

# Electric Boat NEWS

NOVEMBER 2005



## USS Ohio goes to sea as Navy's first SSGN

Embarking from Puget Sound Naval Shipyard in Washington state, the initial Trident submarine USS Ohio begins sea trials as the first of the Navy's four SSGNs, ships designed for tactical guided-missile strike and special operations support. Electric Boat employees are converting the Ohio and USS Michigan (SSBN-727) at PSNS and the USS Florida (SSBN-728) and USS Georgia (SSBN-729) at Norfolk Naval Shipyard in Virginia. The ships will be capable of carrying up to 154 Tomahawk cruise missiles as well as special operations forces; they also will have the ability to host two Dry Deck Shelters or two Advanced SEAL Delivery Systems, or one of each, in support of special warfare missions.

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## Casey: The Rationale Behind The Management Reorganization

### Editor's note:

Following the announcement of the company's management restructuring earlier this month, Electric Boat News conducted a Q&A with President John Casey to examine the realignment more closely. The exchange follows:

**We understand Fred Harris' appointment as president of NASSCO was the triggering event, but would you explain the thought process you applied to arrive at the new organization?**

Fred's reassignment certainly did trigger the decision-making process, but I had been thinking for some time about the need to make sure our program managers are actually capable of speaking on behalf of the company to their respective customers. I also wanted to strengthen our focus on the three business segments – New Construction, Overhaul and Repair, and Engineering/Design.

From a functional standpoint, we've had strong leadership and this, in a way, goes back to the original premise upon which all the organizational structures I've dealt with have been based. There are three primary axes at Electric Boat – the functional axis, in our case Operations and Engineering and Design; then there's a program axis, which is customer-focused; and

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the general administrative axis, which includes all the support departments.

So we now have assigned program managers who will speak on behalf of Electric Boat in new construction, overhaul and repair, and engineering/design.

The selections were made because we want to make sure the individual leaders have customer knowledge and contacts. We wanted to make sure the individuals have the technical wherewithal to deal with the product – to understand the submarine, its systems and its subsystems as well as our vendor base. We certainly need to have individuals who understand the internal processes, especially the people, who have allowed us to enjoy the success we've enjoyed recently. We also needed to make sure they were the type of leaders who others would follow, who have the drive that will motivate others. We tried to think as well about the growth potential the individuals have. Can they take advantage of these experiences and use them for other purposes? Lastly, do they have business acumen? Do they understand the financial ramifications of the decisions they're making so that we continue to thrive as a business?

We also wanted to make sure our leaders would be exposed to certain experiences enabling them to take on more senior positions. Some things of significant magnitude don't happen as often as they once did – for example, developing and winning a program, delivering a ship, developing, winning and executing a proposal for overhaul and repair work. It's also important for a senior manager to have the experience of participating in a restructuring. Lastly, there's the process of negotiating with our unions – understanding the demands and requirements that are placed upon us as a business when we deal with the bargaining units.

On a management-style level, we want to make sure, as we turn this corner at Electric Boat and start a new chapter in the company's life, that we're using more of a coaching style. That pertains to the way we deal with conflict, the loyalty we have to the organization – not necessarily to individuals – and to our constituencies. There's



*President John Casey*

also a new concept we're talking about now called emotional resilience – an offshoot of emotional intelligence, which I've talked about quite a bit in the past.

I don't think there'll be any more broadening of the organization at the senior staff level. I think we're where we need to be. In fact, if anything, the management organization may re-narrow itself in the next few years.

### **What benefits do you expect the company to derive from the reorganization?**

We'll be more responsive to the customer; when the customers are dealing with the program managers, they'll know they're dealing with individuals who can speak on behalf of the company. The rest of the staff will work to make sure the organization is capable of performing on the different programs we win and that the processes we use to accomplish the work are receiving the proper amount of attention. I've long felt that Electric Boat excels in the area of product engineering; I think we still have a long way to go with regard to process engineering. I'm convinced there's a lot of room to develop and streamline our processes. If the company is structured in such a way that the functional people can focus on their particular areas, and not get caught up so much in the programmatic details, the organization at large will benefit.

### **Will the restructuring require your staff to operate any differently?**

I don't suspect so. I'm fairly confident that the staff is working well together. We have an organizational structure where different people have different responsibilities and that occasionally causes conflict, driven mainly by the differing requirements of individual's jobs. But we all communicate well and share information openly. From my perspective, we're a step change ahead of where we were a decade ago. As always, we have very difficult issues to attend to and we don't always agree on every subject, but we're able to bring our differences out in the open to discuss them constructively.

As far as employees and where the work is getting done are concerned, our job as senior managers is to remove impediments and help people solve problems – to help them break down the obstacles that preclude them from being more successful in their assigned areas of responsibility. My view is that we want to manage less hierarchically, so we expect and enjoy the benefit of each individual feeling that their contributions to the company are special and that they're able to influence the way their jobs are accomplished. I'm hoping the restructuring will provide the functional managers more time with their people, helping them

*continued on page 3*



## Earned Hours • Where We Stand

*continued from page 2*

solve problems and deal with the issues that arise on a daily basis.

**From a management-philosophy perspective, do you think reorganizations should be introduced periodically as a way to stimulate more creativity and innovation?**

I think change is good, and a fresh perspective brought to a given situation will stimulate the creative juices of individuals and organizations. Frankly, from the assignments I've had, I've found that the most creativity occurred in the first six months or so. Then you become more a part of the organization and its culture and you're less apt to have new ideas or suggestions.

Interestingly enough, we have several subcommittees of vice presidents, directors and managers looking at the overall business and how it can be improved. One of these subcommittees is examining organizational effectiveness. Before I made the recent changes, I asked them to independ-

ently develop what they thought would be the best organization to ensure our success. And they presented a structure that essentially mirrored the one that we just implemented. I thought that was very telling.

**Is there anything I should have asked that I didn't?**

Yes. We solidified Business Development, Strategic Planning, the Washington office and the Concept Formulation groups into one organization. Our business is contingent on decisions made by the Navy, the Department of Defense and Congress, so it's important to strengthen our focus on these areas. The EB folks involved in these activities need to be joined together and make sure our objectives are aligned with the government and with General Dynamics' strategic focus. 🙌

Electric Boat **NEWS**

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Participants in Electric Boat's first-ever Rapid Improvement Event discuss the details of EB's overhaul and repair deficiency report system. From left are Ed Bradley, Rock Martel, Hank Bolduc, John Kratz, Senior Chief Stephen Bigley and Patty McDaniel.

# Teams Accelerate Process Improvements

Process-improvement projects are usually like marathons, with efforts to enhance a business process often involving slow, steady progress over many months.

But a process-improvement philosophy recently introduced at Electric Boat is more like a sprint, with the process pulled apart, reshaped and then put back into practice, all in the course of one short week. EB calls it a Rapid Improvement Event (RIE).

"It's a focused five-day event, where you're taking a group of people offline from within a targeted process so they can dedicate themselves to addressing issues and developing solutions," said Rock Martel (670), chief of process improvement for Groton Operations. "Each day has a series

**"It's a focused five-day event, where you're taking a group of people offline from within a targeted process so they can dedicate themselves to addressing issues and developing solutions. Each day has a series of milestones that has to be achieved, and by Friday, the team endeavors to have the root causes identified and as many of the solutions implemented as possible."**

— Rock Martel

of milestones that has to be achieved, and by Friday, the team endeavors to have the root causes identified and as many of the solutions implemented as possible."

Martel said the RIE method will have many potential applications at EB. However, the first such event here addressed one particular high-priority issue: resolving overhaul and repair deficiency problems as quickly as possible so tradespeople are not sidelined while awaiting the necessary paperwork to proceed.

"When tradespeople working to their technical work document run into any kind of problem – not having the right materials or needing a procedural clarification, for instance – they need to resolve it," explained Lean Six Sigma black belt Ed

**“ It was a week of hard work by many individuals, and it was a bit chaotic at times, but I think a lot of good came out of it. A lot of the team’s initiatives have already proved to be fruitful..”**

*– Senior Cheif Stephen Bigley*

Bradley (462), one of the team leaders for EB’s first RIE. “The way a problem is usually resolved is by a deficiency form, but that’s not the only way it can be done.”

Bradley said a deficiency form forces a tradesperson to stop working a particular project until the problem is addressed, so one of the RIE’s primary goals was to ensure that everyone is aware of the other, less disruptive means of resolving issues.

But in some cases deficiency forms will still be required, so another of the RIE’s main goals was to reshape the way they are processed.

“We actually developed an alternate route for material issues, so in most cases a deficiency form won’t have to be written anymore,” Bradley said. “Also, there’s a lot of situations where clarification can be provided by pen and ink.”

Additionally, the RIE team developed new roles and responsibilities, so the groups that previously addressed deficiency forms in sequence can now do so concurrently instead, saving time.

Martel said in the weeks since this inaugural RIE was completed, all indications are that it was a sweeping success. He attributed the positive results to the hard work of all the individual team members, plus the fact that the RIE empowered them to make instantaneous changes as needed.

“The team developed the solution and then strived to implement it immediately,” he said. “It was a heavy responsibility.”

The team itself featured a cross-section of people, including management, supervisors, hourly employees and the Navy’s overhaul and repair staff.

Senior Chief Stephen Bigley, ship coordinator in the Supervisor of Shipbuilding’s Repair Department and a member of the team, said he was impressed with everyone’s dedication to the event.

“It was a week of hard work by many individuals, and it was a bit chaotic at times, but I think a lot of good came out of it,” he said. “A lot of the team’s initiatives have already proved to be fruitful.”

Bigley praised the unwavering support

the team received from EB management. “The company really did put its full effort behind the entire event.”

Another RIE team member, Ron Lastella (452), a piping senior designer/senior specialist who works the overhaul and repair trouble desk, said he was glad to be included in the event. “Just to be able to get together and grapple with all the issues was a success in itself,” he said.

Besides Bigley and Lastella, the RIE team included core members Hank Bolduc (684), Justin Codner (460), Glenn Davis (SUPSHIP), Dave Hinckley (474), John Kratz (684), Patty McDaniel (210), Keith McGrath (330), Darcy Peruzzotti (330), Matt Rossman (474) and Tom Sullivan (355). The support team members were John Azzinaro (200), Frank Dias (501), Bill Jennings (355), Al Lewit (474), Mike Mulford (272), Matt Perra (210) and Robert Weese (461).

In addition to Martel and Bradley, the event/team leaders were Andy Stoddard (400) and Al Remondi (463). 🌊

## Retirees

<b>100</b>	<b>Bradford P. Cottman</b> 24 years Toolmaker 1/C	<b>403</b>	<b>John G. Jacobs</b> 40 years Principal Engineer	<b>449</b>	<b>Lawrence H. Bogardus</b> 20 years Spec. Res. Coordinator	<b>626</b>	<b>William J. Rodgers</b> 33 years Financial Analyst Proj.
<b>230</b>	<b>Edward R. Bergeron</b> 36 years Rigger W/L	<b>403</b>	<b>Ronald M. Kadlecik</b> 25 years Courseware Development	<b>449</b>	<b>Piotr P. Liwski</b> 17 years Engineer Staff	<b>650</b>	<b>John H. Wisehart</b> 34 years Contract Specialist
<b>244</b>	<b>Warren D. Silvia</b> 29 years Sheetmetal Worker 1/C	<b>413</b>	<b>Jeanie B. Martin</b> 15 years Admin. Specialist	<b>453</b>	<b>Paul J. Robichaud</b> 16 years Mechanical Designer	<b>795</b>	<b>William J. Higgins</b> 10 years Production Planner
<b>355</b>	<b>William G. Klinefelter</b> 33 years Production Planner	<b>427</b>	<b>Philip E. Simpson</b> 17 years Sr. Engineer	<b>459</b>	<b>Stanley A. Campbell</b> 25 years Design Tech.-Arrgt.	<b>815</b>	<b>Michael G. Oshel</b> 1 year Supt. Asst. - Site
<b>355</b>	<b>William F. Souza</b> 36 years Production Planner	<b>438</b>	<b>Andrea Reamer</b> 28 years Dosimetry Tech. 3/C	<b>626</b>	<b>Henry P. Rianhard</b> 40 years Mgr. of Bus. Planning	<b>935</b>	<b>George W. Holcomb</b> 29 years Prod. Supp. Tech. I



Bob Hurley, MD  
Medical Director

# HEALTH MATTERS

## National Diabetes Awareness Month

Hey, put down that donut and listen up!

It's estimated that 20.8 million people in the United States have diabetes. That's approximately 7 percent of the population! Compounding the problem is this – 6.2 million people don't even know they have it. These individuals don't know that they face twice the risk of premature death compared with those who don't have disease. Diabetes alone is the sixth leading cause of death in the United States, with associated direct and indirect costs totaling an estimated \$132 billion per year.

Let's spend a few moments learning and reviewing diabetes.

There is Type 1, in which the body does not produce enough insulin. Type 2 either doesn't produce enough insulin or the body ignores what is produced.

When sugar builds up in your blood instead of in your cells, a couple of things will happen:

- 1) Your cells are starved for energy.
- 2) The high blood sugars damage the:

▶ **Heart:** Diabetes carries an increased risk for heart attack, stroke, and complications related to poor circulation.

▶ **Skin:** As many as one-third of people with diabetes will have a skin disorder caused or affected by diabetes at some time in their lives. In fact, such problems are sometimes the first sign that a person has diabetes.

▶ **Feet:** Foot problems most often hap-

pen when there is nerve damage in the feet or when blood flow is poor.

▶ **Mouth:** If you have diabetes, you are at increased risk for gum disease and other mouth-related problems.

▶ **Eyes:** Diabetes can cause eye problems and may lead to blindness.

▶ **Kidneys:** Diabetes can damage the kidneys, which not only can cause them to fail, but can also make them lose their ability to filter out waste products.

▶ **Nervous System:** One of the most common complications of diabetes is diabetic neuropathy. Neuropathy means damage to the nerves that run throughout the body, connecting the spinal cord to muscles, skin, blood vessels, and other organs.

Remember with proper care and vigilance, many diabetes-related complications can be prevented.

### What to look for

The symptoms of Type 1 diabetes are often subtle, but they can become severe. They include:

- ▶ Increased thirst
- ▶ Increased hunger (especially after eating)
- ▶ Dry mouth
- ▶ Frequent urination
- ▶ Unexplained weight loss (even though you are eating and feel hungry)
- ▶ Fatigue (weak, tired feeling)
- ▶ Blurred vision
- ▶ Numbness or tingling of the hands or feet
- ▶ Loss of consciousness (rare)

The symptoms of Type 2 diabetes may be the same as those listed above. Most often, there are no symptoms or a very gradual development of these symptoms.

Other symptoms of Type 2 diabetes may include:

- ▶ Slow-healing sores or cuts
- ▶ Itching of the skin (usually in the vaginal or groin area)
- ▶ Yeast infections

▶ Recent weight gain

▶ Velvety dark skin changes of the neck, armpit, and groin called acanthoses nigricans



Sonia Garcia

If you have any of these symptoms, contact your healthcare provider right away to be evaluated for diabetes. Need information? Contact the

HealthNet Care Advocate,

Sonia Garcia, at the Yard Hospital. For an appointment, call 1-800-848-4747, ext. 8318. An expert in health and wellness, she is here every Tuesday and Thursday from noon to 4 PM to answer your health-related questions. She can help you better manage your diabetes, asthma, high cholesterol, heart disease or smoking cessation. It's free of charge; why not give her a call?

### Evidence-Based Medicine

Why is it that Americans aren't eating foods that are good for them?

Many argue that you have to spend too much money to eat a healthy diet – that only the rich can eat like that. In the 1950s, when your mother took you to the market to shop in the winter, do you recall what the produce looked like? My recollections are that the fruits and vegetables were of limited choice and quality. It might surprise you to know that your mom and dad spent 20.5 percent of their disposable income on food. Today? We spend 10.1 percent on food, including an array of fresh produce that seems to never be out of season.

How are we doing in Connecticut with the recommended five servings of fruits and vegetables per day? Recent data from 2003 suggests that 28 percent of us eat two to three servings, 38 percent three to four and 30 percent five or more servings of fruits and vegetables per day. That's a little better than the national average. Yet we can do better. Shouldn't you?

The Center for Disease Control and Prevention promotes the consumption of fruits and vegetables with their program called "5 a Day." This program recommends diets rich in fruits and vegetables, as studies have sug-

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## EBMA Salutes Newly Minted Certified Managers

At its meeting earlier this month, the Electric Boat Management Association (EBMA) recognized the most recent class of Certified Managers (CMs). From left are CM and EBMA CM program director John Consiglio (413), Tom Achterberg (330), Sharon Ivey (436) CM and 2005 CM class proctor Greg Angelini (400), Angela Bogert (614), Justin Codner (460), Marsha Comeau (210), John Cosmopoulos (210), EB President John Casey, Richard Grigsby (424), James Hallisey (419), Michael Kindle (272), James Morelli (330) and Lauren Seals (614). Missing from the photo are new CMs Dawn Barrasso (463) and Steve Tokarski (437).

Working with the Institute of Certified Professional Managers (ICPM), the EBMA has sponsored the professional Certified Managers Program since 1995. Over this period, more than 60 CMs have graduated from the program, which consists of 21-week sessions, proctored by in-house CMs with varied professional experience. By applying established standards in business knowledge, education and ethics – combined with formal testing – the Certified Manager program is designed to raise the competency and professionalism of managers and leaders across all fields and functions.

gested this approach may reduce the risk of cancer and other chronic diseases. Fruits and vegetables provide essential vitamins and minerals, fiber, and other substances that are important for good health. Most fruits and vegetables are low in fat and calories and are filling. These suggestions are intuitive, but what does the evidence say? Sadly, it is not conclusive. We do know that eating more fruits is associated with a lower BMI (body mass index). For vegetables, the answers are less clear. Often the type of vegetable and its preparation is not healthy. Choose deep-yellow and deep-green vegetables prepared with a minimum of fats and sugars to improve your health.

Why not make it a resolution to eat five servings of fruits and vegetables every day? If you want more information about this program, go the CDC home page and type in “5 a Day” into the search engine.

### FDA Alerts Pargluva

A new diabetes drug dubbed Pargluva by Bristol-Myers Squibb and Merck and recommended for approval by FDA experts more than doubles deaths from heart attack and stroke, a new study shows. Moreover, the study raises concern that the new drug also raises cancer risk.

The new analysis of the data comes from researchers at The Cleveland Clinic. They report that Pargluva-treated patients had nearly a threefold greater risk of death, heart attack, stroke, and heart failure.

### Abbott Diabetes Care: Glucose Monitors

The FDA and Abbott Diabetes Care are alerting doctors and patients about a possible problem with blood glucose meters made by Abbott Diabetes Care.

Patients may continue to safely use the meters, but they should check the unit-of-measurement display each time. If the meters are set to the wrong measurement

unit, patients may misinterpret the meter’s readings. That could lead them to mistreat their diabetes and possibly experience high blood sugar (hyperglycemia), a serious and potentially fatal condition.

### Affected Products

The meters are sold under several names. In the U.S., Abbott’s affected meters are:

- ▶ FreeStyle
- ▶ FreeStyle Flash
- ▶ FreeStyle Tracker
- ▶ Precision Xtra
- ▶ MediSense
- ▶ Sof-Tact
- ▶ Recision Sof-Tact
- ▶ MediSense
- ▶ Optium
- ▶ Private-label brands ReliOn Ultima, Rite Aid, and Kroger blood glucose meters

Unsure how to check the setting? Check the owner’s manual, call Abbott Diabetes Care at (800) 553-4105, or check the company’s web site. 

# Puget Sound Site Recognized For Hiring Veterans

**E**lectric Boat's site at Puget Sound Naval Shipyard (PSNS) was honored recently for its successful efforts to hire military veterans.

About 400 EB employees work at the site in Washington state, where they are converting the USS Ohio (SSBN-726) and the USS Michigan (SSBN-727) to SSGNs, configurations designed for tactical strike and special operations support. Two other Trident submarines – USS Florida (SSBN-728) and USS Georgia (SSBN-729) – are undergoing conversion at Norfolk Naval Shipyard.

According to Russ Beals, manager of HR at Puget, EB has hired several hundred veterans over the last two years, working in conjunction with state employment agencies.

“We deliberately look to hire vets because in many cases they possess solid work records, knowledge of our boats, and the skills we require for the conversion process,” he said.

Employees received a royal blue golf shirt with a yellow EB SSGN emblem on the upper left part of the shirt and a yellow EB emblem on the left sleeve to commemorate the recognition event.



Situated on 179 acres, PSNS is the Pacific Northwest's largest naval shore facility and one of Washington state's largest industrial installations. It is also the largest shipyard on the West Coast. 🇺🇸

*At an employee-appreciation day at Electric Boat's Puget Sound site, Douglas Mowell, right, hands out commemorative shirts to Pete Dixon, left, and Vernon Becker Jr., center. During the event, Electric Boat also was recognized for its efforts to hire military veterans.*

## NASSCO Holds Naming Ceremony For The Alaskan Navigator

**SAN DIEGO**  
**N**ational Steel and Shipbuilding Company (NASSCO) earlier this month joined BP p.l.c. in naming the Alaskan Navigator, the third of four Alaska-class double-hull oil tankers being built for BP Oil Shipping Company, USA. When the ship delivered to BP later this month, it will begin for service delivering oil from Alaska to West Coast ports, including BP refineries in Los Angeles, Calif., and Cherry Point, Wash.

The four BP ships are being constructed sequentially in NASSCO shipyard's 1,000-foot graving dock. The first ship, the Alaskan Frontier, was delivered to BP Oil Shipping in August 2004. The second ship,

the Alaskan Explorer, was delivered in March 2005. Construction on the fourth ship is continuing, with delivery scheduled for 2006. The state-of-the-art double-hull ships have a length of 941 feet, a beam of 164 feet and a capacity of 1.3 million barrels.

The ships' double-hull construction is designed for a 50-year lifespan; the deck structure has an expected life of 35 years, a robust configuration that will perform at peak efficiency for decades in the rigors of the Gulf of Alaska's waters.

The Alaska-class ships are the most environmentally friendly tankers ever built. The ships use seawater instead of oil to cool and lubricate their propeller shafts, thus elimi-

nating accidental oil leaks from the drive train. Their cargo piping, normally installed on the deck, is inside the cargo tanks to reduce the risk of small spills. The ships have twin diesel-electric propulsion systems in separate engine rooms, powering two propellers and twin rudders. Diesel-electric propulsion was chosen because it significantly increases reliability and reduces air emissions and maintenance downtime.

When completed, the ship will join the largest oil-industry-owned oil and natural gas shipping fleet in the world and will be operated by the Alaska Tanker Company of Portland, Ore., which operates BP-chartered tankers used in the Alaska North Slope trade and is 25 percent owned by BP. 🇺🇸

# Quonset Point Dedicates State-Of-The-Art Fabrication Facility

## QUONSET POINT

In a ceremony that attracted local, state, congressional and Navy leadership, Electric Boat earlier this month dedicated an \$11.4 million sheet-metal fabrication facility described as the most advanced of its kind in the nation.

“This new Light Metal Fabrication Facility – or as most EB employees refer to it, the new sheet-metal shop – consists of state-of-the-industry technology and machinery,” said Site Manager Bill Frydryk. “It is an investment in our future, as we position ourselves as a leader in sheet-metal manufacturing.

“What you see is more than \$11 million in equipment and technology capable of performing any sheet-metal task,” he continued. “With its storing, cutting, punching, bending and shaping capabilities, it is the



While members of the news media observe, Dave Cardoza (903), center, demonstrates the 6000L Laser Punch following the dedication of Quonset Point's new Light Metal Fabrication Facility.



Standing below a plaque honoring the contributions of George “Mike” Hamill, the superintendent of Quonset Point's Light Metal Fabrication Facility who died earlier this year, are members of his family. From left are, Michael, his son who works in the Pipe Shop; Jeanne, his wife; and Shannon, his daughter. A 30-year veteran of QP, Hamill was described as a major force in the development of the new shop.

most advanced facility of its kind in the United States.”

Describing Electric Boat as the best in the business, EB President John Casey said, “This new facility is going to be a significant part of our efforts to add to that record of accomplishment. The dedication represented another step toward the company's goal of producing the most capable submarines in the most cost-effective manner,” he said.

“As we do this, we move toward another goal – increasing the build rate of Virginia-class ships as soon as possible,” said Casey.

That thought was underscored by Capt. David Johnson, the Navy's Virginia program manager. There is support in the Navy for increasing the build rate of Virginia-class submarines to two per year, he

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# Classified

## AUTOS/TRUCKS

FORD XLT EXPLORER, 1995, 4d, V6, standard transmission, roof rack, great shape, NADA listed at \$4,500. Asking \$2,000. 886-0084.

JAGUAR, XJ6, 1993, excellent condition, red with tan interior, under 50,000 miles. Asking \$7,000. 536-8545.

LINCOLN TOWN CAR, 1997, Congressional Series, very good condition, green with white vinyl carriage top, electric sunroof, leather, 10 disc player, 81,000 miles. Make offer. 442-0512

TOYOTA CAMRY LE, 1998, 4D, clean, well maintained, 157k, solid, dependable transportation. \$4,200. 446-0884.

## FURNITURE

BEDROOM, 5 drawer chest, dresser w/ mirror, queen headboard and frame, night stand. Med pine. \$200. Call 401-322-4096.

## MISCELLANEOUS

10" CRAFTSMAN TABLE SAW, like new condition, with a 27" x 44" table. Asking \$225. Call 739-9128.

AMERICAN GIRL DOLL CLOTHES & FURNITURE, collectible 35" walking doll, children's books, puzzles & records, Fisher Price dollhouse, Crissy doll, Mickey Mouse earrings, new ballerina porcelain doll, crutches. 401-596-5788.

BEAUTIFUL FAUX FUR COAT, size 10, long, dark brown/black, excellent condition. \$150. 442-4050 after 6 PM.

BLUE WILLOW DINNER PLATES, with matching platter, have Potter's mark made in England, antique flat irons, Fostoria glassware, vintage jewelry, American Eagle black & gold covered dish. 401-596-5788.

CARPET, 9 x 12, oatmeal color, \$50 or best offer. 440-3463.

CROSSBED TOOL BOX, 2 locking lids, top divider tray, fits mid-size pickup (Ranger) with interior bed width of 54 to 57 inches. Asking \$40. Call 884-6105. Leave message.

FIREPLACE TOOL SET, and 2-1/2 quart cast iron steam kettle: \$50. 376-8768.

GOLF BAGS, two brand new carry bags with retractable stand. Taylor made and Cleveland. \$65 each. 884-6076 or 445-6075.

MICROWAVE OVEN, over-the-range, digital electronic controls, w/cooking probe, built-in vent and light, Caloric (Raytheon), 1 cu. ft, 1400 watts, black, 16.25" h x 30" w x 13.5" d, installation / operating instructions, \$75. 599-3458.

PAINT BALL GUN (HIGH END EQUIPMENT), too many items to list - call for details. 447-1584.

TWIN BED, cannonball head & end boards. \$50 or best offer. 440-3463.

UHF ANTENNA, highly rated Channel Master model 4248. Two months old. Good for receiving HD tv broadcast on UHF Manufacturer rated to 45 miles. \$25. 536-4012.

**To submit a classified ad**, send an e-mail to [EBNewsAds@gdeb.com](mailto:EBNewsAds@gdeb.com) with the following information:

**CATEGORY** *choose from*

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

**ITEM NAME; DESCRIPTION; ASKING PRICE; and HOME TELEPHONE** (include area code if outside 860). *Deadline is the 15th of the month.*

Maximum of **two 25-word ads per employee per issue.**

Please include your **name, department** and **work extension** with your ad (*not for publication*).

**Employees without e-mail** can submit their ads **through interoffice mail to:**

**Terrie Pangilinan,  
EB Classified, Dept. 605,  
Station J88-10.**

WALL MIRROR, vintage 1950 wall mirror, 66"x42" with 6" beveled and wheat pattern etched border panels; \$500 or best offer. 376-8768.

WINTER HORSE/PONY BLANKETS, turnout rugs and blankets. Sizes available are 60", 64" and 68". Priced at \$20/each. Call 884-6105 and leave message.

YAMAHA 100 CHAMP, 1989, ATV. 4 spd auto, lights, shaft drive. Excellent original condition. Perfect for 7-14 year old. Runs perfect. \$1,300 b/o. 401-377-8791.

## MOTORCYCLE

2000 YAMAHA 200 BLASTER, 6spd, clutch, brand new condition. 100% original, runs/rides new. White/red/black, needs nothing. \$1,950. 401-377-8791.

## REAL ESTATE

TIMESHARE CONDO AT THE ARUBA PHOENIX, week 37, unit 1102, lease until 2042, 1 bedroom, 1 1/2 bath, kitchen, sleeps 6, 2 private balconies, 54,500 RCI points. Asking \$4,500. Call 447-2592.

TIMESHARE CONDO FOR SALE OR RENT, Smugglers' Notch, Vermont, 2 br, 2 ba, fireplace, full kit, washer/dryer. For sale: one fixed week in January and one floating week. \$11,500. For rent: Jan 14-21, 2006. \$600. 599-4486.

VILLA FOR RENT, Norwich Inn & Spa, gated community. 1.5 miles from Mohegan Sun Casino. Sleeps 4, golf, tennis, hot tub and pools on site. \$185 - 295/NT. Weekend rates. 376-9029.

VILLA FOR RENT, Puerto Vallarta, Mexico, 2b/2b. Full amenity package including bikes, kayaks, and fishing gear. Price range \$1,050-\$2,150/wk. Available year round. 303-6602.

## 40 years

- 241 Joseph S. Booth III
- 330 James R. Peterson Jr.
- 355 John L. Nickolenko Jr.
- 423 John T. Carlson
- 459 Salvatore F. Burton

## 35 years

- 248 Alan R. Beaumier
- 321 Edward Namolek Jr.
- 321 Clarence P. Winslow Jr.
- 355 Karen S. Olsen
- 403 Lawrence S. Fitch
- 453 Lloyd G. Auxier Sr.
- 459 John E. Saporita
- 501 Antonio C. Barboza
- 501 Harley E. Stiggle
- 505 Bernardo M. Pementil
- 745 Arnold P. Toivonen

## 30 years

- 333 Allen J. Dionne
- 341 Albert E. Comeau
- 355 Peggy J. Lutze
- 355 Arthur H. Geyer
- 355 Richard R. Sylvia
- 643 Daniel P. Clancy
- 687 Thomas E. Berry
- 795 John J. Koussa
- 902 Manuel J. Serpa Jr.
- 902 James A. Cunningham
- 903 Gregory J. Iannucelli
- 904 Ronald K. Gourd
- 904 Dennis J. Minett
- 911 Roger L. Ball
- 915 Kenneth E. Hein
- 915 Ernest P. Mennillo Jr.
- 915 Lawrence J. Genereux
- 915 Stephen M. Chartier
- 921 Ramon O. Delrio
- 921 Edward J. Mercier
- 921 Peter R. Moseley
- 921 Edward J. Grassia
- 924 Stephen J. Whaley
- 935 Jerry J. Ivone
- 935 Arthur J. Tucker Jr.
- 950 Irma Joyal
- 950 Cheryl A. Roy
- 957 Robert St. Germain

- 962 Donald F. Ashley Jr.
- 962 Alan R. Beaudoin
- 970 Elizabeth L. Cave
- 970 Wilma G. Shelton

## 25 years

- 100 William Dall Jr.
- 226 Patrick J. Casey
- 242 John L. Butler Jr.
- 243 Richard E. Cooney
- 251 Carmelo Rodriguez
- 251 Karl V. Pollard
- 251 Robert T. Vrooman
- 272 Mark E. Rogers
- 330 James W. White
- 333 Bruce A. Hale
- 355 Pamela L. Raymond
- 405 Kenneth E. Peters
- 425 William E. Schmoegner
- 452 James A. Golas
- 456 Paul A. Gadue
- 459 David B. Lloyd
- 459 Michael A. Amburn
- 462 Gary E. Baril
- 463 Alan M. Remondi
- 482 James E. Corr
- 545 Walter J. Keane
- 636 William J. Belisle III
- 643 Annette L. Stafford

- 662 Scott D. DeWolf
- 705 Paul R. Gelineau
- 742 Paul J. Jackson
- 795 Joseph A. Natale
- 901 Edward J. Gavitt Jr.
- 901 William L. Haynie
- 902 Dennis J. Ryan
- 902 Gerald E. Chapdelaine
- 902 Stuart C. Besser
- 902 David J. Gorman
- 903 Donald C. Chambers
- 915 Michael P. Demarais
- 915 Frank A. Simonelli
- 921 Paul A. Lagasse
- 921 Dennis M. Weir
- 936 David A. Kij

## 20 years

- 355 Anthony J. Kargul
- 413 Wilson G. Phillips
- 425 Linda Y. Rainey
- 428 Deborah L. Berg
- 433 Mark E. Hobbs
- 458 Peter H. Duphilly
- 502 Carleton R. Peterson
- 670 Colleen M. Bauer
- 702 Anjum Parvez

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said, but only if the cost per ship can be reduced to \$2 billion.

“This is a great example of industry and government working together,” Johnson said of the new facility. “This is the right direction. We need to continue to invest in these process improvements.”

Rhode Island Gov. Donald Carcieri lauded Electric Boat and its employees for continuing to advance the art of shipbuilding. “This facility, time and time again, is talked about as being one of the best in the nation,” he said.

“And what this facility is all about, at the end of the day, is you,” he said to the crowd of employees gathered to observe the dedication.

Carcieri was joined by U.S. Sen. Jack Reed, D-R.I., U.S. Rep. Patrick Kennedy, D-R.I., and U.S. Rep. James Langevin, D-R.I., who delivered supporting remarks. “It’s been pointed out quite clearly that the future is challenging,” said Reed. “This facility gives us a distinct advantage.”



*Quonset Point Facility Manager Bill Frydryk, right, explains the operation of the new sheet-metal shop to U.S. Rep. Patrick Kennedy, D-R.I., center, following a dedication ceremony attended by employees as well as local, state and congressional representatives and the Navy. At left is EB President John Casey.*