GENERAL DYNAMICS
Electric Boat

Electric Boat NEWS

JULY 2002

INSIDE

Toner Urges Increased Sub Production Rate at Keel-laying Ceremony for Texas

Newport News, Va.

Using the keel-laying ceremony for the Texas (SSN-775) as a pulpit, EB President Mike Toner earlier this month made the case for an increased production rate for Virginia-class submarines in FY05.

The event was held at Northrop Grumman Newport News and attracted dignitaries from industry, government and the U.S. Navy as well as shipyard employees. Most prominent was First Lady Laura Bush, sponsor of the Texas, which is the second ship of the Virginia Class. Under the teaming agreement between EB and Newport News, Texas will be delivered from the Virginia shipyard.

Toner told the crowd that the Virginia program is establishing new benchmarks for effective design and construction, and advanced mission capabilities for the Navy. He attributed the program's success to the partnership between EB and Newport News, and to the relationship between the shipyards, the Navy and the supplier base.

continued on page 3

At the conclusion of the keel-laying ceremony for the Texas (SSN-775), First Lady Laura Bush, ship's sponsor, and Secretary of the Navy Gordon England flank Northrop Grumman Newport News welder John Fremont, who etched Mrs. Bush's initials on a piece of steel. The steel plate will be permanently affixed inside the submarine, the second of the Virginia Class.

The President's Corner

***Mike Toner**, President, Electric Boat*

For the Electric Boat management team and me, the company's number-one priority has been consistent – the safety of our people. To that end, I've set a challenging goal for our entire organization – to make Electric Boat the safest shipbuilder in the industry.

I'm happy to report that we achieved that goal in 2001. Specifically, EB attained a Lost Workday Injury Rate (LWIR) of 2.3, compared with the shipbuilding-industry average of 5.0 and the Northrop Grumman Newport News rate of 2.4, the second-best record. The LWIR measures the number of lost days from injuries per 100 employees.

Right now we're on track to repeat our own performance, although we don't know yet how that will stack up against the five other major shipyards.

Obviously, this didn't just happen. Our safety record reflects the commitment of company and union leadership and especially you – the employees who work in an extremely demanding environment.

Our record also results from a well-defined safety program that's based on the principles of supervisory accountability, employee participation and management support.

We ensure accountability by tracking the safety performance of individual departments and supervisors. In fact, safety performance is an important part of a supervisor's annual evaluation. Beyond that, Operations conducts weekly injury-review sessions that examine the root cause of specific accidents and injuries and develop ways to avoid them in the future.

The employee-participation component of our safety program features an incentive award that pays production workers $150 for meeting safety performance goals, with additional money paid if the goal is surpassed by specified increments.

These efforts have the full support of the company's upper management team, particularly John Casey, VP – Operations. Safety has been John's top priority since he's been in the job, along with quality, budget and schedule. Make no mistake about it, he's completely committed to the safety of his employees, as is everyone on his staff.

Externally, the company will continue to meet all safety standards established by the federal Occupational Safety and Health Administration (OSHA). Given our commitment, it shouldn't be surprising that we actually exceed many of OSHA's requirements.

Looking forward, we face two major issues involving distinct groups of employees – our new hires and our older workers. As we continue to bring on more new employees, it's essential that we instill in them the importance of safety on the job, especially in the context of our challenging work environment. At the other end of the spectrum, we need to effectively deal with the injuries associated with an older workforce – musculo-skeletal injuries such as carpal tunnel syndrome and those involving back, shoulder, knee and ankles.

While we can all be proud of the safety record we've achieved so far, it's still not good enough. I've said before that I want the Electric Boat workplace to be as safe as a bank. That's a tall order, I know, but that's the goal I want each of us to strive for. Is it doable? We'll see. Will we make every effort to achieve it? You know we will. At Electric Boat, safety will always be job number-one.

EB president Mike Toner speaks at the keel-laying ceremony for Texas in Newport News, Va.

Keel-laying Ceremony for Texas

from page 1

That combination of commitment and experience is generating a level of performance that will provide the submarine force with a new class of ships unmatched in undersea capability, he said.

Describing the Virginia program as a good news story, Toner said, "It will be an even better news story when we get to two ships per year, for two ships per year will provide the partnership with stability and it is that stability that will drive the program to be cost effective."

In closing, Toner said, "I want to thank the men and women of Newport News for their continuing support and efforts on the Virginia-class program, and to congratulate them on the keel laying of Texas. Well done!"

At the conclusion of the VIP speeches, Mrs. Bush used a piece of chalk to print her initials on a metal plate that will eventually be permanently affixed in the submarine. She then donned a protective apron and held a welder's mask to her face while a Newport News welder etched the initials "LWB" – for Laura Welch Bush – into the steel plate.

As the ship's sponsor, Mrs. Bush has been invited back to Newport News in 2004 to christen the Texas.

Electric Boat NEWS

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Earned Hours: Where We Stand

Electric Boat Wins Quality Improvement Awards

Electric Boat has been chosen to receive four Connecticut Quality Improvement Award (CQIA) Innovation Prizes in the fall.

EB will receive the Innovation Prizes for four specific process improvements:

- Implementing a Common Parts Catalog at EB, Bath Iron Works and Ingalls Shipbuilding;
- Developing a new process that eliminates the hard-copy distribution of various documents and drawings to outside customers;
- Creating the Critical Supplier Program, which provides consistency for audits and reduces the cost of supplier oversight; and
- Establishing a secure Vendor Information Request (VIR) system by which shipyards and their suppliers can submit and receive data electronically.

"The Innovation Prizes are a great recognition for the company," said Nancy Beckwith (323), a senior quality control specialist who worked on the Critical Supplier Program and who will accept one of the prizes on EB's behalf at an awards ceremony in October. "They recognize some really good things that the employees are doing in the areas of process innovation and teaming."

Ray Filosa (436), manager of information and document management, said EB employees are constantly looking to improve the way they do things, so being recognized by a statewide organization "validates that we're on the right track and that we're setting the standards that other people can look to." Filosa and recent retiree Jim Hammel co-sponsored the creation of the new document and drawing distribution system, which was worked on by a team that included Rich Morel (436) and Carrie

continued on page 7

From left, Barry Espeseth, Darcy Peruzzotti, Nancy Beckwith and Ray Filosa

From left, sheetmetal mechanic Eugene Texter demonstrates a new deburring tool while fellow sheetmetal mechanic Charles Jones discusses the tool's safety features. Looking on is their foreman, Ron LaBrecque.

New Tool Takes the Edge Off Sheetmetal Work

The edges of newly cut sheetmetal can be as sharp as a razor blade, creating the potential for injury.

But new deburring tools, purchased by Electric Boat earlier this year at the suggestion of sheetmetal mechanics Charles Jones and Eugene Texter (244), will make sheetmetal substantially safer to handle by allowing for the quick and easy removal of the sharp edges.

"I've been in sheetmetal for over 30 years, and I've got numerous scars because even if you're wearing gloves, sometimes the sharp edges can split them open," Jones explained. "The newer gloves offer much better protection than the older ones, but it's still a risk. This new tool is very safe and efficient, and it'll save a lot of people from being injured."

Jones and Texter said they originally saw the hand-held deburring tool in a magazine, and then noticed that the Navy was using several of them at the sub base. That's when they mentioned it to their foreman, Ron LaBrecque.

> "This new tool is very safe and efficient, and it'll save a lot of people from being injured."
>
> *Charles Jones*
> *Sheetmetal mechanic*

"They took the initiative to go and investigate it," LaBrecque said. "You know, it's a great tool. I surely endorse it."

Texter said the tool, which features a hand guard to protect the user, is simple to operate. Just one swipe of the tool along the sharp edges of a piece of sheetmetal and the edges are no longer a hazard.

Jones said EB's sheetmetal shop already had automatic deburring machines, but they require manual adjustments for different thicknesses of metal. The hand-held tool can accommodate various thicknesses without any adjustments at all, and the cutting wheels are made of cobalt so they'll last a long time.

And to everyone's amazement, the new tool costs a mere $18 – less than what a single hand injury would cost in lost time and productivity.

Jones and Texter said the new tool – of which EB has purchased a dozen – has proved to be among the most popular hand tools in the sheetmetal shop, and for good reason.

Technician Simplifies Electrical Connector Fabrication

The fabrication of polyurethane electrical connectors at Electric Boat, a complicated, time-consuming and potentially risky chore, has become easier, quicker and safer, thanks to a process improvement dreamed up by longtime vulcanizing technician Ed Frink (241).

Frink said the creation of electrical connectors had always been an involved process because each one was required to have a part number embossed on it. For decades, EB's method for doing so required numerous labor-intensive steps to create and then affix a part number tag inside each connector's two-part mold prior to the injection of polyurethane.

Making matters tougher, he said, was that a highly combustible chemical called methyl ethyl ketone (MEK) had to be used to clean the mold and the part number tag before and after each step in the process.

But Frink came up with an idea: Rather than continuing to create and then attach part number tags inside the mold, he could instead engrave the part number onto each finished connector's metal rim.

"I was thinking, how about if we just engrave the number into the metal?" he said. "The plug would still be permanently marked, and we'd save a lot of time, not to mention the safety factor in minimizing the use of MEK."

So Frink's supervisors looked into it, and they found that it didn't matter how the part number was etched or otherwise marked on the connectors, so long as it was permanent.

Electrical trades Superintendent John Chaffee applauded Frink for his work, saying it'll have a positive effect on productivity and safety in the electrical workshop.

"The new process is not only more efficient, but it also leads us down the road of eventually getting away from that hazardous chemical," he said.

A related improvement to the connector manufacturing process – coating all of EB's molds with Teflon – came about after EB purchased some new molds that unexpectedly arrived that way.

The Teflon, Frink and his colleagues discovered when using the new molds, makes it possible to clean them with a lint-free rag instead of MEK. So then came the idea to have all of EB's older molds – several hundred of them – Teflon-coated. That project is now underway, and, coincidentally, is being done in-house with Teflon-coating equipment that the company had acquired for other, unrelated jobs.

Vulcanizing technician Ed Frink holds a finished polyurethane electrical connector, which now features the part number etched into the metal rim. In front of him are two of the molds used to create the connectors. The green one is Teflon-coated.

Team Brings CATIA Model Views to EB Desktops

EB's Portal Team reached a milestone when it rolled out an evaluation copy of new Portal and PC Planning Views software that brings design deliverables directly to the PC desktop. D434's Bill Haynes, Portal Team task leader, explained the new software's functionality at a recent lunchtime open forum.

"Portal is the first piece of GD Marine's plan for the Electronic Product Model (EPM) environment of the future," he said. "EPM will help bring EB's electronic deliverables right to the desktops of users and customers alike."

Authorized Portal users will access the data from a password-protected web front-end. Once connected, they will be able to view in a read-only format 2-D graphics and 3-D models of product data. According to Haynes, the read-only characteristic is key to safeguarding the integrity of the data. A "snapshot" of the model will be delivered to the requester's PC, while most of the actual processing will take place on EB's servers. Users will be able to view the model from different angles using functionality provided by Portal such as rotate, translate, zoom-in/out and zoom-area.

The Portal application has two segments, PC Planning Views and the Design Browser. The first will supply planners with issued data in a 3-D model view only. The latter will offer Design/Build teams the ability to view 2-D graphics and 3-D models of in-process work. The Design Browser was made available this month to an initial user group whose members will attend training classes. Haynes added, "It is important to understand that these are the graphics and models only and that engineering parts lists and JSI information will not be available by Portal."

"Taking this step is important as we strive to remain the customer's most capable ship designer and become the more affordable shipbuilder," said Innovation VP Millard Firebaugh.
"We are working with the Joint Technology Committee to keep this functionality aligned with our other processes, methodologies and with our labor agreements."

> "Portal is the first piece of GD Marine's plan for the Electronic Product Model (EPM) environment of the future. EPM will help bring EB's electronic deliverables right to the desktops of users and customers alike."
>
> *Bill Haynes, Portal Team task leader*

The continued application of technology advances such as Portal, Firebaugh noted, is an important factor in obtaining future design contracts. "After our designers and draftsmen have created the design and its associated data," he said, "the design is used by a lot of folks who need to easily view it. Portal will help them do it on their own computer. It's just like rolling a plan out on your desk… but more convenient."

According to Haynes, EB obtained the CATIA viewer directly from Dassault Systems, the company that owns the CATIA family of products. While similar viewers are used by more than 150 other Dassault customers, it was recognized right away that the "out-of-the-box" version would not meet EB's unique requirements. That recognition initiated an intense 14-month effort to make Portal work at EB.

Other EB team members included: Scott Cooper, Sal Lamese, Cindy Richie, Pete Demarco and John Zhao. In addition, CSC, IBM and Dassault Systems representatives participated in this effort from the beginning. If you'd like more information, you can visit the group's web site at:

http://www.ebnet.gdeb.com/training/GDMarine_training/clients/portal_gold/portal_html/index.html

EB Wins Four Connecticut Quality Improvement Awards

from page 4

Pfieffer, Kathy Doyle and Ron Raymond (all of 455).

Also receiving the CQIA prizes in October will be Darcy Peruzzotti (330), a purchasing agent who led the VIR efforts, and Barry Espeseth (447), a material systems staff specialist who was the EB lead in the development of the Common Parts Catalog.

"It's a great honor," Peruzzotti said, "because what we do with VIR involves the shipbuilding industry, not just Electric Boat. We've made it easier for suppliers to do business with various shipyards, which will help maintain the supplier base."

"The thing that really surprises and pleases me," Espeseth said, "is that the CQIA group, which really didn't know anything about shipbuilding, understood how important the Common Parts Catalog and the other enabled process improvements were for our shipyards and customer."

Continuous Improvement Continues to Shine

Quonset Point

Ideas have never been in short supply at Electric Boat. One look at the complexity of any submarine built here is ample evidence. To capitalize on the belief that employees are the best resource for new and better ideas, Quonset Point launched the Process Improvement Program nearly six years ago.

Now known as Continuous Improvement (CI), the program has served as a launching pad for more than 2,400 implemented process improvements that have resulted in a cost-savings of $12 million. Today, employee ideas from creating more efficient tools to new training methods are implemented seemingly on a daily basis. All this means a marked improvement in the quality of work.

Today, employee ideas from creating more efficient tools to new training methods are implemented seemingly on a daily basis. All this means a marked improvement in the quality of work.

"We've seen a cost savings, but just as important, the willingness of our employees to get involved in the process has been uplifting," says Bob Imbruglio, chief, Continuous Improvement Program. "Our participation rate is on the rise because we are committed to this program – and not only to discussing ideas, but putting them to work on the floor.

The first year saw a participation rate of 20 percent. Adding facilitators, a group made up of both hourly and salaried employees, on the floor to encourage ideas added to the success of previous improvements and has pushed the rate to nearly 75 percent. The goal is to reach 80 percent by the end of the year.

"This program is a chance for everyone to get involved in improving the way we work," says Supervisor Norm Pray, whose crew is already at 100 percent participation for this year. "Continuous Improvement makes everyone feel part of the big picture and now they are continually looking for ways to improve processes. There are a lot of smart people here with a lot of great ideas."

To keep up with the remarkable pace of quality ideas, the Continuous Improvement Program is evolving as well. New concepts to encourage participation, expand ideas and perfect implementation are in progress.

"While we are extremely pleased with the results we have achieved, there are always new avenues to explore," says Imbruglio. "Lean Manufacturing concepts are ideally suited to complement Continuous Improvement – something we are looking into now."

With 2,000 workers consistently striving for improvement, the only barrier is an end to good ideas. And in this case, there doesn't seem to be an end in sight.

Scholarship Winners

Sarah Marie Servedio

Daniel Esteban Cruz

The Electric Boat Apprentice Alumni Association has announced the winners of its annual scholarship competition. The winners were, top photo, Sarah Marie Servedio, daughter of Vito Servedio (456) and Gina Servedio ($1,500); and above photo, Daniel Esteban Cruz, son of Ramon Cruz (456) and Gaby Cruz ($1,000).

General Dynamics Second Quarter Per Share Earnings Increase 15 Percent

Falls Church, VA

General Dynamics has reported 2002 second quarter net earnings of $263 million, or $1.29 per share on a fully diluted basis, on sales of $3.5 billion. This is a per share increase of 15 percent over the second quarter of 2001, when net earnings were $227 million, or $1.12 per share, on sales of $3 billion. Cash from business units for the 2002 second quarter totaled $300 million. The quarter ended on June 30, 2002.

For the first six months of 2002, sales were $6.6 billion, compared with $5.6 billion for the first six months of 2001. Half year 2002 net earnings were $492 million, or $2.42 per share on a fully diluted basis. This is a per-share increase of 12 percent over the first six months of 2001, when earnings were $439 million, or $2.17 per fully diluted share, excluding a non-recurring tax gain recorded in the first quarter of 2001.

"This was another solid quarter, paced by especially good performance in our Information Systems and Technology group as well as in the Combat Systems group. At the mid-year mark, we remain on course with respect to our prior guidance for the year," said General Dynamics Chairman and CEO Nicholas D. Chabraja. "We ended the first half of the year with a funded backlog of $20.5 billion, and a total backlog of $25.5 billion," Chabraja said.

Science Center of Eastern Connecticut Offers Discounts to EB Employees

The Science Center of Eastern Connecticut is offering Electric Boat employees 20 percent discounts on the price of memberships.

Specifically, $50 family memberships will be $40; $40 grandparent with grandchildren memberships $32; $30 individual memberships $24; $40 senior family memberships $32; and senior memberships $16.

With a Science Center membership, you get:

- Free admission for a full year
- Free admission to more than 200 museums and centers participating in the ASTC Travel Passport Reciprocal Agreement Program
- Discounted rates on all programs
- Advance notice and registration for all Science Center programs.

The offer is good through Dec. 31. For more information, call the Science Center, 33 Gallows Lane, New London, at 442-0391.

Navy Exercises Option for Third T-AKE Ship; Awards $290 Million Contract to NASSCO

San Diego, Calif.

National Steel and Shipbuilding Company (NASSCO) has announced that the U.S. Navy has exercised an option to build a third ship for the T-AKE program, a new class of combat logistics force ships. NASSCO was awarded a $290 million contract for construction of the ship.

The company was awarded a $709 million contract in October 2001 for the design and construction of the first two ships in the T-AKE program. The original award included options exercisable by the Navy for 10 additional ships over six years, for a potential contract value of approximately $3.7 billion.

Functional design work on the T-AKE, which has been designated the Lewis and Clark class, has already begun, with delivery of the first ship scheduled for 2005.

The T-AKE is a dry cargo/ammunition ship, designed to operate independently for extended periods at sea while providing underway replenishment services. These ships will provide logistic lift from sources of supply either in port or at sea and will transfer cargo – ammunition, food, fuel, repair parts, and expendable supplies and material – to station ships and other naval warfare forces
at sea.

The T-AKEs will be 689 feet in length and 105.6 feet in beam, with a design draft of 29.9 feet. The ships will carry almost 7,000 tons of dry cargo and ammunition and 23,500 barrels of marine diesel fuel. The ships will be operated by the Military Sealift Command and will be built to commercial standards, incorporating the latest in marine propulsion, ship safety, navigation, and environmental control systems. The T-AKEs will be the first modern Navy ships with an integrated electric-drive propulsion system, and have been designed to maximize cargo-handling efficiency and minimize the costs of operation and maintenance over their expected 40-year life.

Classified

APPLIANCES

ADMIRAL REFRIGERATOR - 18 cubic ft., freezer on top, green; $30 or best offer. 464-1384.

ELECTRIC STOVE - very good condition, clean, not used much; $80. 572-1689, evenings.

MAYTAG PORTABLE DISHWASHER - Almond with Formica wood top; $100 negotiable. 439-1999 after 11 am.

AUTO/TRUCKS

CHEVY NOVA, 1970 - Enduro car, full roll cage and 350 c.1, automatic 2 speed, legal at Waterford; $1,000. 401-461-9443.

FORD 150, 1992 - 8 ft. bed/liner, automatic, rebuilt engine 85k, diamond plated tool box, needs exhaust, runs excellent; $2,500. 440-3143 after 5 p.m., leave message, anytime on weekend.

MERCURY GRAND MARQUIS, 1989 - 4 door sedan, V8, 99k. Needs some work, priced accordingly; $600 or best offer. 848-8943.

SUBARU XT, 1987 - dependable 165k, runs good, 27 mpg, ac, cruise, tilt, pw, pl, 5 speed, 4 wheel drive, needs nothing; $800. 664-1647.

TOYOTA MINI VAN, 1985 - needs rust work, battery, runs good; $300. 564-0231 after 5 pm.

UTILITY TRAILER 4 X 8 - tilting 12 in. rims brand new in box. Unassembled $200; Assembled $290. 664-1647.

AUTO PARTS

DELTA TRUCKMATE TOOL BOX - fits small, mid size pickup truck. Opens on top, both sides, inside sliding shelf, have keys; $50 or best offer. 401-364-6290.

MERCEDES, 1973 - 4.5l, SEL 300, last driven in 1990. Parts car, flat bed removal required by new owner; best offer. 434-2929.

BOATS

25 FT. BAYLINER FLYBRIDGE CABIN CRUISER - new Volvo 350 engine, 31 hrs., galley, head, shower, camper, enclosure, many extras; $10,500 or $11,000 with inflatable raft. 739-0136.

SEARAY 268 SUNDANCER, 1986 - 27 ft. great extended season boat, with built-in ac/heat. Rebuilt 260 hp Mercruiser. 600 hrs on boat, 210 hrs on engine; $15,000 or best offer. 439-0599.

COMPUTERS

COMPAQ IPAQ -personal handheld computer, purchased new in December, used 20 hrs.; $400. 564-8775.

FURNITURE

TUBULAR BUNK BEDS - Twin bed on top, full on bottom, turns into couch. Futon not included, sell both $450, (1) $250. 204-9852.

FORMAL DINING ROOM SET - antique white table opens to 7 1/2 ft., 6 chairs, large china closet; $700. 445-8717 ask for Tom.

MISCELLANEOUS

ADULT'S ROCKING CHAIR, vintage jewelry, Fenton glass basket, Pewter teapot with sugar and creamer, 5 Blue Willow dinner plates, pink glass cake dish, costume jewelry. 401-596-5788.

AMERICAN GIRL DOLL clothes & furniture, child's rocking chair, Fisher Price dollhouse, new porcelain doll, wooden dollhouse furniture, Crissy doll, Mickey Mouse earrings, Dollhouse furniture. 401-596-5788.

ARBORVITAES - approximately 8 ft. tall for the 5 ft. price; $59. 443-6518.

BICYCLES - Raleigh Record 21-inch frame; Raleigh Grand Prix 27-inch frame; $25 each. 848-9584.

CONTEMPORARY FIREPLACE - large stovepipe included black sheetmetal with hanging curtain (steel); $250 or best offer. 439-1999 days, leave phone number.

EXTENSION LADDER - wood, 36 foot, excellent condition; $100. 401-596-7074.

GIANTS TICKETS - 4 seats to the preseason game vs. Baltimore, Giants Stadium, Aug. 29, 8 p.m.; $160 or best offer. 572-1833.

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

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

GOLF CART - Geo Sport, excellent condition; $25. 445-6075.

GUITAR EQUIPMENT - amplifier, CRATE Gx30M w/foot switch; $115, electronic pick-up (acoustic), detachable; $20, hardshell case (lockable), thin-body acoustic or solid-body; $40. 464-8704.

HYDRAULIC PRESS - 12 ton central machine, new $90, delivery available. 664-1647.

LAWN TRACTOR - 14.5 hp, 7 speed, 2" cutting deck, MTD yard machine 3 years old, must sell; $800 or best offer. 401-738-9114 after 3 p.m.

MOUNTAIN BICYCLE FRAME - 2001 Trek Fuel 100 frame (medium), like new, Fox Float RL; $750 (negotiable). 739-7717 ask for Ric.

ORGAN - Lowrey Jupiter Spinet, has (2) 44-note keyboards and 13 pedals, automatic rhythm, 5 glide reverberation, amplifier, excellent shape, many extras; $900 or best offer. 442-1341.

PLAYSKOOL - children's play vanity; $25. 401-348-9311.

4 FT. SLIDING CLOSET DOOR - with hardware; $25. 6 ft. fiberglass diving board with mount $75. 739-4206.

SLIDER SHOWER GLASS DOORS - for standard sized tub, brand new in box $50. 664-1647.

SLIDER WINDOWS - Vinyl replacement, 3 each of 77" x 53", 84" x 53" and 95" x 53"; $150 each. 401-348-9311.

WEIGHTS - 50 pound steel plates for standard (1.0" diameter) bars; $15 each or $75 for 300 pounds. 464-1384.

WINDOW - double hung thermo, combo with screens, 0.50 u value, white frame, brand new, 27 1/2" x 61", Model 1450 Carole Ind; $50. 464-6250.

2 ROOM APT - furniture and lots of miscellaneous items available week of Sept. 23. Maybe able to leave everything there and rent the apt. 445-9484.

MOTORCYCLES

KAWASAKI VULCAN, 1997 - 1500 Classic, 61k, red, excellent condition, many extras; $8,000 or best offer. 443-6734.

WANTED

BOAT TRAILER - for a 19 1/2 foot boat, any condition considered. 464-6255.

Service Awards

40 years

242 James L. Waite
545 Paul J. Menard
686 Albert F. Menditto

35 years

220 John P. Levangie
355 David P. Silva
403 Sheila F. Wallace
421 Stephen H. Mitchell
463 Stephen F. Gordon
477 James F. Bowersett
481 Robert A. Benson
621 David L. Browning
951 David E. Rothfuss

30 years

403 Earnest R. Pearson
419 Gary A. Hartley
424 Richard M. Allen
438 Robert D. Renza
443 Raymond A. Slezycki
502 Vaidya S. Atree
601 Izola A. George
911 Edward A. Laplante

25 years

226 Dean A. Rogers
229 Jay G. Smith
241 Gregory A. Dzialo
242 Arsenio D. Cordeiro
242 James O. Dodson
242 Stephen E. Moore
243 Marie Y. Muehlbauer
251 James D. Fadden Jr
251 Bruce P. McDaniels
252 Thomas A. Atkins
355 Bertrand G. Michaud
425 Eric K. Hinz
448 Daniel S. Petrozzi
448 Bret D. Tassias
456 David S. Caporale
459 Robert M. Caird
459 Paul B. Isele
459 Raymond Micklich
459 Philip J. Terluk
459 James D. Williamson
464 David P. Marandola
691 Curtis C. Roselle
706 Douglas W. Brown
901 Martin R. Desrosiers
902 Robert B. Wichert
911 Robert A. Santos
915 Robert J. Santos
915 William E. Wiencke II
924 Patrick W. Johnson
924 Robert Plourde

20 years

229 Keith W. Thompson
241 Jay A. Yousey
252 Fayett T. Finney Jr
355 Paul A. Balczun
405 Robert W. Tetreault Jr
414 Timothy C. Berry
431 Alan G. Crogle
438 George E. Bulmer
447 Duane Dunphy
452 Mark R. Antrop
452 Janis I. Moore
459 Harold C. Duncan
477 David J. Ciemier
495 Richard J. Girard
496 Marc F. Fontaine
496 Armand L. Leroux Jr
496 Sheri L. Porretta
629 Deborah H. Morosini
650 Sean B. Lewis
691 Roselli L. Simon Jr
901 Aldo J. Mangiantine
924 James R. Messier
915 John M. Faxlanger
957 Richard W. Shaw

GENERAL DYNAMICS
Electric Boat NEWS

Metal Fatigue Seminar Packs 'Em In

EB co-hosts seminar for engineers representing company, BIW and Navy

A joint Electric Boat/University of Connecticut seminar on metal fatigue in naval applications proved so popular that 26 interested individuals were turned away for lack of space.

The seminar, held recently at UConn's Avery Point campus in Groton, was designed to increase awareness and provide a refresher course in fatigue technology, primarily for structural and mechanical engineers.

Some 63 people attended the seminar, representing various Electric Boat departments; Bath Iron Works; NAVSEA; the Naval Surface Warfare Center, Carderock Division; Supship Groton and Supship Bath. The seminar was the third in a series generated by Innovation Director Ray Williams, working with Dr. Amir Faghri, UConn's dean of engineering.

The daylong seminar was presented by Professor Eric Jordan of UConn's Metallurgy and Materials Department; Bill Jagoda, EB solid mechanics; and Chris Morey, EB engineered components. The event was hosted by Tom Walther, EB solid mechanics, and Tom Duguay, UConn's director of finance and administration. Coordination of EB-UConn initiatives is handled jointly by Dr. Ian Greenshields, UConn's associate dean of academic affairs (industrial outreach), and Pete Landry, EB's manager of solid mechanics.

Austin Alvarez, EB's project manager of applied mechanics and shock/structures technology leader, coordinated the technical content and presentations with representatives of the attending organizations. Pat Bullard and Martha Ward of EB's training department were responsible for seminar coordination; and Sarah Elliott, EB solid mechanics; and Laurie McFarland, UConn's master of engineering program manager, provided administrative support.

The next joint seminar will focus on Advanced Dynamics and Materials and will be held in the fall at the Avery Point campus. Dr. Gale Mulligan and Chris Abate, EB applied mechanics; Dr. Jeff Hall, EB materials technology area team leader; and UConn professors Michael Accorsi and Kevin Murphy will present the seminar.

For more information on the seminars, or to make a comment, contact Austin Alvarez, ext. 38281.