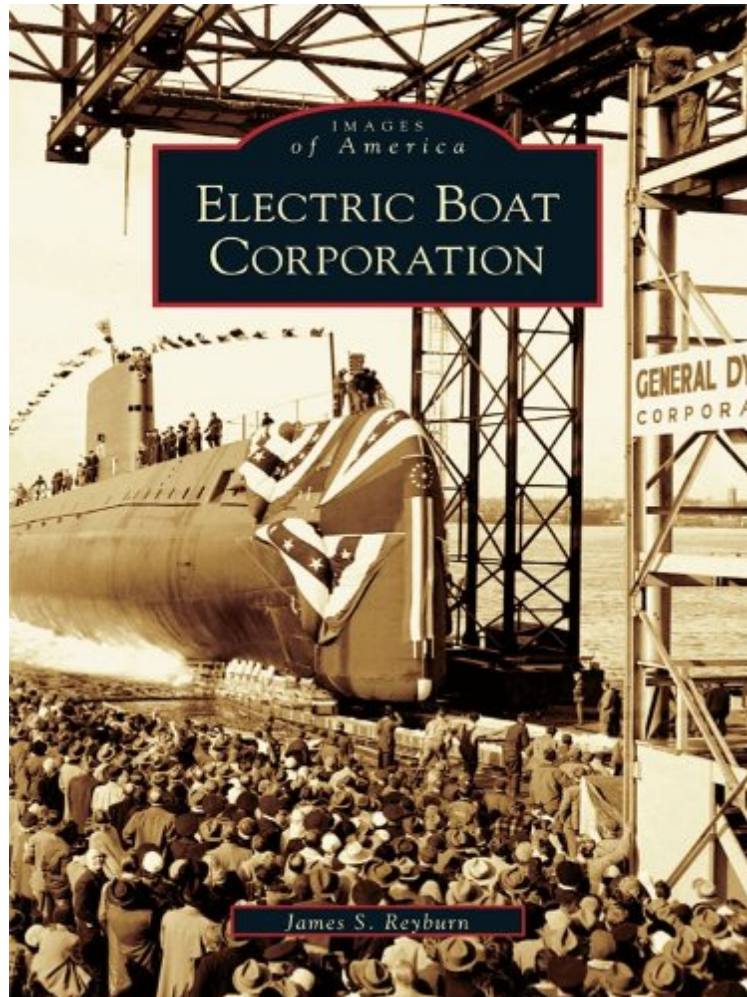


## Electric Boat Corporation

*James S. Reyburn*

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**James S. Reyburn : Electric Boat Corporation** before purchasing it in order to gauge whether or not it would be worth my time, and all praised Electric Boat Corporation:

0 of 0 people found the following review helpful. Excellent book! By Fred Saratoga Excellent book even in condensed form. Recommended reading for submariners especially. 0 of 0 people found the following review helpful. A great history read--U.S. at war and after. By Walter The subject has special meaning for me. I lived in New London many years--attended a launching and watched some from across the Thames and had summer employment at the submarine base--all early WWII. All that I've explored thus far strikes me as genuine and well presented--an history piece. Visit the submarine base--see the Nautilus 1 of 1 people found the following review helpful. Historical dates feedback By Samuel J. P. Grills Electric Boat Corporation (Images of America) (CT) Page No. 36- The four stack Destroyer USS Paulding, DD-22 (1910-1934) in the picture was converted to Coast Guard Cutter (USCGC Paulding) CG-17 (1924-1930). Page No. 82- Should say Tall Ship, U.S. Coast Guard Training Ship, Eagle, Overhaul in Dec 1963, not

1947, Page No. 96- Bottom Picture- should say Robinson Research Laboratory, 1957, not 1952. Page No. 103- Should say Shift End Exodus, 1958, not 1954. Robinson Research Laboratory, 1957, previously named Research And Development, 1955. (see page 96)

Electric Boat Corporation has been a world leader in submarine development, design, and construction for more than a century. In 1900, the company delivered the Holland, the first submarine accepted by the United States Navy. Fifty-five years later, it turned fantasy into fact by sending the world's first nuclear-powered ship, the submarine Nautilus, off on its maiden voyage. It later built the world's first ballistic missile-firing submarine, the George Washington, and most of the nation's current undersea fleet. Between those years, it pioneered standardized construction of merchant ships, submarine chasers, torpedo boats, and yachts and also produced airplanes, fishing trawlers, diesel engines, and electric motors. This collection of more than 200 archival photographs traces the company's sometimes roller-coaster existence through 10 historic decades when America—and Electric Boat Corporation—grew into an industrial giant. It is an engaging collective portrait of American ingenuity, know-how, and persistence driving technology to new heights.

About the Author James S. Reyburn, a journalist for more than 40 years, was a member of the public affairs department at Electric Boat Corporation for 16 years. He was a writer for General Dynamics, served as a company spokesman, and handled press operations for 33 nuclear submarine launchings. Reyburn is a life member and former board member of the New London County Historical Society and a member of the Submarine Force Library and Museum, among various other maritime and military organizations.