

Electric Boat NEWS

JULY 2008

SUBMARINE NEW HAMPSHIRE IS PLACED IN SERVICE

Just before 4:30 the afternoon of July 10, Seaman Sonar Technician Shawn T. Black raised the national ensign over the New Hampshire (SSN-778) in Graving Dock 3, marking the moment the ship was placed in service. He stepped back and saluted the flag sharply, and then went back to his duties.

“It makes me proud, very proud,” said Black, who reported to the pre-commissioning crew of the New Hampshire in August 2007. “Especially because I’m from Londonderry, New Hampshire, so this means more to me.”

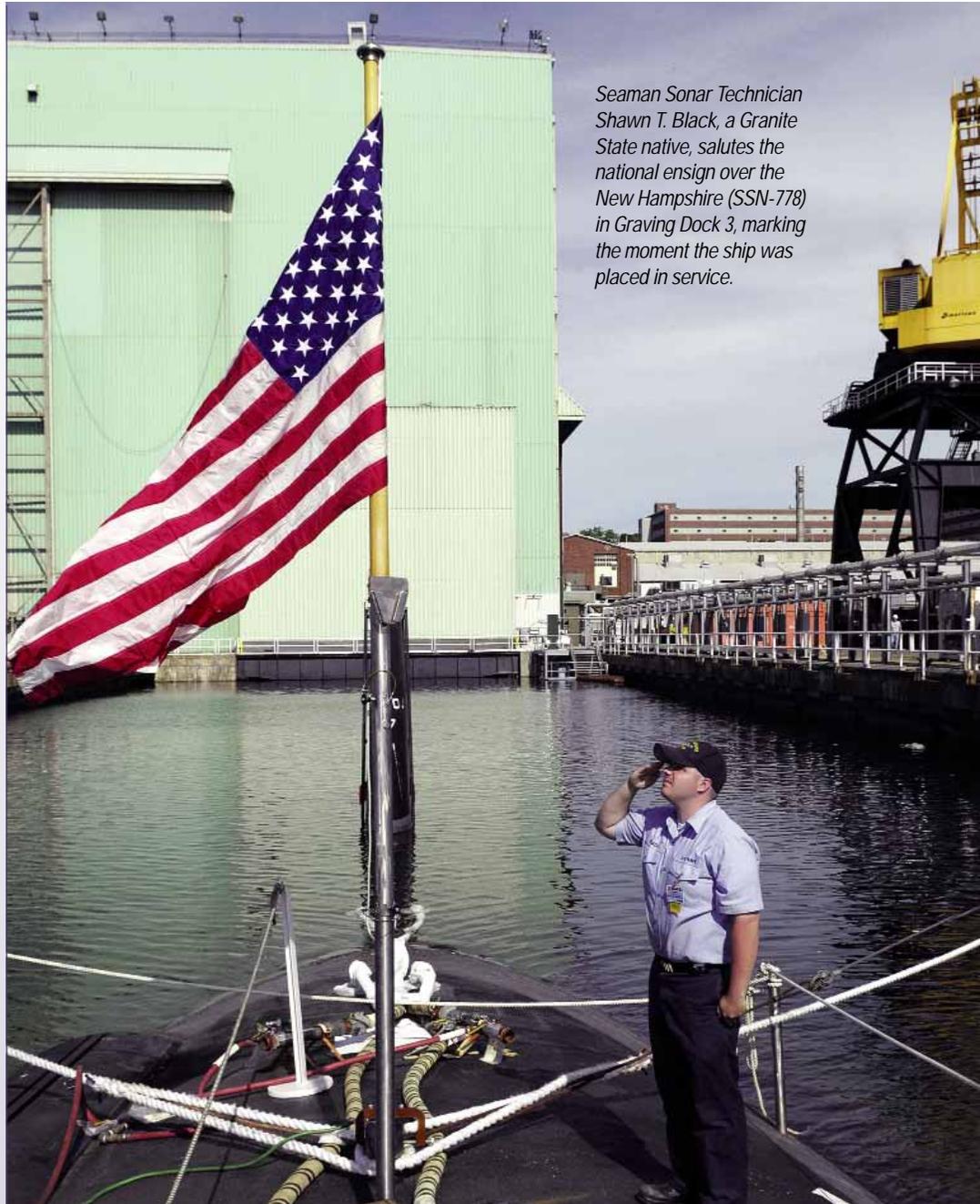
On the pier, the 130-man crew of the New Hampshire assembled for the flag-raising.

“This is the moment we take responsibility for the safety and security of the ship, and operation of the ship, so it’s a huge day for us,” said Cmdr. Michael J. Stevens, prospective commanding officer.

“Once the ship is in service, it really helps us all to focus on the fact that we’re going to sea, soon, and we’d better be doing everything we can to get ready,” Stevens said.

Stanley J. Gwudz (686), the ship’s manager, said it was a big day for the Electric Boat team as well.

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Seaman Sonar Technician Shawn T. Black, a Granite State native, salutes the national ensign over the New Hampshire (SSN-778) in Graving Dock 3, marking the moment the ship was placed in service.

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Above, Steve Kanyock left; Charlie Langford, right.

Ed Bradley (670) and Megan Devlin (210) stand alongside the Collins-Class submarine HMAS Farncomb at ASC's waterfront in Adelaide. The Farncomb is the second ship in the six ship Collins Class.



EB Specialists Provide Australian Submarine Support

June was a busy month for Electric Boat in its role as Capability Partner to the Commonwealth of Australia and ASC (formerly the Australian Submarine Corporation). EB sent three separate teams of specialists to ASC and hosted a visit by the company's general manager of design and engineering.

Since 2002, EB has been working with ASC as a capability partner for technology support services. EB applies the lessons learned from designing, building and maintaining ships for more than 100 years to the issues ASC is facing now. ASC started building its shipyard in the late 1980s and began construction of the Collins-Class submarines in the 1990s and into this decade. EB's job is to help ASC come through its learning curves faster. ASC finished construction on the last submarine of the Collins program about five years ago and is now focused on submarine maintenance.

Electric Boat's current on-site team consists of Andrew Lightner, site manager, and Steve Kanyock, program lead. Their focus is leveraging EB's depth and breadth of skills to help ASC solve Collins-Class issues. When ASC identifies a problem or issue that could benefit from EB assistance, a Request for Services task is put in place. Responses to these questions are typically worked out through conference calls or video-teleconferencing, but when there is a specific problem that requires an EB specialist, the company will send a team to Australia to provide face-to-face consultation and guidance.

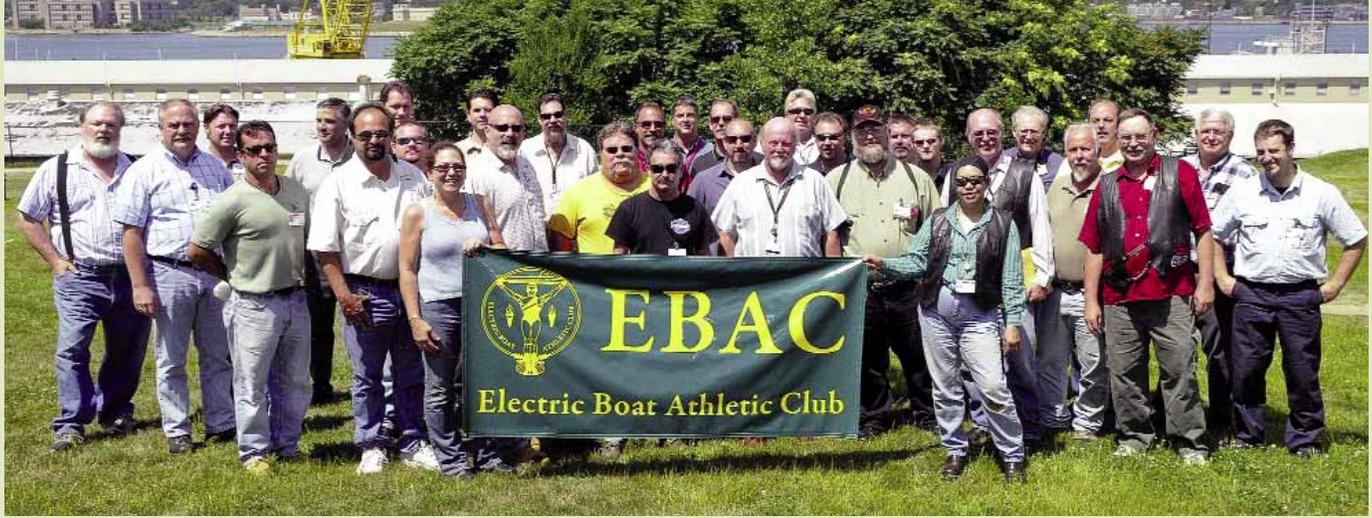
Ed Bradley (670) and Megan Devlin (210) went to ASC to conduct a Rapid Improvement Event on ASC's Problem/Deviation Report (PDR) process, which is similar to the EB Engineering Report process. The goal was to improve the process by reducing the number of PDRs generated as well as the effort and time required to complete them. Bradley and Devlin demonstrated the benefits of the Lean philosophy, and showed ASC EB had the capability to implement it. Leveraging EB's expertise and experience in conducting Rapid Improvement Events, the event was a success.

Bob Thomas (447) visited ASC to assess the issues the Collins Class was having with its heat loads and cooling system. After spending some time at the ASC shipyard, he traveled to Western Australia to visit the Submarine Base there, where he spoke with operators to understand the issues as perceived by the crew. He also gave a tech lecture to the engineers in the Mechanical Systems group to discuss his methodology and techniques for uncovering and validating the root cause of the issues identified by the operators. At the completion of his visit, Thomas provided ASC with several key recommendations that should allow the Collins-Class cooling systems to operate at full capacity.

Charlie Langford (272) recently spent three weeks at ASC. The purpose of his visit was to perform a review/assessment of retest and certification requirements, processes and test methodology. He spent the bulk of his time with two test groups: the Production Test Organization, which performs the majority of shipboard testing after a maintenance period, and the Submarine Certification Group, which ultimately represents the customer in certifying the submarine for operational capability. He provided a briefing to Test Management, and an executive summary to upper management to convey his findings and recommendations. These recommendations should help to reduce test costs and improve safety at ASC.

Electric Boat also hosted the general manager of design and engineering on June 3 and 4. Jack Atkinson visited EB for the purpose of discussing a number of topics including cost reduction efforts, integration of engineering tools with design tools, and a review of Design/Build methodologies.

Other efforts earlier this past year have included Charlie Bryant traveling to ASC to provide recommendations on a high pressure air issue, and Dave Pratt traveling to ASC to help identify a particular noise source. These on-site efforts are one of the most effective ways of fulfilling our capability partnership role and allow EB to expose ASC to the culture, methods and tools of a submarine subject matter expert. 🙌



EBAC Motorcycle Club Marks Ride-To-Work Day

Members of the EBAC Motorcycle Club gathered on the EB Green recently to show their support for Motorcycle and Scooter Ride-to-Work Day. The event helps demonstrate how motorcycles and scooters represent an economical way to get to work, consume fewer resources per mile than automobiles and take up less space on roads. Rising gasoline prices are contributing to the growing use of motorcycles and scooters for daily commuting.

WELCOME TO ELECTRIC BOAT;

Please help welcome the following employees,
who have recently joined the company:

- | | | | |
|-------------------------|----------------------|-----------------------|------------------------|
| 330 Kristen Korzenowski | Todd Hennick | Edwin Ruiz | Christopher Flynn |
| 410 Carmen Chan | John Skopek | Dylan Sanborn | 459 Oaty Frye |
| Ryan Deane | 434 Ying Chan | Lana Seliger | William Gaston |
| John Ingraham | Jesse Jongebloed | Ricky Sybblis | Daniel Harris III |
| Aliza Johns | John Wittpenn | Joseph Sylvia | Marc Lamoureux |
| Justin Larson | Weilun Yu | Preston Tischer | Miah Medeiros |
| 412 Caslynn Carambelas | Eric Zell | 453 Robert Baribeault | Edmond Parker |
| Yevgeny Rapoport | 435 Marina Gurbanov | Robert Davie | Wendy Tram |
| Wesley Saunders | 443 David Jones | Dominic Grillo | Matthew Williston |
| Keith Vandenberg | 448 Marion Albert | Kevin Konow | 462 Jennifer Froling |
| 413 Andrew Choate | Rong Meng | John Oswald | 472 Nicole Riffe |
| Bradley Fontenault | 449 Andrew Aubee | John Pescatello | Michael Sacco |
| Ryan Lindauere | Bryan Chapman | Daniel Ray | 473 Devin Maloney |
| Ryan Rebholz | Huy Huynh | Abimael Rosado | 492 Christopher Allard |
| 414 Brett Walsh | Althanasios Liaskas | Jonathan Walker | Ming Li |
| 416 Charles Fradella | Christopher McEnteer | 454 Gavin Olson | Mer Arnel Manahan |
| Chad Pardo | 452 Zachary Brusca | Derek Schacht | Lane Niedrauer |
| 427 Abid Asar | Mitchell Caldwell | 456 Andrew Apicelli | 493 Joseph Aghia |
| Danh Pham | Pablo Chumpitazi | Philip Clark | Daniel Mallette |
| Samiur Rashid | Patricia Collis | Jose Cotto | 494 Christopher Norton |
| Chris Simeone | Andrew Crouch | Colin Courtemanche | 496 Joseph Ferrari |
| 428 Joseph Dotta | Kimberly Fantoli | Denise George | Alexandra Legnos |
| 431 Michael Cavicchi | Joanne Fusco | William Hronis | 503 Brett Dugan |
| Stephen Jantzen | Gregory Jackson | Ryan Papineau | 505 Todd Pergiovanni |
| Sean Maginess | Jason Koza | Joey Tempesta | 660 Elizabeth Atkinson |
| Billy Mak | Shawn Lonardelli | Myron Zhang | 702 Peter DeBellis |
| 433 Andrew Amann | Jessica Murphy | 459 Benjamin Alling | Eric Williams 🇺🇸 |
| George Chyoghly | David Ramaccia | Scott Alling | |
| Jordan Cinelli | Eric Rannenberg | Kyle Corey | |

Electric Boat **NEWS**

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General Dynamics Reports Strong Earnings, Backlog Growth in Second Quarter 2008

- EPS from continuing operations increases 26 percent
- Sales, earnings and operating margins increase company-wide
- Full-year EPS guidance increased

GFALLS CHURCH, Va. General Dynamics has reported second-quarter 2008 earnings from continuing operations of \$641 million, or \$1.60 per share on a fully diluted basis, compared with 2007 second-quarter earnings from continuing operations of \$518 million, or \$1.27 per share fully diluted. Revenues grew to \$7.3 billion in the quarter, a 10.8 percent increase over second-quarter 2007 revenues of \$6.6 billion. Net earnings were equal to earnings from continuing operations of \$641 million.

Cash

Net cash provided by operating activities in the quarter totaled \$1 billion. Free cash flow from operations, defined as net cash provided by operating activities from continuing operations less capital expenditures, was \$910 million for the period, or 142 percent of net earnings. For the first half of 2008, net cash provided by operating activities was \$1.5 billion, while free cash flow from operations was \$1.3 billion.

Margins

Company-wide operating margins for the second quarter of 2008 increased 110 basis points over the second quarter of 2007, to 12.6 percent.

Backlog

The company's funded backlog grew by approximately \$5.2 billion or 12.9 percent in the second quarter of 2008, on strong orders for new aircraft in the Aerospace group, as well as demand for tanks, combat vehicles, tactical communications systems and information technology services. Compared to first-quarter 2008, company-wide total backlog grew by 11.2 percent.

Marine Systems Net Sales and Operating Earnings (Dollars in Millions)

	Six Months		Variance	
	2008	2007	\$	%
Net Sales	\$2,772	\$2,529	\$243	9.6%
Operating Earnings	\$249	\$210	\$39	18.6%
Operating Margins	9.0%	8.3%		

Taxes

The company's 2008 second-quarter financial results include a \$35 million benefit from the favorable settlement of a tax-refund suit; this factor increased earnings by approximately 9 cents per share in the quarter.

Operational Highlights

Sales, earnings and operating margins increased in all four General Dynamics business groups in the second quarter. The Combat Systems group experienced increased sales in its armored vehicle and tank programs compared to the year-ago period and significant margin growth. New-aircraft volume in the Aerospace group, increased shipbuilding activity in Marine Systems and continued strong demand for tactical communications and computing systems in the Information Systems and Technology sector also contributed to the overall strong performance.

"General Dynamics' performance continued to be strong in the second quarter of 2008," said Nicholas D. Chabraja, chairman and chief executive

officer. "Sales, earnings and operating margins increased in all four business segments compared to the year-ago period, cash generation was exceptionally strong and the robust backlog suggests continued healthy demand for the products and services of each business area.

"Growth in the Aerospace backlog is a reflection of continued demand for the entire existing product line and extremely strong demand for the new Gulfstream G650. We are very pleased to see this interest in the new plane and view that as an indicator of Gulfstream's ability to anticipate and exceed its customers' product expectations.

"On the basis of these results and a clearer sense of what the remainder of 2008 will bring, we expect full-year 2008 earnings from continuing operations to be in the range of \$6.00 to \$6.05 per share, fully diluted," Chabraja said.

General Dynamics employs approximately 84,600 people worldwide and reported \$27.2 billion in revenue in 2007. 

Technical Excellence Recognition Symposium

Vice President of Engineering Peter Halvordson (601) recognized 138 employees who have been promoted to either Principal Engineer or Engineering Specialist over the past two years as well as providing a forum for the company's existing principal engineers to share some extraordinary technical achievements. The Technical Excellence Recognition Symposium was held recently at the Tech Center.

He opened the symposium by stating the invited engineers are some of the top engineers in the industry and was honored to have so many working here at EB.

Joan Sienkiewicz (449), the chair for the Principal Engineer and Engineering Specialist Selection Committee, read the list of engineers who received promotions to specialist or principal in 2006 and 2007, for overall recognition.

This symposium provided an opportunity for technical exchange among senior technical personnel which included three

principal engineers providing details of their areas of expertise.

Scot Slimon (464) began by explaining the research his group did on different crash back maneuvers, working with the High Performance Computing System Program. This group won awards based on technical merit of the project. A crash back is a term for rotating the propeller abruptly in reverse to make the submarine slow down as quickly as possible.

Jennifer Panosky (496) followed Slimon with her presentation on Supercavitation. Supercavitation occurs when water pressure is lowered below vapor pressure creating a large bubble of gas inside the water and reducing the friction on the object, such as a submarine. Supercavitation allows objects to achieve much higher underwater speeds. Panosky is working on Underwater Express, a project funded by the Defense Advanced Research Projects Agency to produce a small submarine capable of

reaching a speed of 100 knots.

The last presentation was given by Don Gordon (427). He discussed the development of the "Flash Box," which is a voltage regulator test device developed as a tool to support testing. It facilitates the construction schedule and acts as a risk mitigator to the test program. It also promoted guidance on troubleshooting and solving problems culture.

These presentations not only showcased the technology and technical abilities of engineering personnel ranging from advanced research through construction support, but also set a standard of excellence expected of our senior technical employees.

Halvordson concluded the event by congratulating the promoted employees and explained EB has become known for its technical excellence because of the hard work of its employees. 🙌

Navy Names Subs for Minnesota, North Dakota

The Navy has announced that the next two Virginia-class attack submarines will be named the USS Minnesota and the USS North Dakota.

The selection of Minnesota, designated SSN-783, honors the state's citizens and their continued support to our nation's military. Minnesota has a long tradition of honoring its veterans of wars past and present. The state is proud to be home to 46 Medal of Honor recipients that span from the Civil War to the Vietnam War.

This will be the third ship to bear the state name. The first USS Minnesota, a sailing steam frigate, was commissioned in 1857 and served during the Civil War, remaining in service until her decommissioning in 1898. The second Minnesota was commissioned in 1907. On December 16, 1907 she departed Hampton Roads as one of the 16 battleships of the Great White Fleet sent by President Theodore Roosevelt on a voyage around the world. She continued her service through World War I, and was decommissioned in 1921.

The selection of the North Dakota, designated SSN-784, honors the state's citizens and veterans and their strong military sup-

port and heritage from the Frontier Wars through the Cold War and currently the Global War on Terrorism. Seventeen North Dakotans have received the Medal of Honor for actions in combat, including Master Sgt. Woodrow W. Keeble, who posthumously received the Medal of Honor during a White House ceremony on March 3, 2008. This is the second ship to bear the name North Dakota. The first ship, the Delaware-Class battleship USS North Dakota, was in service from 1910 through 1923.

These next-generation attack submarines will provide the Navy with the capabilities required to maintain the nation's undersea supremacy well into the 21st century. They will have improved stealth, sophisticated surveillance capabilities and special warfare enhancements that will enable them to meet the Navy's multi-mission requirements.

North Dakota and Minnesota will have the capability to attack targets ashore with highly accurate Tomahawk cruise missiles and conduct covert long-term surveillance of land areas, littoral waters or other sea-based forces. Other missions include anti-submarine and anti-ship warfare; special forces delivery and support; and mine delivery and minefield mapping. 🙌

GD Honors Klinikowski, Davies And Baker

Three Electric Boat engineers were honored at General Dynamics 10th Annual Engineering Excellence and Innovation Awards Conference and Banquet for their engineering achievements and advancement of the corporation's technical capabilities.

A principal engineer in Weapons & Mechanical Systems, Steve Klinikowski was honored with an Engineering Excellence Award for achievements that increased the mission capability and relevance of submarines. Between 2003 and 2005, he helped transform the submarine into an undersea aircraft carrier by developing the approach and hardware to launch and recover an unmanned aerial vehicle from an Ohio-Class D-5 missile tube. This work culminated in a DARPA-funded underwater demonstration in 2006 that verified concept feasibility. For his work on this project, Klinikowski received an ASME award for technical achievement in 2006.

In 2005, he advanced the concept of cost-effective large payload development with his concept for a Universal Launch and Recovery Mechanism (ULRM). This innovative system can vertically stow and launch a variety of payloads from a D5 tube, including Special Forces equipment. This new capability can be employed on SSGN ships as well as Block III Virginia-Class submarines, which are being redesigned to accommodate two large payload tubes in the bow.

Additionally, Klinikowski has guided a team of engineers and designers through con-

cept development of a radical new submarine capability vital to our national security.

William Davies, a principal engineer and the lead systems engineer for the Virginia-Class Ship Control System, also received an Engineering Excellence Award. The ship-control system (SCS) on Virginia-Class ships is an innovative technical advancement over previous hydraulic mechanical systems, employing a fly-by-wire approach to control steering and diving performance. This new system provides greater capability and increased reliability, and also reduces manning requirements through the use of automation.

The SCS uses commercial-off-the-shelf electronic components in eight flat-panel displays that are controlled through a touch-screen operator interface. These displays simplify the operator interface, reduce acquisition and installation costs, and provide flexibility and more cost-effective life-cycle support. The SCS components communicate with each other over three redundant fiber optic data buses, significantly reducing the cabling and piping required on previous classes of submarines.

Under Davies' technical leadership, the SCS was deployed on the lead Virginia-Class ship, and singled out by the commanding officer as one of the submarine's top-performing systems. The success of the SCS has generated an expanded ship-control product line, which includes new trainers, and has led to the application of this technology to other submarine classes.

Thomas Baker, a principal engineer in C4ISR Systems Integration & Engineering, was presented with an Innovation Award for his work on submarine sonar arrays and his successful efforts to reduce Virginia program costs.

Now retired, Baker was the company Arrays and Sensors Technology Area Team Lead, research and development principal investigator, and the primary point of contact for sonar array development. He also led a multi-disciplinary team to replace sonar panels with lighter, more capable and less expensive conformal arrays.

Additionally, he led a team that evaluated ways to reduce Virginia program costs. This resulted in a plan to replace the standard spherical sonar array with a Large Aperture Bow Array at a savings of more than \$11 million per ship. The elimination of the spherical array also enabled the replacement of the 12-tube vertical launch system with two Large Payload Tubes, which provide the Navy with increased flexibility and enhanced mission capability. 🇺🇸



Steve Klinikowski



William Davies



Thomas Baker

NEW HAMPSHIRE *from page 1*

"Another major milestone for the New Hampshire," said Gwudz. "This is really the key to getting the ship to sea. Outside of Alpha Trials, this is probably the biggest event for us in the process. It shows everyone the boat is built and ready to go."

New Hampshire is on a schedule to be finished several months ahead of the schedule that was set for it, and possibly as much as a year ahead of the schedule

set by USS Hawaii, the last Electric Boat-assembled Virginia-Class submarine, delivered in 2006.

Achieving "in-service" status means that the crew starts to live on board, taking their meals in the galley, sleeping in their bunks and getting the ship ready for a hectic period of sea trials and a visit from the Navy Board of Inspection and Survey.

"It's just like getting a CO (certificate of occupancy) on a house," Gwudz said

of the in-service designation. But it doesn't mean less work for the shipyard crew, he said, in fact it represents the start of a sprint towards the finish line, which involves delivering the ship to the Navy, a milestone expected some time later this summer.

"In one way, a lot of the work has just started," Gwudz said. "But this puts us closer to delivery." 🇺🇸

Employees Are Recognized For RimJet Contributions

Nineteen Electric Boat technologists were recognized recently in a Tech Center ceremony for the parts they played in the successful development and test of an electric propulsion system installed on a Navy ship demonstrator.

The system is called RimJet, a commercial rim-driven propulsion pod that uses a permanent magnet motor built around the outer diameter of the propeller. RimJet was designed and manufactured by Electric Boat using technology from seven U.S. patents awarded to EB employees. The second evolution of the RimDrive technology demonstration, this was the first to propel a ship.

“Ten years of intense effort and research were required to get this state-of-the-art machine out and operating, and all the hard work is paying off,” Kevin Poitras, vice president of Engineering & Design Programs, told the group.

Following the completion of upgrades, remanufacturing, the manufacture of structural attachments and other related work, RimJet was transported late last year from Quonset Point to Lake Pend



A view of RimJet installed on the Navy's Advanced Electric Ship Demonstrator vessel SEAJET.

Oreille, Idaho, where the Office of Naval Research (ONR) operates the Advanced Electric Ship Demonstrator vessel SEAJET. There, the pod and electric system were installed on SEAJET, groomed, started and tested, with positive results.

Program Manager Pieter Van Dine (434), who conducted the award ceremony, explained that because some of the engineers knew only about their specific work, the recognition event enabled them to see how the whole project came together.

“This project showed off the good technology that was created, and demonstrated, by EB,” Van Dine told his fellow project members.

RimJet generated additional positive feedback, he said, noting in particular that the ONR program manager remarked that “EB was the glue that made this project happen.”

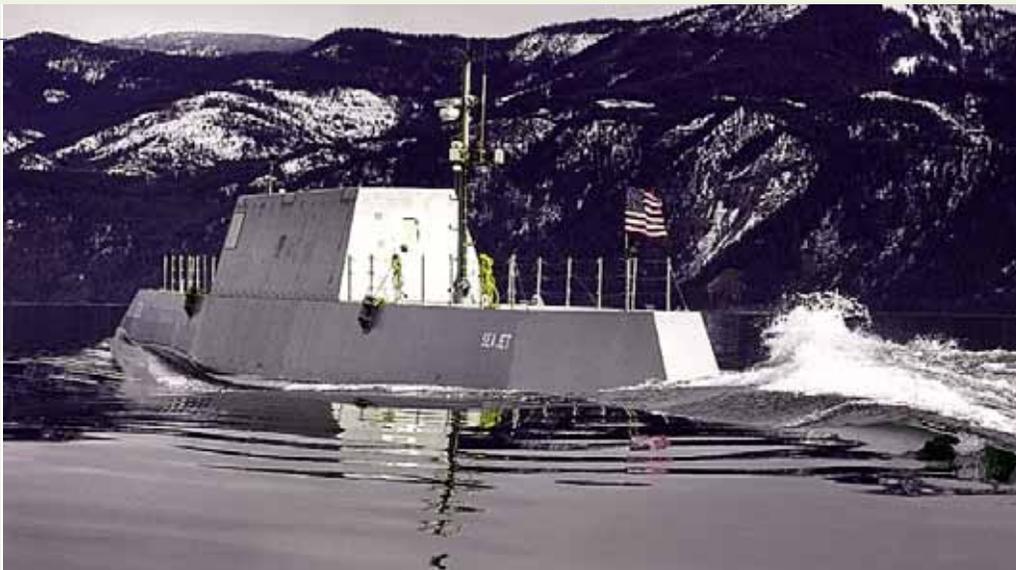
EB President John Casey, who attended the recognition ceremony, commented on his experience during a recent visit to the testing lake in Idaho.

“I was very excited by the potential for this project when I was there, and I now have even more enthusiasm for what is going to come next,” Casey proclaimed.

Based on the positive results to date, ONR will continue to test the RimJet to gain further data regarding the performance and maintenance requirements. RimJet is supporting other active EB programs with data and is also being evaluated for where it could be applied on future platforms. 🙌

Recognized for their contributions were

Pieter Van Dine (434)
Stephen Ludlam (446)
Robert Hevey (446)
Stephen Moretti (935)
James Burke (462)
William Babbitt (462)
Gregory Machinski (409)
John Kelley (433)
Michael Acquaviva (954)
Edward Waterman (954)
Jeffrey Walker (446)
Neal Guilmette (464)
Christopher Rock (462)
Adam Spreccace (341)
Jeffrey Jakuba (446)
William VanBlarcom (433)
Matthew Kasson (446)
Gregory Duba (446)
John Shegirian (446)



SEAJET under way on RimJet power on Lake Pend Oreille, Idaho.



HEALTH MATTERS

Bob Hurley, MD
Medical Director

"The Real Deal"

This American expression is used to describe something good or genuine. The last time I heard it used was when it was attached to a young pitcher for a local baseball team. The EB Family Pharmacy sent a flyer out not too long ago describing a free generic Omeprazole (Prilosec) program for heartburn and I'd like to share with you some of the science that makes this program the real deal.

Evidence Based Medicine (EBM)

Like any tool in your tool bag you use it depending on the job. EBM provides valuable information when the questions asked are simple. So when we asked the EBM Cochrane data base the narrow question, "what is the safest and most effective short-term medical treatment for heartburn?" it provided us with the following results.

The Details

The Cochrane review summarized the effectiveness of four types of heartburn medications:

1. Histamine H2 receptor antagonists or blockers (H2s), which were introduced

in the 1980s as the first alternative to antacids. The medication Tagamet was followed by several others such as Zantac, Pepcid and Axid. All reduced the amount of acid produced in the stomach and are dosed twice daily.

2. Prokinetics reduce the amount of reflux (backflow) of stomach acid. They help move stomach contents and acids along the alimentary tract. Reglan and Propulsid are two examples. They are dosed four times per day.

3. Mucosal cytoprotectants such as Carafate can be thought of as a super stomach protectant and must be taken four times per day.

4. The Proton Pump Inhibitors (PPIs) were first introduced in 1989 and are among the most commonly prescribed classes of medications for heartburn. The first approved PPI was omeprazole (Prilosec) quickly followed by lansoprazole (Prevacid), pantoprazole (Protonix), rabeprazole (Achiphex) and esomeprazole (Nexium). Nexium is actually the same drug as Prilosec, being the s-isomer of omeprazole. Its touted greater efficacy is based on greater circulating blood levels. These levels are due to less metabolism of the s-isomer by the liver. For this class of medications the typical recommended dosing is once per day.

Cochrane by the Numbers

The search results of these four categories described about 134 trials that meet stringent scientific quality criteria. Nearly 36,000 patients received treatment by one of these four groups of drugs. The end point or success was defined as the percentage of patients that had persistent heartburn symptoms at the end of the recommended treatment.

When PPIs are compared with sugar pills or placebos, five randomized controlled trials (RCTs) revealed only 16.8 percent of patients still had symptoms in the PPI group.

Consistently, when comparing the various proton pump inhibitors, there was no demonstrable difference in reduction of heartburn symptoms. There was one exception in which esomeprazole (Nex-

ium) was shown to be superior. In this trial omeprazole (Prilosec) had an end result of 35.2 percent having persistent symptoms compared to 29.6 percent taking Nexium. However, the treatment dose of Nexium was significantly higher than the treatment dose in the Prilosec group.

And what of the Histamine blockers and other groups? In ten RCT's evaluating 1,241 participants taking an H2 blocker versus placebo, the H2 blocker group resulted in 59 percent still having persistent symptoms of heartburn. This is significantly less effective than PPIs. In 26 RCTs comparing PPIs and H2 blockers head to head, heart burn persisted in only 31.5 percent in the PPI group versus 61.5 percent in the H2 blocker group. For prokinetics and cytoprotectants the results did not support their use as a single or first line medication based on dosing, cost and relief of symptoms. For more information, please access the data base at: www.cochrane.org

Evidence-Based Answers

The evidence is clear that the PPIs are the most effective short-term treatment for heartburn. In addition, all five PPIs appear to have similar efficacy in the treatment of various acid-peptic disorders. Histamine H2 blockers are also effective compared with placebo, but are inferior to PPIs.

As for cost, although PPIs cost more than H2 blockers they provide superior acid suppression, healing rates and symptom relief. Therefore, PPIs may be more cost-effective than H2 blockers, especially in patients with more severe acid-peptic disorders. Adherence to the treatment plan is improved because of their lower and less frequent dosing requirements and their comparatively shorter duration of required therapy.

Side Effects and Precautions

The Cochrane data base supports the notion that all PPIs and H2 blockers are generally well tolerated and safe. The frequency of adverse effects in these two groups is similar to that of placebo, with

an overall incidence of less than 5 percent. The most common adverse effects are headache, diarrhea, abdominal pain and nausea. The diarrhea seems to be related to the profound acid suppression, which alters the bacterial content of the gut.

When contemplating medication versus lifestyle modifications, consider the study suggesting increased risk for hip fractures. This case control study with 13,556 patients and 135,386 control-group participants older than 50 years concluded that long-term proton pump inhibitor therapy (up to four years), particularly at high doses, was associated with an increased risk of hip fractures.

What Next?

As you can see from the above data, there is no scientific evidence to support the use of one PPI over another. If you take a heartburn medication or think one might improve your symptoms, talk with your doctor. One of the first things to discuss is whether lifestyle changes might alleviate the condition or reliance on medications in the first place. You might be pleasantly surprised what a change in diet accompanied by judicious exercise might accomplish.

If the two of you decide that a medication is necessary for control of heartburn or another condition don't forget to talk about generic medications which work as well as some of the highly touted brand names. In addition, don't forget to discuss contraindications or potential drug interactions. PPIs, for example, are typically only contraindicated if the patient has a known history of hypersensitivity to them, or for those with severe liver disease, pregnancy or lactation.

We encourage you to explore the free generic drug programs at the EB Family Pharmacy. The pharmacy offers personalized, one-on-one service, performed by two well-trained pharmacists. They possess a unique understanding of how drugs work in the human body. This specialized knowledge can assist you in making decisions on your current medication regimens. These consultations are performed in a completely private setting.

EB's other free generic drug is Simvastatin. For most people, this generic alternative offers the same results in treating high cholesterol as Lipitor, Crestor and other popular brand name drugs. It's free at the Electric Boat Family Pharmacy.

EB Family Pharmacy

To access the benefits of this and other programs consider dropping by the pharmacy at 7417 Post Road, North Kingstown, R.I.

If this location is inconvenient, your doctor can call the prescription into the pharmacy at 1-888-578-3457; fax it to: 1-401-295-5872; or email it to: ebrx@chdmeridian.com.

If you have a handwritten paper prescription, we have conveniently located secure drop boxes in Groton at the Building 88 cafeteria; Purchasing Building; Yard Hospital Building and Building 221.

At Quonset Point, drop boxes are located at the Wellness Center; the Building 60 cafeteria and the 2003 cafeteria.

Try it, it's the real deal. 🍷

Retirees

- | | | | |
|-----|--|-----|---|
| 226 | Michael J. Slattery
32 years
Shipfitter W/L | 459 | Elizabeth D. Fiorillo
31 years
Admin Specialist |
| 230 | James E. Spencer
34 years
Rigger 1/C | 459 | Kenyon S. Hutchinson
14 years
Struct Sr Designer |
| 241 | David T. Wright
32 years
O S Electrician 1/C | 463 | Ernest S. Shen
13 years
Engineering Specialist |
| 252 | Russell G. Luce
31 years
Carpenter 1/C | 505 | Mary L. Graley
6 years
Janitor |
| 272 | John T. Morey
43 years
Chief Test Engineer | 645 | Richard B. Kowalski
25 years
Human Res Spec Sr |
| 272 | James R. Page
28 years
Eng Asst Chf Test | 902 | Richard G. Laporte
29 years
Install Tech III |
| 275 | John W. Gilgenbach
35 years
Nuc Test Spec | 904 | John J. Iannetta
31 years
Pipefitter Appr |
| 333 | Zeno Kowal
35 years
Mat'l Coord | 915 | Anthony W. Autieri
28 years
Install Mech I 🍷 |
| 412 | Edward Harasimowitz
34 years
Engineering Specialist | | |
| 427 | Thomas E. Gibson
19 years
Engineering Specialist | | |
| 445 | Gary A. Kosegarten
37 years
Asst Prog Mgmt Chf | | |
| 445 | John H. Schuster
35 years
Eng Asst Chf Test | | |

Classified

APPLIANCES

FREEZER. Frostless. Frigidaire. 11 cu. ft. \$100, not delivered. 464-1123.

BOATS

21' WELLCRAFT Excel Cuddy. 4.3 L V6 Volvo engine, inboard/outboard

SX Cobra outdrive. Low usage, trailered, ready to go. Great ski/tubing boat. \$9,700. 599-2235.

MISCELLANEOUS

AGRI-FAB tow-behind fertilizer spreader. Heavy duty, rubber-tired and never used. First \$100 takes it. Theater Innovations surround sound system in a box. Complete system with 5 speakers in 2 very large boxes. Paid \$400; asking \$150. Still new in boxes, 500 watt w/remote. 401-596-4519.

AMERICAN GIRL Doll clothes and furniture. Wooden dollhouse,

Crissy doll, Elvis doll, children's books, records and toys. Fisher Price school house, new porcelain ballerina doll, Mickey Mouse earrings. 401-596-5788.

COAL BURNING stove. Large 100-pound capacity, efficient. Warm Morning brand. Idle for many years. Very good condition. \$400 OBO. 859-1871 after 4 PM.

GOLF CLUBS. 9 piece set with putter LaJolla Club/Lady Accent. Excellent condition/used very little. Includes bag and golf cart. \$150 firm. 401-615-3405 after 5:30 PM.

MEN'S sports jacket. Size 2XL, new condition. Men's maroon cardigan sweater, size 2XL, new condition. Two new blue gowns, David's Bridal, sizes 6 and 14. Fostoria glassware. 401-596-5788.

REAL ESTATE / RENTALS

NIANTIC. Condo for rent at Dodge

To submit a classified ad, send an e-mail to EBNewsAds@gdeb.com with the following information:

CATEGORY choose from

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

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:

**Dan Barrett,
EB Classified, Dept. 605,
Station J88-10.**

Town Condos. Great location! One mile from beaches and downtown Niantic, 2 bedrooms, 1 bath, 935 sq. ft plus a full finished

basement. Private deck and patio backs up to woods. \$1,200/ month plus utilities. First and last months rent required.

EB Business Ethics and Conduct

Prohibition against Retaliation

Electric Boat will not retaliate against any person who brings to our attention in good faith an ethics or compliance issue. Individuals who raise concerns or who help us resolve matters are protected against retaliation. Anyone who uses the ethics and compliance program to spread falsehoods, threaten others, or damage another person's reputation will be subject to disciplinary action.

Discouraging other employees from making a report or getting the help they need is prohibited and could result in disciplinary action.

Report concerns of retaliation to the appropriate level of management, your Union Steward or Human Resources.

EB Ethics Director Frank Capizzano (860-433-1278) is available to assist anyone regarding questions or issues that may relate to ethical decision making. The GD Ethics Hotline is available 24/7 at 800-433-8442 or 700-613-6315 for international callers.

Remember - when in doubt, always ask. 



Groton Health Fair Builds Better Awareness

Peter Davis, a physician's assistant at the Yard Hospital, explains the benefits of calcium, folic acid and aspirin supplementation to employees during a health fair held recently at the Tech Center and on the Main Yard hill. The event offered cholesterol and blood-pressure screenings, glucose testing, body-fat testing, massage therapy and raffles.

Service Awards

45 years

243 Reed J. Davignon
461 Arnold Kortick
472 Thomas C. Nunes

40 years

501 Stephen W. Fahey
957 Ronald M. Thomas

35 years

100 Michael Pellegrino
226 Mccoy Rogers
227 John A. Mathers Sr.
227 Walter L. Person
229 John A. Angell
229 Bruce G. Bearden
229 Jay A. Iacoi
229 Robert K. Isif
229 Gerald A. Moreau
229 William H. Post Jr.
241 Joseph A. Toolin
242 Roger A. Emery
242 Robert P. Johansen
242 Gilles R. Lacombe
242 Ermando J. Leonetti
243 David A. James

35 years

243 Charles J. Smith
244 Dennis M. Sweeney
252 Fred Fitzpatrick
274 William J. Bezak Jr.
321 Richard A. Clark
321 Philp M. Davis
321 David E. Doucette
341 James T. Bourne
341 Thomas J. Gomes
355 Ann M. Ashe
355 Donald K. Dickens
411 Jayendra S. Parikh
431 David B. Mitchell
433 Ronald J. Foster
433 William M. VanBlarcom
438 Leonard T. Johnson
438 James F. Oemcke
447 Victor N. Boomer
452 Ronald Stadnicki
456 Gilbert L. Cunningham Jr.
501 Robert E. Baruffa
501 Roger S. Davis
501 George J. Messier Jr.
501 William Smith Jr.
501 Peter R. Smith
621 Roderick A. Atkins
686 Matthew L. Meierowitz
704 Palen J. Yorgensen
795 Gilbert W. Lamphere

30 years

242 Raymond J. Alberts
242 Raymond J. Laferriere
242 Robert E. Vandyne
243 David N. Chapin
243 Terry A. Henderson
244 John D. Adams
246 Scott E. Letson
274 John R. Bosse
355 Neil E. Lavin
415 Edmund A. Conrad
423 James H. Underhill
438 Ronald F. Lee
447 Agostinho Silva
452 Gregory R. Baier
494 Paul W. Toth
646 Steven J. Alger
650 Raymond R. Rondeau Jr.
702 Joseph W. Spivla

25 years

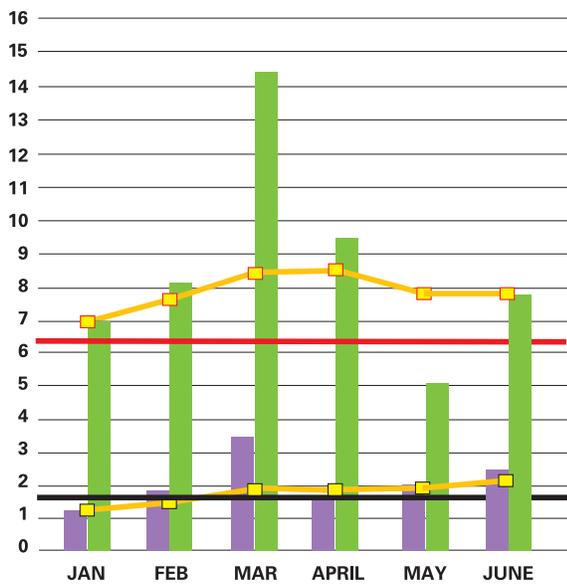
100 Jeffrey J. Gonyea
242 David P. Levesque
243 Ethan D. Jervis
243 Hillary C. Young
244 Jerry L. Walton
251 John E. Pothier
274 Steven D. Rafuse
330 Bonnie J. Kovalanka

428 Harold Caple Jr.
447 Paul H. Pescatello
447 Wendy A. Ritchotte
452 Steven T. Kinney
454 Sharon M. Ellis
459 Paul W. Brown
459 William J. Vachon
459 Pamela S. Yungk
686 Rene F. VanErven
915 Bruce A. Reed
915 James S. Wahl Jr.

20 years

330 Anne-Marie Luce
333 Ernest P. Gaudreau
355 James Holdorf
412 Peter J. Massalin
413 Fred M. Tarasuk
431 Douglas O. Turney
434 Michael B. Davids
438 Lawrence D. Pyka
449 Michele L. Plemons
452 Thomas D. Hoffman
452 Michael A. Siciliano
452 Thomas M. Smith
452 Kimberly St. Hilaire
456 Keith A. Bunnell
456 Robert A. Tanner
459 Cyril A. Longton
494 Michael J. Tocheny
495 Brian K. Smith
604 SuEllen W. Nugent

670 Rodney A. Pinkham Jr.
707 Anthony Cataldi Jr.
745 Matthew W. Lacourse
904 Michael D. Manni
921 Alphonse R. Samson
935 Richard L. Bonin



2008

ELECTRIC BOAT CORPORATION INJURY INCIDENCE RATES

RECORDABLE INJURIES FOR 2008= **424**

RECORDABLE INCIDENCE RATE YTD = **7.73** 2008 GOAL = **6.35 or less**

LOST TIME CASES 2008= **115**

LOST WORK DAY CASE RATE YTD 2008= **2.10** 2008 GOAL = **1.70 or less**

