

Electric Boat NEWS

NOVEMBER 2004



Electric Boat Completes Second Successful Alpha Sea Trials In Less Than Four Months

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Submarine Jimmy Carter returns to shipyard following first voyage at sea

To the cheers of sailors gathered on the north wing wall, the Jimmy Carter (SSN-23) returned from its successful initial voyage Nov. 20. Less than four months before – on July 30 – Electric Boat completed the first sea trials of USS Virginia (SSN-774).

Dozens of EB workers and Navy personnel crowded together to watch as the ship tied up following its first set of at-sea tests.

Jimmy Carter is the third and final ship of the Seawolf class – the fastest, quietest, most heavily armed submarines in the world. While Jimmy Carter retains all of the operational capabilities of the Seawolf-class, a 100-foot hull extension called the Multi-Mission Platform will enhance payload, enabling the submarine to accommodate the advanced technology required to develop and test a new generation of weapons, sensors and undersea vehicles.

The Jimmy Carter's alpha sea trials included a range of submarine and propulsion plant operations, submerging for the first time, and high-speed runs on

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Silhouetted against a gray November sky, the Jimmy Carter returns to the Groton shipyard after successfully completing its initial sea trials.

Engineer's Efforts Speed Up ATA Labor Approval Process

The time-consuming chore of ATA labor approval is about to get a lot faster and easier for every Electric Boat supervisor, thanks to some software shortcuts developed by a senior engineer in the Professional Development Rotation program.

Matt Singer (400), who came up with the Quick ATA shortcuts while working as a carpenter foreman, said he did it out of necessity. "I used to spend two to three hours every week approving labor, and it took even longer during holiday weeks when people would work 10-hour days," he said. "That's time that could be spent on higher-payoff activities."

Singer discovered that the Automated Time & Attendance approver software allows for the programming of shortcuts, or macros, that can automate just about any possible combination of keys. He then created an on-screen keypad for a number of such shortcuts, saving him considerable time when approving his employees' labor. "I could do a week's labor in 15 minutes," he said.

As word spread about Singer's shortcuts, he gladly shared them with others. However, in many cases the shortcuts only applied to the carpenter trades, limiting their potential. That's when he went to Rock Martel (670), chief of Process Improvement for Groton Operations, for some advice on how to expand their reach to the rest of the shipyard.

"When we reviewed the project, we reviewed the project, I immediately saw the global potential," Martel explained. "So that's when we developed a team to morph this into a company-wide push instead of just a localized endeavor."

The team included Singer, Martel, timekeeping supervisor Bill Jacobson (621) and manager of information technology Guy Henry (604), with additional support from timekeeping senior accountant Denise Pillmear (621) and Andy Polansky of CSC.

After polling a cross-section of supervisors to gauge their needs, the team



Senior engineer Matt Singer (400) demonstrates the use of Quick ATA keypads, visible at the bottom of his computer screen. The keypads, which he programmed, are groups of ATA shortcuts that will drastically reduce the amount of time it takes supervisors to review and approve employee labor.

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determined that four specific Quick ATA keypads would be required: for salaried employees; for MDA-UAW; for MTC; and for Quonset Point. Singer then created them and turned them over to Jacobson and Pillmear for testing.

Jacobson said the early tests have been a resounding success. "We think it's going to be a really big time-saver, as soon as it gets out to the population," he said.

A pilot program, in which the Quick ATA keypads were pushed to 30 supervisors' computers for a real-world trial, began in late October. Once any remaining bugs have been worked out, the Quick ATA shortcuts will be pushed to every EB computer. Shortly thereafter, a brief training guide will be distributed.

While use of the new shortcuts won't be required, Singer encouraged ATA approvers to give them a try.

"They're really simple," he said. "Everyone's going to be able to use them." ♦

Capt. Bill Hanson, right, Group Two chief of staff, leads fellow officers and men in a rousing welcome home to the Jimmy Carter as it tied up at Electric Boat following its initial sea trials.



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the surface and submerged to demonstrate that the ship's propulsion plant is fully mission capable.

Addressing the crowd and assembled media immediately after docking were Adm. Kirkland Donald, director of Naval Nuclear Propulsion; Rear Adm. John Butler, program executive officer – submarines; Capt. Robert D. Kelso, the ship's prospective commanding officer; and John Casey, EB president.

Calling the sea trials an unqualified success, Donald said, "I'd like to acknowledge the great work done by John Casey and the Electric Boat team in building this fine ship. There's no machine on the face of the earth more complicated than a nuclear submarine," he said, noting that five years ago, the ship's Multi-Mission Platform was only a "small scrap of paper. Now it's been taken to sea, put through its paces, taken to submergence depth and its full speed and done remarkably well.

"It's a credit to the Electric Boat team," he said. "You're true craftsmen in the finest sense of the word and I'm proud to acknowledge the work that you've done."

Donald also gave high praise to Kelso and his crew for their performance and

expressed his appreciation to the people and organizations behind the scenes who helped get the ship to sea – NAVSEA, the suppliers and the Navy laboratories.

Casey told the crowd that it was an honor to be one of the 47 Electric Boat employees who participated in the alpha trials. But he pointed out that each of the company's 12,000 employees played a crucial role in getting the submarine to sea.

He also noted that the Jimmy Carter spent half the amount of time in waterborne testing as the USS Virginia and still completed the trials successfully. Finally, he said, "it was a pleasure to spend time with Captain Don Kelso and his crew, led by the chief of the boat, Shawn Burke. It was inspirational to see these men take this ship to sea, embrace the technology and make it part of their very souls."

"What a happy day this is," said Butler. "The Jimmy Carter as the third and last Seawolf class submarine is as magnificent as you can imagine. It's truly an inspiring boat – it did everything we asked it to do and more. It is an engineering marvel and we should all be very proud."

Kelso, the ship's commanding officer, said, "I think Mr. Casey had it right – the Jimmy Carter is definitely an awesome ship. I'm extremely proud of my crew – they did a great job. "And I want to congratulate the men and women of Electric Boat for building an outstanding machine."

The Jimmy Carter is now engaged in its second set of at-sea shipyard tests – called Bravo trials. The ship is scheduled for delivery next month and will be the Navy fleet in a commissioning ceremony at the submarine base in Groton Feb. 19. ♦



Electric Boat NEWS

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Casey Discusses Upper Management Changes

Q&A

Editor's note: Earlier this month, Electric Boat President John Casey unveiled a sweeping upper-management reorganization designed to better respond to future business conditions. Casey discussed the changes in the following exchange with Electric Boat News:

What factors persuaded you that this reorganization was necessary?

I've been thinking about our organization for some time, especially since I was appointed to my current position but for many years prior as well. I believe the executive team should spend its time developing policy and discussing changes in the organization, and I foresee some specific changes that need to occur in the next few years. We have to be able to rapidly assess the situation we find ourselves in and make decisions and move on accordingly. We have recently completed a very significant buildup in the last four or five years that took us from about 8,000 people to about 12,000 people today. During that time, we have re-entered the maintenance and modernization business as well as started organizations on both coasts – out at Puget Sound Naval Shipyard and Norfolk Naval Shipyard. We will deliver two ships this year and in order to support that, we have reached a peak load of design and engineering activity for Virginia, the Jimmy Carter Multi-Mission Platform, and the SSGN conversions.

Looking at the future, there won't be as many big programs. We will have to develop programs on a much more regular basis and must be in a position to make decisions quickly – for our existing customer base, the U.S. Navy; and for opportunities that rely on our core capabilities but are outside our traditional business base. These opportunities could include international as well as domestic



John Casey

While we make these changes, we have to preserve our core capabilities. Clearly, from a technical standpoint, we're very competitive. But to remain competitive, we have to be affordable at the same time.

While we're adapting to new environments, we need to continue the performance our customer expects and that we expect of ourselves. In simple terms, we'll continue to focus on safety – both for those who sail on products and those who build them; the quality of the product; the cost of the product and our schedules. We'll continue to reinforce these basic principles, while at the same time, my staff and I must remember that performance is only one of the keys. The *people* who work at Electric Boat and the *product* itself are the other keys.

Once you came to the decision that a reorganization was required, how did you go about putting the specific pieces of it together?

My thought process was based on a three-dimensional grid that I've been

considering for quite some time. Of the three axes on the grid, one is programs – very product and project-focused. The second axis represents the line functions – the functions that accomplish the hands-on work, whether it is technical work in the design and engineering areas or construction or test work in the Operations areas. And then there are the various staff functions, essential for any organization of our size to operate properly.

Because our line functions are so significant in size and because they're so technical in nature, they require the attention of two members of my staff. In the other two areas – programs, and the various resources and staff functions – we have two senior vice presidents and I thought this was an appropriate time to explore their full potential. In the case of Fred Harris, that means taking responsibility not only for managing the day-to-day program activities but also becoming more involved in strategy, business development and the broad strategic issues that we deal with on a regular basis. Often-times these issues involve technology, so it's appropriate for Fred to step up and take responsibility for technology development with Millard Firebaugh. Strategic planning will remain with Steve Ruzzo. I think it's also appropriate to bring the repair and modernization activities together with the other programs and now's the time to do that under John Padgett, who will have responsibility for the execution of the repair work as well as the strategic development of that work.

On the development side, we've asked Kristin Fletcher to take responsibility for a group that's specifically assigned to look at business opportunities, whether they are with existing customers or new sorts of customers. All of these new business development activities require various

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parts of the organization to take significant responsibilities but somebody has to take the lead to ensure we are moving ahead from a business perspective, in addition to a technology perspective.

On the resource side of the equation, where John Leonard has been so effective as our chief financial officer, he will gain from a personal-development standpoint and the organization will gain through his leadership of the various resource functions. These include human resources, material procurement, manpower planning and public relations. John is a very solid performer and now he's getting the opportunity to expand into some other areas beyond finance.

That leaves me with two other areas – one of which is Quality. Very clearly, the quality of our product is of the utmost importance and Bob Scheel has been in the lead of this activity for some time. He'll continue to do that. The General Counsel's department under Joe Chontos is a standalone group that will continue to advise me directly on legal matters. These two organizations will continue to report directly to me.

Basically, I've created six teams – two of them, Quality and Legal are fairly straightforward. The other four teams, which comprise most of our employees, have four leaders who can analyze their new organizations and develop recommendations on their ultimate operational potential. I expect their recommendations in the next few months, so that by the end of 2005 and certainly by the end of 2006, we will be able to sustain our current success, although we may have a very different business structure and size.

Along the way, I've very carefully considered the individuals involved. I don't believe any organizational structure stands on its own – you have to consider the talents and capabilities of the people involved. I've tried to make sure the people have the breadth of responsibility they can handle, while making sure that their organizations can benefit from their leadership.

What advantages does this new structure bring to the company?

I believe the requirements of our business will change – but the need to succeed will remain a priority. These changes will enable us to adapt more quickly to shifting conditions. Each of these individuals will have the autonomy to make recommendations regarding the segment of the business for which they're responsible, and then as a very small group, we can quickly discuss those proposals and make decisions that will allow us to change at a very rapid pace. We are going to end up either as a much smaller, successful business or we will identify new business opportunities that stabilize the size of our organization.

We need to position ourselves to go in either direction very quickly and I believe this organization will provide us the flexibility and adaptability we'll require to be successful in a changing environment.

Will there be a flow-down effect from the reorganization – that is, will it prompt additional changes in the various functional organizations?

Absolutely. In fact, some of the underlying changes that are being accomplished outside of my direct staff are fundamental to the kind of overall change I believe if necessary. For example, we'll be able to collect the vast majority of engineers under one functional leader – Pete Halvordson. In the Operations area under Rick Geschrei, there is a breadth of activities on the Groton waterfront as well as across the country and there are challenges associated with getting people who are properly trained to the right place at the right time. That's very different from the time we were focused primarily on the waterfront. Mike Alu will remain responsible for the Trades, while the test activities, which are much more integrated than they were in the past, are going to be led by Dave McCall, a retired Naval officer who was the first CO of the USS Seawolf. He will lead nuclear test; hull, mechanical and electrical testing; and non-propulsion electronics systems testing.

The Ships Management organization

has taken on various shapes and forms. Now we have vessels under repair in the yard at the same time we have new-construction vessels in the yard, with various control systems being used to process material and manage the work. It's important that the ship's managers and their staffs have a leader, so as the Jimmy Carter winds down, we've asked Kevin Devine to take charge of those organizations.

We've asked John Holmander to come to Groton from Quonset Point to manage the Virginia-class program, which comprises the bulk of our backlog and is essential for our future. John has been at Quonset Point for his entire career and he's been very successful there. This is a good opportunity for him to grow and become responsible for some areas of the business new to him.

Quonset Point has been an extremely important part of the business for a long time and it will remain so. Bill Frydryk has done a great job for us on his two most recent assignments, and leading Quonset Point is a real growth opportunity. He brings deep product knowledge to Quonset and has a very strong technical background. He's also very people-oriented, so I think it will be a good match.

Will employees notice anything different in their day-to-day jobs?

I don't expect employees to notice any direct changes immediately. Over the next couple of years, I would hope that people will begin to see that we need to be a very lean organization from a management standpoint, and that the managers will be expected to carry a very significant load. We'll start at the executive staff level to make sure each person in the group carries a significant share of the business and additionally operates in a non-parochial manner.

I'm hoping the changes will be viewed positively by the organization at large. And when there are difficult decisions to be made – and there very likely will be – that those decisions are made with the

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USS Ohio Reaches Major Conversion Milestone

The USS Ohio (SSGN-726) reached a major conversion milestone in the refueling, overhaul, and conversion process when it exited its dry-dock Oct. 28. The undocking – also called a float-off – returns the ship to water after dry-docking, and signals the completion of all hull work.

Puget Sound Naval Shipyard & Intermediate Maintenance Facility (PSNSY & IMF) and General Dynamics Electric Boat are jointly refueling, overhauling and converting the Ohio at the shipyard here. Ohio is the first of four Trident ballistic-missile submarines (SSBNs) being converted into state-of-the-art, multi-mission, guided-missile submarines (SSGNs).

The submarine is expected to complete refueling, overhaul, and conversion in the fall of 2005, followed by USS Florida (SSGN-728), USS Michigan (SSGN-727), and USS Georgia (SSGN-729), all of which will return to the fleet by 2007.

With its conversion now more than 50 percent complete, Ohio is on schedule for a return to the fleet Nov. 15, 2005, followed by Initial Operational Capability for SSGN in 2007.

“General Dynamics Electric Boat, which is in charge of the conversion, and PSNSY & IMF have been working very well together,”

said SSGN Program Manager Capt. William Hilarides. “The SSGN Program epitomizes NAVSEA’s ‘One Shipyard’ concept using a joint government and industry team to rapidly deliver enhanced capabilities to our nation.”

“When you consider that the program only started in December 2002, the fact that we were able to design, manufacture, build a workforce and complete the required installations in that span of time is unprecedented,” said EB Site Manager Mike Mulligan. “Everything about SSGN is transformational – from the capability it provides to the Navy, to the EB and Puget Sound Naval Shipyard partnership and the speed at which the project has progressed. The secret to success, however, remains the hard work and commitment of people working on the project.

“Personal commitment to safety, quality, cost, schedule and continuous process improvement are the reasons our people were able to form a cohesive team with Puget Sound Naval

Shipyard & Intermediate Maintenance Facility and Todd Shipyard. Everyone is pulling together to make this project a success,” said Mulligan.

“My thanks go out to all the trades, support staff and management from the east and west coasts for a job well done. We recognize each individual for their hard work, dedication and commitment to this project. Congratulations on a job well done!”

“The recent undocking of USS Ohio is an impressive milestone achievement.” said Capt. Clarke Orzalli, shipyard commander. “The date was established months ago when the required work was identified, and the team held the schedule. In this first-of-a-kind availability, projecting schedule dates is extremely difficult because of the uncertainty of it never having been done before. The fact that we made the date reinforces the great detail invested in the plan as well as the ‘can do’ team spirit to overcome those uncertainties that came up. I am confident that this team, with its detailed plan, will continue to achieve milestones leading to on time delivery of this new war-fighting capability.”

*USS Ohio, the first Trident submarine and the first ship to be converted to an SSGN configuration, is undocked at Puget Sound Naval Shipyard.
Photo courtesy of PSNSY*



New Brake Job Improves Servo-Robotic Welding System

When Electric Boat purchased a servo-robotic welding system three years ago, it helped revolutionize the process of joining submarine hull sections.

But as good as the new equipment was, EB steel trades employees knew it could be better. So before long, they set out to make various modifications, some of which have proven so beneficial that the vendor has since incorporated them at the factory.

The most notable improvement has been the creation of a new braking system, preventing the servo-robotic equipment from freewheeling down its track in the event of an electrical or mechanical failure.

"This machine can move really fast when it's separated from the drive system," explained Dave Halbach (229), a foreman in the Equipment Control Center. "So the employees in the ECC got together and modified a brake that they had built for our older welding system, and then installed it on the new equipment. This way, if we lose the drive system, the brake will lock everything in place."

As an added safety feature, the new brake also features a sensor that will shut the servo-robot down if the brake becomes disengaged for any reason.

The brake modifications were among several improvements that the ECC crew realized were necessary, but the brake work took on particular importance due to a mechanical failure during a hull butt welding job on the Virginia (SSN-774) about a year ago.

"We were right in the middle of the hull butt when it happened, so the team had to get it going again," Halbach said, adding the experience of the ECC mechanics was key. "They've been doing this for a while, so they were able to jump in there and help."

Halbach said the quick response averted a major setback. "Without the support of the ECC team, we never would've kept the boat's schedule."

Bob Burkle (229), senior manufacturing representative for the steel trades, said special credit is also due the Machine Shop, which fabricated some parts for a more robust transmission for the servo-robotic equipment.

"The transmission, as it turned out, just didn't cut it," he said. "So we rebuilt

it, and Machinist Superintendent Dan Dinneen and company went to bat for us and produced various parts we needed, such as heavier gears.

"Other than the case, everything has been redone and is now a lot stronger," Burkle said. "And the manufacturer has since incorporated our improvements, so any other new servo unit we would buy would have those modifications."

Steel trades Superintendent Ron Donovan applauded the teamwork that made the servo-robotic enhancements possible.

"This dedicated team, using their experience, knowledge and skills of their craft, took the lead in determining the corrective action," he said. "They contacted Manufacturing Engineering, the Machine Shop and the vendor and worked with them to implement the required changes. I can't thank them enough for what they did."

Besides Halbach, Burkle and Dinneen (100), the servo-robotic improvement team included: foreman Doc Holliday and welder Al Smith (both of 229); senior engineer Dan Booker (467); senior manufacturing representative Tim Kennedy (100); and many other ECC, Machine Shop and Sheetmetal Shop employees. ❖

General Dynamics Awarded \$47.7 Million Contract Modification for Submarine Work

The U.S. Navy has awarded Electric Boat a \$47.7 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 nuclear submarines. Electric Boat will also provide research and development support for submarine research vehicles. 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-two percent of the work will be performed at Groton; 18 percent at Bangor, Wash.; 14 percent at Kings Bay, Ga.; 5 percent at Newport, R.I.; and 1 percent at Quonset Point, R.I. Work performed under this modification is expected to be completed by November 2006. ❖

Electric Boat To Make Holiday Donation To Navy-Marine Corps Relief Society

Contribution replaces employee holiday card

In the start of a new tradition, the company will make a \$10,000 contribution this year to the Navy-Marine Corps Relief Society. The donation replaces the holiday card mailed to employees' homes.

"With this contribution, Electric Boat can have a direct and positive effect on the lives of people who are helping ensure our nation's freedom," said EB President John Casey. "We hope this gift will help remind us all of the true meaning of the holiday season." ❖

Navy Commissions USS Virginia, Lead Ship Of Its Newest Class Of Submarines

NORFOLK, Va. –The U.S. Navy last month commissioned USS Virginia, the lead ship in a submarine class designed specifically for post-Cold War missions.

The ceremony brought an end to the longest period – nearly six years – since the Navy last commissioned a submarine, the USS Connecticut (SSN-22).

“This ship is the first of a class embodying leaps in technology and capability that will give its crew extraordinary war-fighting capabilities,” said Electric Boat President John Casey. “Virginia’s defining characteristic, however, is a design that accommodates spiral development and technology over the course of its lifetime.

“That’s one down and 29 to go,” he said, referring to the 30-ship class envisioned by the Navy. “And they need to be built at a rate of two per year.”

Speaking after Casey, Chief of Naval Operations Vern Clark responded to Electric Boat’s call for a higher build rate. “John, I especially appreciate the work you did today with the Congress and their commitment to resources,” said Clark. “Way to go.” He went on to describe USS Virginia as “the most advanced warship ever to sail beneath the seas.”

Principal speaker U.S. Sen. John Warner of Virginia, the chairman of the Senate Armed Services Committee and a former secretary of the Navy, said Virginia’s multimission design will make the submarine extremely useful in the war on terror, which he said could last for decades to come.

“We cannot ever blink, we cannot ever flinch, we cannot yield,” Warner said. “We must remain strong and lead the world, and this ship very definitely will play a role in the war on terror.”

The culmination of the event occurred when Ship Sponsor Lynda Johnson Robb – the wife of former Virginia U.S. Sen. Charles Robb and daughter of former President Lyndon Johnson – gave the orders to “man this ship and bring her to life.” With that, the crew responded, “Aye, aye, ma’am!” and ran to man the rails of the ship.

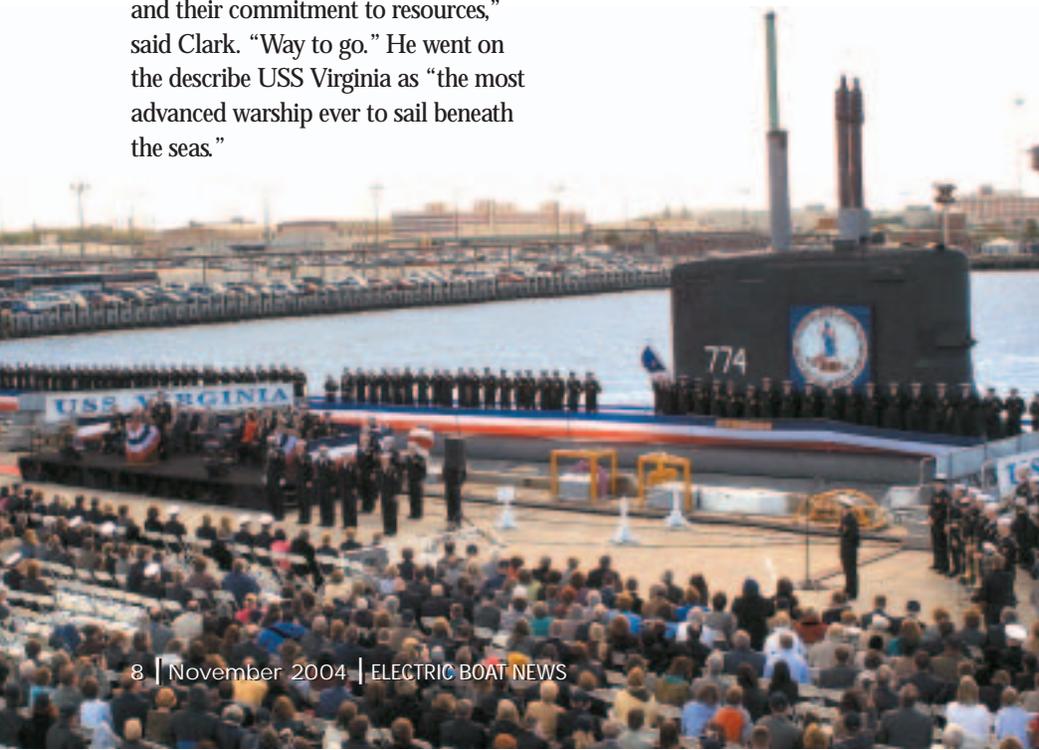
USS Virginia later sailed up to the sub base in Groton where it will begin a full range of operational testing and evaluation. ♦

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best interest of the overall organization in mind.

Are there any other questions I should have asked but didn’t?

I should mention one of the significant changes we are making is in the Engineering organization. Folks who develop the production-control documents and the integrated networks that we use will become part of the Engineering organization along with the entire Information Technology group. We’ve allowed the IT group to exist in various pieces and parts managed by different staff members. The creation of design data and the transfer of that design data to the folks who build the product is really, in simple terms, what we do. Everything we do flows through our Information Technology infrastructure. One of my expectations is that Pete Halvordson will be able to streamline the flow of information and make the organization much more efficient. ♦



At left, the crew of USS Virginia (SSN-774) man the ship during her commissioning ceremony. Virginia is the Navy’s only major combatant to join the fleet that was designed with the post-Cold War security environment in mind and embodies the war fighting and operational capabilities required to dominate the littorals while maintaining undersea dominance in the open ocean. Virginia will be homeported in Groton, Conn.

Photo courtesy of U.S. Navy.

Riddell Describes Nautilus Experiences

Former SSN-571 skipper speaks at Submarine Museum

Retired Rear Adm. Dick Riddell, GD's director of undersea warfare programs, shared personal stories and experiences from his assignment as the last commanding officer of USS Nautilus at a recent talk at the Submarine Museum in Groton.

Riddell served as CO of Nautilus from 1976 to 1980. His presentation was part of a series of lectures the museum is holding to commemorate the 50th anniversary of the Electric Boat-built ship this year.

Some excerpts of his presentation follow:

Having command of any nuclear submarine is a wonderful thing. But Nautilus was truly special because it had a lot of name recognition. This name recognition led to a lot of special treatment throughout its life. Visitors knew about the ship, and we hosted a large number of VIPs because of the ship's history. Even my mother had heard of Nautilus from news reports in the 1950s.

Nautilus operated like a "real" submarine, all the way until decommissioning. There was nothing that other submarines did that we couldn't do (or at least try to do).

I have been discussing the operations of Nautilus late in her life because I find it astounding that this submarine, with its first-of-a-kind propulsion plant, could operate so well for almost 25 years. This is like the Wright Brothers aircraft being used for passenger service for 25 years, or the first Model T Ford being used as a taxi in a big city for 25 years. Although there have been many improvements in the propulsion plants of subsequent submarines, Nautilus was good enough from the beginning to be a significant fleet asset throughout her life. My tour on Nautilus really made me appreciate the genius of Admiral Rickover and his team in building a propulsion plant that could run hard for 25 years.

Nautilus had a perverse nature that made some of us wonder whether the submarine was a bit human at times. The first day I was in command, we were at sea and I wanted to see some drills. The first drill was to be a "jam dive" drill, simulating the stern planes going to full dive. We were ready to commence this drill when the stern planes went to full dive. The planesmen took all of the correct actions and the recovery went well. I told the executive officer that the drill was excellent, but he should get my permission before commencing drills in the future. The executive officer told me that the jam dive was not a drill, but the real thing – happening just when we were ready to conduct the same drill.

Let me share with you a couple of stories concerning my communications with the Naval Sea Systems Command. During my first entry into the Nautilus Reactor Compartment, I noted salt stalactites hanging down from some valves in the overhead of the compartment. I questioned the petty officer with me about the stalactites, and he told me that they were from the saltwater side of coolant discharge valves. It was hard to stop external leaks from these valves, so the stalactites had been tolerated. We removed the stalactites, properly fixed the valves, and I submitted a report to Admiral Rickover. The report of the salt stalactites apparently created quite a stir at Naval Reactors, with the Admiral asking many questions of his staff. I received a phone call from the Admiral's staff requesting that I call them in advance of reporting such an unusual problem, so that they could have an explanation prepared when the report arrived at the Admiral's office.

During one of my first periods at sea, the engineer officer told me that Nautilus had no way of getting rid of engineering waste water except for dumping the water down the ship's Trash Disposal Unit,



Retired Rear Adm. Dick Riddell, GD's director of undersea warfare programs, in a photo taken during his assignment as the last CO of USS Nautilus

which was near the crew's mess. Disposing of engineering waste water down the Trash Disposal Unit struck me as strange, but I saw no alternative. However, to document this unusual procedure, I submitted a report to the Naval Sea System Command. This report, like the one about the stalactites, also created a stir. This time, the phone call from Washington said that if we had to dispose of engineering waste water down the Trash Disposal Unit, do not report this to the Naval Sea System Command. I was told that the staff did not want to go through the pain of explaining this unusual procedure to their superiors ever again.

There was a fairly narrow passageway in the engineering spaces, between several reactor control panels. On a couple of occasions, someone had bumped into a switch on these panels, causing problems with the ship's engineering systems. We took a picture of the fattest sailor on board standing in the narrow passageway, illustrating the closeness of a person to the important switches in that area. I requested permission to install safety covers over these switches to prevent inadvertent shifting when bumped, and I enclosed the picture. Instead of receiving permission for the safety covers, Adm. Rickover called and asked me why I had such a fat guy on board. I was directed to get the sailor in shape or to get rid of him. I never did get permission for the safety covers.

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- 200 Norma-Jean A. Chandonnait**
30 years
Prin Mfg Rep
- 246 Craig A. Brown**
26 years
Foreman
- 272 Rene L. St. Pierre**
30 years
Foreman
- 425 Paul Whitehead**
45 years
Eng Suppt-Instr Serv
- 452 Charles J. Woods Jr**
33 years
Design Tech-Piping
- 614 Alice Conger**
30 years
Workers Comp Specialist
- 636 Barbara C. Windischhofer**
36 years
A/A Administrative Aide
- 795 Edward J. Parchaiski**
40 years
Logistics Specialist
- 901 Harold W. Braley Jr**
27 years
Install Tech III
- 902 Darwin R. Jasperson**
29 years
Foreman
- 902 Larry E. Logan**
27 years
Struct Fab Mech I
- 915 Edward G. Langford**
36 years
Area Superintendent
- 935 Lee R. Marsh**
29 years
Prod Supp Tech II
- 950 Richard F. Leland**
29 years
Prod Planner

AUTOS/TRUCKS

ACURA - 2000 RL, black, garaged, excellent condition, loaded, 58k, new tires and battery, Bose sound, leather, \$18,700. 739-0302 evenings.

CHEVY S-10 PICKUP, 1993 - 5 speed, V6, body & paint, runs strong, need tlc; \$875 or best offer. 401-738-9114.

CHRYSLER TOWN & COUNTRY, 1996 - 95k miles, V6, 3.3L, new Goodyear 60k tires, 12 disk cd changer, must see; \$6,000. 464-5160.

FORD EXPLORER, 1992 - Eddie Bauer Edition. Over 200k miles, needs work; \$1,000 or best offer. 401-596-6124.

JEEP GRAND CHEROKEE, 2000 - 61k, V6, loaded, tow pkg, new tires, mint, garaged, non-smoker, pewter metallic; \$11,000. 444-6392.

MERCEDES 300D, 1983 - dark blue, standard, great condition, runs well, dependable transportation; \$2,000. 536-1047.

VOLKSWAGON JETTA, 1999 - excellent condition, 61k miles, fully loaded; \$8,500, call 599-2677, ask for Linda or leave message.

AUTO PARTS

SEAT COVERS - (2) plush dark grey sheep skin seat covers. Hardly used, designed for bucket seats. Non-compatible with side air bags; \$100 for the pair. 401-789-4304.

SNOWTIRES - four 185/70R14 Cooper Weathermaster XGR snow tires, used one winter, 6700 miles, on aluminum wheels that fit Subaru and Chrysler; \$99. 908-1059.

BOATS

CANOE - OldTown 14.5 ft., poly-link hull, paddles, life preservers; \$400 or best offer. 546-6632.

32 FT. CRUISERS ESPRIT EXPRESS, 1989 - T-350 Mercruiser

Classified

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

V-drive FWC 400 hrs, color gps, radar, vhf radio, full camper canvas, fwd & aft bunk, galley dinette/bunk, captain & cockpit seats; \$35,900. 446-1795.

MISCELLANEOUS

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

DRAPERIES, manual typewriter, ravioli-maker, Wolfschmidt Vodka framed mirror, end table, stuffed chair, Star Wars collectibles, Crissy doll, Miss Piggy doll, vintage jewelry, collectible glassware. 401-596-5788.

ENGAGEMENT RING - 14 kt. Yellow gold, 1/4 ct. diamond solitaire, Tiffany setting full cut, Tilden-Thru-ber appraisal; \$600. 401-885-3419.

PORTABLE ELECTRIC THREADING MACHINE - PVC Amature Housing, cast aluminum head, cast iron digs 1/2", 3/4", 1 & 1 1/4,"

110V, 12A, 1050W & 60 Hz; \$155 or best offer. 857-7881.

SOUND MIXING CONSOLE - Audio Centurion 16x4x2, very versatile, perfect for home studio, live gigs. Road case, misc. path cords included; \$650. 228-0059.

UPLAND WOOD STOVE - with ducting, \$100; 16" girl's bicycle with training wheels, \$10; 10 gallon aquarium with stand and all accessories, \$10. 464-1384.

REAL ESTATE

TIMESHARE - Fairfield Daytona Ocean Walk, 2 bedrooms, 2 baths, full kitchen, oceanfront. 500 Race Week 2/13/05 - 2/20/05, 5 miles from track; \$1,500/wk. 904-277-8553.

TIMESHARE FOR SALE - Newport Bay Club in downtown Newport, RI. Week 28 (July), and week 1 (New Year's week). Both weeks for \$7,500. 546-6449.

Service Awards

45 years

200 Norman R. Tonucci

40 years

200 John A. Azzinaro

229 George R. Strutt

274 Thomas W. Gavitt

330 Elizabeth M.
Henderson

355 Roy D. Perkins

400 Raymond
Williams Jr

403 Raymond E.
Laznovsky

404 George E. Taylor

425 George S.
McGowan Jr

431 Chester B.
Zeeman Jr

452 Harold L. Bentley

459 Robert J. SanJuan

660 Mario T. Rebello

950 James B. Gough

35 years

228 William J. Rivero

230 Nicholas J. Stimac

355 Ernest J. Vacca Jr

400 Nancy J. Cramer

452 Robert F. Burdick

456 Phillip E. Clark

456 John W. Holt

458 Alexander Vollaro

501 Thomas J. Forgue

604 Ernestine M. Clark

915 Ronald A. Shaw

957 Arnold C. Mohring

30 years

200 Joseph Botelho

221 Rita K. Barber

226 Michael J. Lajoie

336 Keith H. Williams

227 Joel S. Russell

229 James B. Ashworth

229 Gary D. Smigiel

242 Tyler W. Johnson

242 Joseph P. Kiley

248 William A. Bradshaw

274 Dale R. Schwenker

321 Walter F. Cwynar

330 Stephen A. Leiter

330 Muriel R. Valentini

25 years

242 Richard A. Walsh

246 Robert N. Wraight

251 Sandra J. Houle

272 Paul D. Sanford

341 Gustave P. Brucker III

402 Linda M. Smith

438 Michael J. Havican

445 Kevin R. Keating

452 Michael S. Buck

452 Anthony J. Gigliotti Jr

452 Frank G. McDonald

456 Joseph P. Gargano Jr

456 Thomas J. Sainsbury

459 Rosanne G.
Greenman

459 Joshua C. McCray

460 Robert L. Weese Jr

462 Martin J. Purcell

462 Cynthia E. White

472 Linda J. Widstrom

496 William R. Kent Jr

501 Kenneth J. Billington

545 Dennis A. Riley

604 Michael L. Swartz

605 Irene H. Notta

805 John T. Hayward

852 Calvin McCoy Sr

901 Paul S. Gillespie

902 Donal P. O'Connell

911 Gregory S. Laplant

915 Robert J. Peltier Jr

915 John S. Warren

935 Thomas L. Sullivan Jr

20 years

226 Frederic E. Trombley

229 Mario G. Mendonca

229 Paul G. Miller

243 Michael J. Tripp

447 Robety D. Volpe

454 Debra E. Pare

459 Robert J. Vincent

686 Christopher W.
Cameron

706 David J. Evans Sr

901 Stephen Beauchemin

915 Dennis R. Burns



Riddell Describes Nautilus Experiences

continued from page 9

■ ■ ■

My last story began in Groton, when Nautilus was ready to depart for the final time and head for Mare Island Naval Shipyard. Some press were invited on board Nautilus by the local Group Commander (an Admiral), but I elected not to talk to the press because of the training I had received at the Naval Reactors Prospective Commanding Officers' Course. The famous Naval Reactors line was, "If you don't talk to the press, that is bad; but if you do talk to the press, that is worse." The press eventually found one of my Chief Petty Officers on the pier and got him to talk a bit about the ship and the forthcoming inactivation. When the article was published, the chief's comments were very restrained and accurate, and I considered the situation to be closed. However, Admiral Rickover called me and asked why I let

the chief talk to the press. Before I could answer, the Admiral said, "If anyone needs to talk to the press about Nautilus, it should be you."

■ ■ ■

After we went through the Panama Canal, we stopped in San Diego before going to the shipyard. In San Diego, the local group commander arranged for some press to come on board. I talked briefly to the press, and the resulting newspaper article was restrained and accurate, just like my chief's had been. To my surprise, Admiral Rickover called me and said, "Why are you talking to the press. If anyone needs to talk to the press about Nautilus, it will be me." I now fully understood what I had been taught at the Naval Reactors Prospective Commanding Officers' Course.

As is probably apparent, I had a wonderful time as commanding officer of

Nautilus. Things were never boring on that submarine.

I find it incredible that the Nautilus propulsion plant, designed and built over 50 years ago, is still the model for today's submarine propulsion plants. We've come a long way in every aspect of nuclear propulsion, but the plants are fundamentally the same. I am convinced that a graduate of the S1W prototype (if it were still operating) could be assigned to USS Virginia, our newest submarine, and successfully make the transition.

I will also never get over my amazement that the first-of-a-kind propulsion plant would operate so well, allowing Nautilus to be a full member of the fleet for 25 years. Admiral Rickover and his people did something magical. As a result, the U.S. Submarine Force played a major role in winning the Cold War. ❖