 443-3886

MERCURY MYSTIQUE, 1995 – 6 cyl., automatic, ac, pw, ps, pl, pb, cc, am/fm cassette, well maintained, 122k miles; \$3,000 negotiable. 271-1133, ask for Jennifer.

NISSAN KING CAB PICKUP XE, 1997 – 5 speed w/4x4, ac, am/fm, ps. New tires w/custom cap, excellent condition; \$6,995. 401-539-7511.

PONTIAC BONNEVILLE SE, 1996 – 90k miles, runs great, white, fully auto, good condition; \$4,950. 443-6518.

AUTO PARTS

AUTO CD CHANGER – Alpine 12 disc, model CHA-1214, like new, with box and manual; \$250. 572-0447.

6 FT. BLACK BED LINER – new, for full-size 2004 Dodge Ram. Truck purchased 08/25/04. Do not need liner; \$200. 608-5626.

BOATS

13 FT. KAYAK – 2-man tandem perception, Keowee II, includes paddles & life vests; \$500. 443-4101

SWITLIK SAFETY HARNESSSES (2) – with tethers and “D” ring, new condition; \$50 each. 464-8301.

17 FT. SYLVANTRI HULL, 1982 – EZ load trailer. 1976 Chrysler OB engine 120 hp; \$2,100 or best offer. 739-7717.

22 FT. SUN RUNNER – new 350 engine, Volvo outdrive, Cuddy, with VHF, lines bumpers, trailer and more. Fun boat to run; \$5,500. 401-348-6769.

COMPUTERS

98 ACER ASPIRE COMPUTER – monitor, floppy disk and cd-rom drive, HP laser printer and many extra programs; \$200 or best offer. 401-596-4912.

FURNITURE

SOFA & LOVESEAT – measure 86” and 60” respectively. Blue background with tan flower print, very good condition, quality mfg. Clayton Marcus; \$50 for both. 442-5253.

UPRIGHT PIANO – McPhail of Boston, old but very playable, respectable appearance; \$300 or best offer. 739-9428.

MISCELLANEOUS

AMERICAN GIRL DOLL CLOTHES and furniture, child’s rocking chair, Fisher Price dollhouse, Crissy doll, dollhouse furniture, new Porcelain doll, children’s books and puzzles, Mickey Mouse earrings. 401-596-5788.

BABY MONITOR – Radio Shack, audio; \$30. 464-8301.

BENELLI SHOTGUN – Black Eagle, 12 gauge, shoots 2 3/4, 3 & 3 1/2 inch shells. Brand new in the box; \$1,000 or best offer. 376-6737 ask for Larry.

CHANDALIER – 6 sides, brass & glass, 6 candle lights & center down light provide varied lighting options, like new, originally \$400. Best Offer. 464-2244.

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

DOLLS - Ginny Lind style cradle, manual typewriter, new quilting pattern with patterns & instructions, stuffed chair, vintage jewelry, Star Wars collectibles. Knitting & crocheting books, crutches. 401-596-5788.

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

GAS GRILL – Force 10, large, with rail mount, used once; \$90. 464-8301.

ROTOTILLER – Troy-Bilt Junior, four-cycle, 3 1/2 horsepower Tecumseh engine. Forward and reverse, owner’s manual goes with tiller; \$150 or best offer. 572-9936.

STAIR STEPPER – Kettler (Hammacher-Schlemmer) compact, well built, electronic counter/timer, new condition; \$40. 464-8301.

STEREO SPEAKERS – Advent Legacy 100 watt, 2-way stereo speakers, pecan trim, like new; \$150 for pair. 376-8768.

THULE CAR RACK - \$20; Thule upright bike rack, \$30; dorm refrigerator, \$10; car ramps, \$10. 848-9584.

MOTORCYCLES

2002 DIRT BIKE – Honda XR70R motorcycle, automatic, low hours. My son has grown too big for the bike, great beginner bike; \$1,000. 401-596-4912.

2001 YAMAHA 125-LTTR – custom: exhaust, chain, handle bars, and rear suspension. Great condition, helmet included; \$1,800. 917-5695.

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.

CONDO – Nov. 20 – Nov. 27, St. Maarten, Pelican Resort, 1 bedroom sleeps 4, full kitchen, beach, pools, tennis, casino on site; \$850. 376-9029.

TIMESHARE – Costa Rica, central Pacific, Playa Bejuco, ocean front, ideal location, new fully furnished, 3 bedroom, 2 1/2 bath, a/c; \$650 week. 912-729-6426.

TIMESHARE – Dec. 26 – Jan. 2, deluxe hotel unit Mayan Palace Marina location, Puerto Vallarta, Mexico; \$500. 376-9029.

WANTED

LICENSED ELECTRICIAN – to wire up two (2) rooms, 5 recept. and 2 lights in each room. 437-7715 ask for Allen.

LICENSE PLATES – from all states, old or new. 535-1218.

SWIMMING POOL – above ground, 48” or 54” high, all sizes and shapes considered. All associated equipment included if possible. I can disassemble and remove. 564-7736 ask for Bob.

35 years

200 William A. McDonald
 241 Samuel S. DeCoste III
 241 Joseph A. Kelly
 242 Richard A. Rice
 242 Richard A. Roach
 244 Robert S. White
 274 Paul M. Boudreau
 452 Robert J. Lennon Sr
 459 Gilbert M. Suarez
 501 Francis L. Filiberto
 650 Herbert F. Englund
 686 Raymond E. Mitchell
 904 Melvin R. Ouimette Jr

30 years

100 Michael M. LaChapelle
 100 Robert A. Scott
 100 Raoul W. Sewer
 220 Sandra L. Daley
 226 Robert P. Bolt
 226 Robert W. Cassano
 226 Mark S. Coleman
 226 Donna M. Millich
 226 John A. Tucker III
 227 William Jackson
 227 Roland A. Welch
 229 Thomas M. Balestracci

230 Theodore J. Beausoleil
 230 Howard C. Cioci
 244 Oresto J. Conti Jr
 244 Dennis P. Thompson
 248 David J. Beaulieu
 248 Lavern Flowers
 249 Earnest R. Ridenour
 248 Russell T. Stoddard
 272 Robert J. Ponder
 323 Terence J. Lardner
 330 Rita J. Lenkiewicz
 330 Leonard E. Reed
 355 John W. DeBerardinis
 403 Michael F. Cipriani
 403 Sally R. Perkins
 404 John P. Blanchard Jr
 411 Robert G. Coale
 421 Frank S. Chiaradio
 427 Dennis M. Urra
 431 John D. Biancarosa
 431 David F. Menghi
 433 Brent B. Woodward
 438 Edward C. Prest Jr
 445 Thomas J. Werb
 447 Susan J. McKibben
 447 Bernard A. Medeiros
 452 J. Gilbert Burton
 452 Victor A. Martino
 445 Vincent J. Farnsworth

459 Raymond C. Dexter
 459 Burt H. Roy Jr
 467 Paul E. Pouch Jr
 477 Robert A. Applegate
 477 Danny M. Holman
 484 Bryan A. Schroeder
 501 Peter T. McManus
 501 Richard J. Peropat
 502 Stephen J. Tavernier
 508 Bruce M. Hart
 614 Charles J. Antonelli
 812 Bernard C. Ball
 854 Brian J. Shea
 904 Arthur L. Cooke
 904 Edward N. Legacy
 911 Edward A. Guertin Jr
 911 Manuel Sardo
 911 George J. Schopac Jr
 915 Michael A. Belknap
 935 Robert E. Rego
 935 Jason A. Thomas
 957 Paul A. Glittone
 962 John R. Chabot
 962 John L. Defazio
 962 Richard A. Fennelly
 962 Stephen E. Gallagher
 962 Bruce D. Pinel
 962 John F. Speel

25 years

200 Michael F. Tomminello
 242 Albert B. Corey III
 243 Stephen J. Webb
 246 Tina M. Makulis
 252 Thomas Leone
 272 Robert E. Decutiis
 272 Michael E. Mahnke
 274 Gary R. Cozart
 355 Anthony J. Payne
 355 David G. Sorensen
 404 Teresa A. Hamilton
 445 Pamela L. Springer
 452 Craig S. Trowbridge
 453 Stephen P. Shockley
 459 Peter D. Godon
 459 Paul H. Youngclaus
 462 David P. Murphy
 472 Frank E. Paris
 601 Donna K. Havrilla
 641 Cheryl J. Stergio
 650 Timothy E. Corey
 650 James R. Fink
 684 Bruce W. Falcone
 795 Gary D. Vuylsteke
 901 James G. Rotondo
 915 Russell A. Diaz Jr

20 years

230 Richard N. Motta
 333 Deborah R. Dillon
 355 Wayne C. Hamler
 405 Suzanne P. Lavoie
 413 Jeffrey S. Turner
 415 Robert C. Shepherd
 445 William M. Corrigan
 463 Larry M. Davis
 464 Hector H. Ramirez
 644 Donna B. Sanford
 646 Tami M. Algieri
 686 Thomas N. Plante
 702 Michael K. Ennis
 817 Bruce K. Miller
 902 Kevin K. Mountford
 915 Joseph A. Murphy



GENERAL DYNAMICS
Electric Boat

Electric Boat NEWS

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New Class Of Green Belts Joins EB's Process-Improvement Effort



Electric Boat's process-improvement effort has expanded with the addition earlier this month of 16 employees who were designated as Green Belts. The designation was given following a rigorous training period during which the employees learned the use of Lean Six Sigma problem-solving tools. Introduced in early 2003, Lean Six Sigma aims to streamline business processes, eliminate unnecessary steps and ensure that company processes consistently provide the highest quality, while minimizing cost. In the front row, from left, are Innovation VP Millard Firebaugh, Clive Elliott, Rick Bliven, John Swiatek, Ken Orlowski, Jim Mack, Al Remondi, Mike Plyler and Operations VP Pete Halvordson. In the back row, from left, are Dennis Motta, Ernie Vetelino, Brian Scott, Amy Henne, Lynn D'Amato, Kris Fitzgerald, Pam Rollinson, Bill Cumbee, Rob Geiger and principal engineer Dick Palmieri of the Process Engineering group.