

Electric Boat News

May 2001

Sea Shuttle achieves several firsts in voyage to Virginia

When Electric Boat's ocean-going barge, the Sea Shuttle, docked at Newport News Shipbuilding last month with an engine-room module and sonar-sphere structure for the Texas (SSN-775), it established in the process a number of firsts in the EB/NNS teaming arrangement.

According to David Zoller, a principal engineer in Department 496, the barge load was the first to:

- Carry a completed Virginia-class module not enclosed in a hull section.
- Use the new environmental enclosure to protect the module.
- Use temporary HVAC equipment to control the module's environment while in transit.
- Include two submarine units in one load.

Zoller, who helped develop the overall program plan to transport hull sections and modules between Quonset Point, Newport News and Groton, also participated in the design and construction of the environmental enclosure.

"With previous classes of ships, we shipped complete hull sections, so the internal structure and components



The Sea Shuttle docking at Newport News Shipyard.

were protected by the shell plating. But the six modules we're transporting to Newport News won't have that hull structure for protection, which explains the need for the enclosure," said Zoller. In addition, he said, some modules contain components with specific temperature requirements, which led to the development of the climate-control system.

Zoller credited the successful barge

transit to the efforts of Gil Bissett (915), Robert Judd (501), Walt Kohn (501), Bob Thomas (413), Pete Maderia (924), Susan Evans (330) and others. Judd and Kohn rode on the tugboat pulling the barge and directed a crew who flew to Newport News from Groton to conduct the docking. "Everything worked very well," Zoller said. "And the Sea Shuttle was unloaded at Newport News on schedule."

Flower power sprouts at EB; employees raise \$12,000 for Cancer Society

Electric Boat employees continued to lead the way in Southeastern Connecticut, accounting for nearly one third of all sales during the American Cancer Society's annual Daffodil Days fundraiser.

By raising more than \$12,000 for the Cancer Society, EB employees also broke last year's \$11,000 record, the fifth consecutive time they've surpassed the previous year's total.

Since 1993, when EB began its participation in the flower sale, employees have contributed nearly \$75,000 to the charity.

Gerard Johnson of the American Cancer Society said that while overall daffodil sales grew by about 3 percent in the region, Electric Boat's sales jumped by more than 12 percent. "Electric Boat continued to provide the stability this area desperately needed in helping this worthwhile fundraising event."



Electric Boat's top fundraisers for the American Cancer Society's Daffodil Days were, from left, Betty Hewitt (447); Laretta Mariani (601), the event's co-chairwoman; Peggy Bray (421); Rose Ann Manier (455); Patty Bender (275); and Theresa Johnson (456). Missing from photo is Irene Motta (605), co-chairwoman.



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Chris Lane (629), Dave Swedin (400) and Carol Berge (400) represented Electric Boat at the General Dynamics booth located at the Navy League's Sea-Air-Space Exposition held last month in Washington, D. C. General Dynamics and Electric Boat have exhibited at the show for more than 30 years.

Johnson family roots run deep at EB

Four employees and one retiree have made Electric Boat their own family business of sorts.

Joseph “Skeeter” Johnson, who worked in Quality Assurance for 31 years before retiring in 1982, has seen all four of his children follow him into EB, where they have each remained for a minimum of 20 years.

“I told them it’s a good place to work – good pay, good retirement,” Johnson said. “I wished them all good luck. They’re good workers, good kids, and they deserve what they get.”

Johnson’s three sons, John, Robert and Joseph Jr., and one daughter, Sharon Olsen, each voiced similar sentiments about working at EB – and said it’s been a pleasure to work at the same company as Dad.

Olsen is the only sibling to have worked in the same department as her father – John became an electronics mechanic, Robert a construction mechanic and Joe Jr. a painter – but she has recently moved to Department 507, where she now works as a materials planner for lifting and handling equipment and cranes.

“I think Dad expected us to come here,” Olsen said of EB. “It was the place to be.”

Joe Jr. said his father is the one who suggested he look for a job at the defense plant, pointing out the variety of career opportunities.

“Dad said, ‘You could be a painter, a grinder, whatever,’” Joe Jr. said. “I chose to be a painter.”

But as Joe Jr. explained, once he and



Top, from left, are Robert Johnson, Joseph Johnson Jr., Joseph “Skeeter” Johnson and Sharon (Johnson) Olsen. Lower left is John Johnson.

his siblings got hired, they went to work in separate areas. “Everybody wanted to do their own thing,” he said.

Bob, who started at EB as a welder and then worked in maintenance before starting his current job in 1984, chuckled when thinking about the career path that brought just about the entire Johnson family to EB.

“Everybody except Mom,” he said. “She’s the only one who didn’t work here.”

The oldest sibling, John, has been at EB the longest – he worked at the company from 1966-67 before joining the military, and then from 1969-70 before quitting to run his own business, eventually returning in 1974. However, he has actually been in Groton the least, because he is often doing submarine maintenance work at

EB facilities on both the East and West coasts.

He is currently on assignment at Portsmouth, N.H., until later this year, and recently spent a few months in Washington state and Kings Bay, Ga.

“It’s nice to see different parts of the country, places I probably wouldn’t see if I wasn’t at EB,” he said.

Though the two generations of Johnsons have embraced EB, it’s unlikely the family connection will continue. John is the only sibling with children, and his two daughters, ages 24 and 22, have already pursued other work, one as a store manager and the other as a mother of two.

But still, the Johnsons are proud of their combined 125 years with the company.

Supervisor of shipbuilding sees sub maintenance opportunities for EB

Editor's note: Capt. Don Mason assumed command of Supervisor of Shipbuilding, Conversion and Repair – Groton and its 215 Navy and civilian personnel last August. It's not his first assignment at EB – from 1990 to 1995, he oversaw waterfront coordination of Trident-class construction and delivery. He also served as the Seawolf Class Project Officer and as the NAVSEA Seawolf Program Manager's Representative in Groton.

Would you describe your objectives for the year for SUPSHIP, particularly as they relate to Electric Boat?

One of my near-term goals is to help Electric Boat apply its innovative approaches in design and construction - and their business processes - to their efforts in the Navy's maintenance arena.

I feel that if EB can bring to the table this kind of technological and business innovation, the Navy will be better served. This is one of my top goals and it is also consistent with one of the business aims of EB as the company tries to expand its participation in the maintenance arena.

How will you go about doing that?

There are a couple of forums the Navy uses to foster better ways to approach submarine maintenance. Submarine Team One is one such forum. It's patterned after the very successful Carrier Team One that has served the Navy well. One of our pushes with Submarine Team One is to get private shipbuilders such as Electric Boat to participate in these forums. I think we have a green light at this point in time



Captain Don Mason

for EB's participation.

Also we're in the throes of making some key decisions regarding where some upcoming submarine availabilities are going to be performed. These designated maintenance and modernization periods for some submarines have not been assigned to a specific shipyard, and the Navy is in the process of preparing bid packages so that the private shipyards can bid for this work. Right now with the upswing in submarine maintenance work the public shipyards have a significant workload. And with even more availabilities to be performed in close succession, some of the SRAs will now be competitively bid. There are three additional SRAs (Selected Restricted Availabilities) scheduled for Groton ships in the near future. And of course Electric Boat is in a good position to bid for that group of availabilities.

In addition to those SRAs, there will be some larger availabilities also competitively bid and Electric Boat should be in a good position to compete for

those work packages as well. So I see significantly more participation by Electric Boat in submarine maintenance.

Another goal is to get EB more involved in some of the forums that are trying to develop better ways of doing that submarine maintenance work. I'd like to see EB participate in development of the most efficient and effective ways to tackle these maintenance challenges.

Sounds pretty encouraging for EB.

I think it is. I know that Mike Toner, John Casey, Mike Alu, Fred Haberlandt and others have been very aggressive in telling the Navy their story - what benefits EB can offer the Navy. I'm encouraged so far with the execution of the USS Dallas SRA that's in progress right now. Hopefully the tempo and performance on Dallas will be the foundation to build upon for future submarine maintenance and modernization support.

Success breeds success?

Yes it does. Another one of my goals is to learn from other shipyards and other successful SUPSHIP/shipyard alliances around the country. For example, there is some good work happening at NASSCO that may identify opportunities here.

Within the SUPSHIP Groton organization itself, we have some additional challenges. Like Electric Boat, our workforce is fairly senior. We went through more than a decade of downsizing. As a result of expected

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Earned hours and you – the financial perspective

It takes a lot of number-crunching to track the progress of Electric Boat's submarine construction and repair jobs.

There are, after all, thousands of workers toiling over thousands of different elements of the projects at any given moment. There are the engineers and designers, who have to produce all those minutely detailed plans and specifications. And then there are the tradespeople, who take raw materials and shape them into the parts that, when assembled, will either become brand-new submarines or will help make older subs new again.

So how does Electric Boat keep track of it all? And more importantly, how does the company know how it's doing, schedule-wise and budget-wise? By tracking what are known as earned hours, a measure of achievement that represents the value of work done on any given job.

And by tracking these earned hours and comparing them with a predetermined budget, EB can determine if its cost and schedule performance is as planned. In other words, it tells EB how well it's doing, and whether it is on track to achieve its annual corporate earnings goal.

As announced earlier this year, EB will give a \$500 bonus to employees if the company's earned hours goals are met during 2001. To be eligible for the incentive, which will be paid in pre-tax dollars, workers have to put in at least 1,000 hours during the year (also eligible are laid-off workers who had reached the 1,000-hour minimum prior to termination, and '01 retirees who

put in just eight hours; not eligible for the bonus are any employees who quit on their own prior to Dec. 1).

Earned hours are just one of many criteria that affect the company's earnings. Others include the cost of materials and direct labor. However, it was decided to tie the incentive program to earned hours because, as Vice

President of Finance John Leonard explained, they are relatively easy to track – and more notably, they are the one item that individual workers have the greatest control over.

Leonard said workers directly affect the earned hours criteria through their day-to-day activities – namely, by showing up for work and doing their best.



If employees miss work, he explained, their individual assignments take longer to complete. Or if they come to work but don't understand their task or don't put forth enough effort to complete it, progress can be further delayed. Such delays affect the earned hours measurement because earned hours are an indication of work accomplished, not just time spent on an assignment.

"You can't just show up and be sitting around," Leonard said. "You have to be performing."

Financial Analyst Steve Aguiar said EB's ability to track its accomplishments - and earned hours - is a function of how an individual contract is broken down into the smallest measurable pieces.

In the Virginia (SSN-774) program, for

Continued on page 11



Steve Aguiar, a financial analyst in Department 650.

Malchiodi: Team efforts produce GD technology prize winner shares credit for

By **Linda Wynne**
Advanced Power Systems

The spotlight cannot have a narrow beam as far as Al Malchiodi is concerned. As Electric Boat's winner of the General Dynamics 2000 Technology Excellence Award, he wants to make sure the members of his team get the credit they're due.

"I'm not smart enough to do all these things by myself," Malchiodi said during a recent interview. "I'm honored to get this award - it is humbling - but when you're dealing with a product as complex as a submarine, it's hard to single out one individual for his accomplishments."

In nearly 40 years of working on submarines, from electrical design to integrating weapon systems of the future, Malchiodi has found that group efforts get the job done. "It's always been a team of people," he said. "They pull each other along. And it's not just a group of EB engineers - it includes the customer. Ideas percolate from all directions - the Navy, government and industry. Nobody has a lock on good ideas."

Now the project director for concept formulation, Malchiodi began his career at Electric Boat in 1961 when he was a student at Worcester Polytechnic Institute. He was hired full time in 1964 and by the late '70s was helping to define the submarines of the future.

"Al Malchiodi has envisioned innovative submarine technology and he has been instrumental in transforming that vision into reality," wrote Program Manager Bob Benson (481) in the letter nominating him for the corporate award.

"Since the late 1970s, Al Malchiodi has provided the focus for Electric Boat's introduction of advanced concepts into U. S. Navy submarines," said Jim Baskerville, BIW's chief engineer and MC at the awards ceremony held near GD HQ in Falls Church, Va. "Most notably, he led the technical effort for installing vertical launch missile tubes in submarines, directed design studies for the new Virginia-class submarine, and - with the Navy and the Defense Advanced Research Project Agency - pioneered a process for inserting new technologies into submarines."

To listen to Malchiodi talk about his career is to receive a history lesson in submarine, weapons and component development that brings perspective to Electric Boat's current programs.

There have been significant strides in technology, Malchiodi says, but the challenges faced by young engineers today are not so dif-



Al Malchiodi and his wife, Tillie

ferent from those he and his colleagues confronted in their early days at EB. "There was no PC on my desk in the '60s; I had a slide rule," he said. "The tools are different, but there's a job to do and the thinking is the same."

Success is a matter of initiative, he observed. "For instance, an

SUCCESS

accomplishments

engineer in the electrical power group could simply take the job of supplying three amperes of power, or he or she could find out what the power is being used for. A lot of what you have to do is on your own," he said. "Our product is a weapons system. It's not just a motor, or a power distribution system. You need to learn as much about the whole ship as you can.

As a member of the Navy's Flag-Chaired Integrated Product Team, Malchiodi is closely involved with the technologies the Navy is interested in developing for future submarines. He currently is the EB lead on FORWARD PASS, a submarine pay-










load and sensors consortium.

"There was no PC on my desk in the '60s; I had a slide rule," he said.
"The tools are different, but there's a job to do and the thinking is the same."

After 40 years, Malchiodi is still fascinated and challenged by his work, payloads in particular." He explains, "Deciding the role of the submarine in the future is the challenge: how to make best use of the submarine's basic qualities - stealth, endurance and mobility."

"We are reviewing what missions submarines can do better," he said. "Industry can play a significant role in determining what can be done and how to do it most effectively. The Navy will decide what to pursue."

No matter what the topic, for Malchiodi it always comes down to the people working together who should share the spotlight with him. "It has to be the team that gets the job done, not the individual," he said.

'64-66	Electrical Design Engineer	 SSBN598-640 Class
'66-68		 SSN 671 / SSN 685
'68-69	Senior Engineer	 NR-1
'70		 USS Nautilus Overhaul
'68-71		Supported Various Ships for AC and DC power
'71-78	Engineering Group Leader Chief Engineer	 Trident Program
'79-89	Chief of Engineering Manager of Engineering	 SSN688 Class VLS
'89-91	Chief Engineer	 USS Memphis (SSN691)
'91-96	Director of Engineering	 VIRGINIA
'96-Present		 CONFORM

Classified

APPLIANCES

LITTON ELECTRIC STOVE - with microwave on top (color yellow); \$50 or best offer. 443-1999 after 11:00 am.

KENMORE WASHING MACHINE - heavy duty, large capacity. 5 cycles, 5 load sizes, 5 temp settings; \$60. 536-7678.

MAYTAG DISHWATER - portable model, works; \$100 or best offer. 443-7280 after 11:00 am.

REFRIGERATOR - 19 cu. ft. used as extra in garage, works fine; \$20. 848-7770.

AUTO/TRUCKS

ACURA LEGEND, 1988 - good parts car, many new parts, motor/trans ok. Could be road legal; \$500. 928-3761.

CADILLAC CONVERTIBLE, 1966 - black w/black top & black interior, runs & looks great, a classic; \$4,995. 848-8971.

CHEVY CELEBRITY, 1984 - beige/red interior, good 2nd or parts car; \$900. 889-3763, evenings.

CHEVY NOVA ENDURO RACE CAR - complete race ready, extras; \$1,000 or best offer. 401-461-9443.

DODGE RAM 350, 1987 - 15 passenger van, no passenger seats, auto., great work truck, low miles, runs great; \$3,000. 464-2653 after 6:00 pm.

EDSEL CORSAIR, 1959 - runs, needs body work and clutch; \$1,200. 401-423-0314.

F-100 PICKUP, 1977 - ZWHL DRIVE, auto 302 a/c, ps, p/b, blue/2 tone, 8ft bed; \$1,500 or best offer. 444-0818.

FORD ESCORT, 1993 - 4 dr, LX wagon, 1.9L, 5 spd, ac, ps, pb, sunroof, 103k, new tires, brakes, struts, runs excellent; \$2,600. 822-8067.

FORD ESCORT WAGON, 1995 - excellent

condition, priced for quick sale; \$2,995. 443-1900.

FORD PROBE GT, 1996 - V6, leather, sunroof, excellent condition; \$7,900. 691-0417.

FOUR WINDS MOTOR HOME, 1994 - 29ft, Class C, excellent condition, 15k miles, 4kw Onan generator, awning, Reese hitch; \$25,000. 546-6117 after 6:00 pm.

HONDA ACCORD LX1, 1987 - fully loaded, a/c, pwr sunroof, 4 dr; asking \$2399. 442-7037.

HONDA ACCORD EX, 1995 - gold, 2 dr, tan leather interior, alloy wheels, 2.2l vtec, 5 spd, abs, all power, a/c. Moonroof, 6 spk stereo, garaged, all records, 84k miles, excellent condition, \$9,500. 572-5785

JEEP CHEROKEE, 1993 - 4x4, 4 cyl, 5 spd, excellent shape, only 58k miles, alloy wheels, cloth seats, 2 new tires; \$6,500. 444-7968.

SAAB 900S, 1986 - 5 spd, black, Pioneer CD, Pioneer speakers, ps, pl, pw, ac, heated seats, sun roof, good tires, emissions 10/02; \$1,650. 535-3300, after 4 pm.

SAAB 900S, 1996 - 5 dr, 5 spd, sun roof, alloy wheels, cd changer, heated seats/mirrors, power windows/mirrors/antenna, 54k miles, excellent condition, \$10,750. 859-9146.

TOYOTA MINIVAN, 1985 - runs, need body work, tires, \$400. 564-0231 after 5:30 p.m.

AUTO PARTS

4 - 14" AMERICAN RACING SLOTTED ALUM RIMS - fits S-10 etc. 5 lug \$75/set. 889-8549.

CAMARO PARTS - 1977 - "81" lots of misc. parts, left over from restorations. 401-596-4519 after 4:00 pm.

SLIDE IN TOOL BOX - for back of small pickup (Ranger, S-10, etc.), silver diamond back with locks, like new; \$75. 376-3384.

TRAILER HITCH - 1 complete Reese Hitch with electric brake controller; \$125. Also Valley 1 1/4" Class 2 receiver; \$40 fits Chevy Pickups. 859-1080.

TRAVEL TRAILER - 1969 Unique 19 ft., sleeps 4, double sink, 3 burner stove with oven, hot water heater, shower, furnace, a/c; \$1800. 443-0413.

TRUCK BED LINER - Duraliner 7 1/2 ft. with tail gate protector, came out of Mazda pickup, great condition; \$50. 401-539-7292.

TRUCK CAP - Leer fiberglass 7 1/2 ft., came off Mazda pickup, missing back door; \$50. 401-539-7292.

TRUCK CAP - Leer, grey - fits 8ft bed, excellent condition; \$500. 444-0401.

BOATS

LARSON 16 1/2 FT 1972 RUNABOUT - with 1984 Evinrude 140 hp, 400 hours, only freshwater, galvanized E-Z loader trailer, all water skiing accessories, excellent ski boat; \$3,000. 376-0405.

LARSON 17 FT - with 80 hp Mercury, EZ-loader trailer, many extras, accept reasonable offers. 376-6002.

WINDSURFER - 14 ft. Mistral with 7.0 M2 Hood River sail; \$100 firm. 535-2581.

COMPUTERS

PRINTER - EPSON mode action 3250, like new, best offer. 535-4676 evenings.

DESKTOP 200 MHZ PENTIUM II MMX - 56K V.90, 3.2 Gig HD, 32x CD, 1.44 floppy, keyboard, mouse, 14 in. VGA monitor, has Win98 & misc programs loaded on HD; \$350. 401-539-0213.

FURNITURE

BABY FURNITURE - several items from \$30 to \$75; blonde maple high chair with pad, \$70; Thomasville 9 draw dresser, \$175; Loveseat, navy; \$75. 376-4374.

Classified

CHINA CLOSET - French style, bow front, glass, excellent condition; \$800. 444-0401.

COFFEE/SNACK TABLES - (2) Oak, with bottom shelf, rollers and swing around top for eating; \$50. 401-783-1273.

DESK - real wood, 43 x 17, 4-drawer with chair, perfect for child/student, walnut stain, excellent condition; \$85. 572-9491.

DINING ROOM SET - 60 X 42 inch solid 1/2" glass top table, with 6 sturdy upholstered chairs, all with arms with brass frames; \$350. 401-322-1687.

OAK DINING TABLE - Formica top table with 2 leaves, extends from 46 - 70", table in very good condition. 2 captain & 4 side chairs in excellent condition; \$350. 401-596-4519.

SUPER SINGLE WATERBED - like new, with heater; \$200 or best offer. Call Greg 401-461-9443.

MISCELLANEOUS

AMERICAN GIRL DOLL, clothes & furniture, Fisher Price doll house, wooden doll's cradle, child's rocking chair, metal Tonka Truck, record player, Crissy doll, Porcelain doll. 401-596-5788.

BDU CLOTHING - 4 pairs of woodland camouflage pants, size medium (waist 29-35), regular with seam 31". Excellent condition, \$12 per pair, U.S. made. 401-596-4519.

BICYCLE - boy's 10 speed, 21 inch, caliper brakes; \$30. 536-7678.

BICYCLE - men's 10 speed, excellent condition; \$30. 401-596-7074.

BICYCLE - 1999 Cannondale R300 compact 43 cm/28" standover height, iris blue, used 1 year; \$600. 401-783-2675.

BLUE WILLOW DINNER PLATES - made in England, collectible glassware, oriental teapot, 3 strand Crystal necklace, Adult's rocking chair, 2 stuffed chairs, knitting & cro-

cheting books, costume jewelry, 401-596-5788.

COLOR TV - 60" Mitsubishi, stereo speakers, 50 1/2" w x 61" h x 29" deep, has picture-in-picture; \$1,000 firm. 376-0128.

DOOR - ext. steel 36" wide, pre-hung; \$60. 401-322-4096.

DRUM MACHINE - Yamaha RX11, stereo, 100 pattern/10 song memory, 39 sounds, quantizing, MIDI; \$75. Boss Effects w/case: power, chorus, compression/sustainer, delay, octave splitter; \$150. 401-783-1273

FORDSON MAJOR DIESEL TRACTOR - Ford Loader, p/s, 3 p&h, 7' snow bucket. Strong motor, good backyard machine; \$4,500. 401-392-3244.

LAPIDARY EQUIPMENT - jewelry making materials - cutter, sanders, polishers, grinder, uncut stones, many extras; best offer. 376-6002.

POOL TABLE - regulation size, sticks, balls included; \$700 or best offer. Mathew, 402-0502 after 5:00 pm.

SADDLE - Collegiate Marathon, 17 1/2 inch, regular tree, black, extremely comfortable, brand new condition, great for trail or endurance riding; best offer. 376-1071.

SCUBA EQUIPMENT - 4 tanks, 2 BC's, 1 large adult wet suit, 1 XL women's wet suit, regulators, depth gauges, weight belts, night dive lights, price negotiable. 536-4338.

T-BALL STAND - new; \$18; Fox fur (blue), size 6 or 8, 3/4 length, excellent condition, \$75. 443-0687.

WEIGHTS - 50-lb. steel plates for standard bars; 40 cents a lb. 464-1384.

WESTERN SADDLE - \$300. 401-377-0040.

MOTORCYCLES

HARLEY DAVIDSON, 1998 - Sportster, 883

cc, 9,500k; \$6,500. 401-596-3656.

HONDA ST1100, 1995 - red, 27k miles, well maintained, excellent condition; \$7,500. 599-5703.

KAWASAKI, 1982 - 750 LTD model, 500k, excellent condition; \$1,500. 739-0418.

KAWASAKI ZX-11, 1993 - black, 25k, two new Dunlop tires (less than 1000 miles). Comes with half tank bra, cargo net and shoe helmet; \$4,250 or best offer. 401-596-5909.

PETS

TWO 1998 AQHA CHESTNUT FILLIES - will lunge, lead, tie and are very gentle, old performance bloodlines, good GynKaHna prospects; \$2500 each. 887-4917.

PET GROOMING EQUIPMENT - dryers, cages, tables, clipper, blades, scissors, and many other supplies, like new. Call for prices; 848-3596 evenings.

REAL ESTATE/SALES

ATTITASH MTN VILLAGE, NEW HAMPSHIRE, TIME SHARE - sell/rent double share, suite w/full kit & fireplace plus large 1 bed. Lockout = 2 weeks w/RCI space-bank/book \$11,000, asking \$8,000. 889-8549.

LONGBOAT KEY, FL - for rent, 2 bedroom/2 bath condo, washer/dryer, cable & carport, on canal, next to park, 5 min to semi-private beach; \$500/week. 401-783-1273.

WANTED

FIBERGLASS CANOE - in decent condition for family outings. Reasonable price please. 401-392-3095.

LICENSE PLATES - Connecticut and other states, all years considered. 535-1218, leave message.

Service Awards

40 YEARS

DEPT.

355 Robert H. Wade

35 YEARS

DEPT.

100 Wayne P. Walter
 272 Edwin Vasquez
 275 Danny O. Dailey
 355 Oscar J. Courville
 459 Ronald F. Podvarney
 462 George J. Schackner

30 YEARS

DEPT.

100 Henry A. Hoffler
 226 William A. Danusis
 229 William A. Startz
 241 Robert L. Smith
 272 Jimmy L. McIlrath
 418 George B. Zurcher
 449 Henry E. Giulian Jr
 Robert H. Smith
 Peter D. Weathers
 456 James F. Osborne
 458 Jeffrey A. Marchese
 459 Frank A. Murano
 915 Michael E. Andreozzi

25 YEARS

DEPT.

241 David T. Holliday
 Wayne N. Pike
 242 James J. Chinigo

252 John E. Litchfield
 William J. Richmond
 355 Theodore E. Powaleny
 405 Guy Henry
 411 David F. Vetelino
 413 Franklin L. Frucce
 447 Robert J. Plouffe
 452 John M. Pellegrino
 459 Lawrence R. Paolilli
 460 Richard H. Vescovi
 472 Cornelius P. Kane Sr
 496 Gregory E. Lucas
 545 William K. Holmes
 646 David W. Benvenuti
 706 Ralph T. Myers
 901 Robert L. Henrikson

Charles E. Jendzejec
 Raymond E. Lewis Jr
 Richard J. Losasso
 902 Richard A. Ferris
 Robert A. Henderson
 903 Daniel P. Dias
 904 Robert W. Cote
 Paul J. Supinski
 911 Paul D. Carpentier
 Daniel R. Sykora
 915 Mark T. Gaito
 Raymond A. Rohrig
 924 Richard N. Doucette
 936 Gary G. Fisette
 957 James L. Grosso
 Stephen P. Tenerella

Retirees

Dept.

355 Bruce S. Bailey
 33 years
 Planning Spec Sr

 Albert J. Coulombe
 33 years
 Engineering Spec
 449 George E. Reed
 37 years
 Principal Engineer

 452 Thomas J. Discordia
 40 years
 Piping Sr/Design Spec

453 Albert E. Schober Jr
 33 years
 Principal Engineer

 456 Walter B. Dawley
 39 years
 Elect Sr Designer

 495 John E. Kovach
 17 years
 Eng Asst, Project

 Gordan A. Page
 36 years
 STO Test Mech

 957 James W. Glowacki
 27 years
 Prod Planner

Earned hours

Continued from page 5

instance, the submarine has been broken down into primary sections called Major Milestones. Within those Major Milestones are smaller pieces called Key Events. Within the Key Events are Activities. And within those Activities are Work Packages. It's the Work Packages that are broken down into individual, reportable tasks, such as the welds on a hanger, or an electrical hookup, or the fabrication of a part. By having workers log their every task through the Automated Time and Attendance system, it is possible to determine at any given moment how far along a job really is.

Such reportable tasks are also logged in a similar fashion for each of EB's

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EB President Mike Toner chats with U. S. Sen. Christopher J. Dodd (D-Conn.) during the annual meeting of the Submarine Industrial Base Council in Washington, D.C., last month. Both Toner and Dodd were speakers at the event.

Capt. Mason

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turnover, we're going to have about 25 percent of our positions occupied by new people over the next year. That's a significant change. We have to make sure we have the necessary skills and experience in place to support the test and delivery programs for both Virginia and Jimmy Carter.

Between the time you left SUPSHIP Groton in 1995 and returned last year, EB accelerated its commitment to design/build teams. How has that affected your life here?

At first, quite frankly, I was a little nervous. But the performance of the teams has been a big selling point. It's a very effective approach and I'm very supportive of it. As a matter of fact, we had some of our folks go down to our sister SUPSHIP organization at Newport News to support them in their involvement in design/build teams on the CVNX program.

How about the teaming between EB and Newport News? Does that keep you up at night or is it going along reasonably well?

When I left in 1995, we were in the throes of getting the Seawolf to floatoff and there was a degree of tension between EB and Newport News. Coming back and seeing the high level of cooperation between the two shipyards has been a real eye opener. Talk about a cultural shock of a positive nature. I'm excited by what I've seen. Hopefully it will be the model for the future. If we can export this expertise – the skills, the design processes and the design tools - to other projects at Newport News and other new construction projects the Navy has, it would be a real benefit.

Service Awards

20 YEARS

DEPT.

241 Ronald W. Goodrich
243 Walter G. Haas
251 Judith L. Biltcliffe
Willie P. Fulse
Michael P. Reynolds
Richard J. Villemure
Beverly J. Webb
252 John H. Peabody
Matthew J. Yuhas
323 Robert R. Smelings
330 Eric G. Dudda
Frederick N. Harvey
452 Diane M. Tatro
Kevin W. Tierney

428 John S. Stockford
430 Nadia S. Meseha
434 Scott A. Riding
456 Thomas J. Beams
Kenneth P. Ferria
458 Gary A. Slater
460 James B. Vansoest
494 Edmund L. Czapek Jr
650 Paul A. Magwood
706 John W. Hurlock
901 Albert G. Barish Jr
Eric S. Lofgren
915 William J. Nadon II
Joseph J. Santos
924 Neil J. Mulcahy
James A. Paolino
Samuel E. Robinson Jr

Earned hours and you – the financial perspective

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other contracts – the Jimmy Carter (SSN-23), the next three Virginia-class boats, ongoing repair projects and so forth.

By lumping all of these projects together, EB can determine whether its overall performance goal of 14,194,000 earned hours in 2001 is within reach. And that's up to each and every person here.

“If we want to perform on the contracts and be financially successful – and achieve our corporate goals and objectives – we have to: one, man the workload to the operating plan, and two, earn those hours,” Aguiar said.

