

OCTOBER 2008



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SUBMARINE MISSOURI MARKS CONSTRUCTION MILESTONE

Ceremonial Keel Is Laid At Quonset Point

In a recent event at Electric Boat's Quonset Point facility, Ship Sponsor Rebecca W. Gates authenticated the keel of Missouri (SSN-780), marking the ceremonial start of construction on the seventh Virginia-class submarine.

The keel laying ceremony, held in the cavernous Building 2003, was attended by Quonset Point employees and their families as well as representatives from the leadership of the U.S. Navy and Congress.

Electric Boat President John Casey noted that the keel laying was taking place almost 10 years to the day after the first construction contract was awarded for the first four Virginia-class ships.

"It's hard to overstate the progress the Navy/industry team has made

Electric Boat Quonset Point welder Caesar DeSanto (right) welds the initials of Mrs. Rebecca W. Gates (left), sponsor of the submarine Missouri, to a steel plate that will become part of the ship. In the center is Electric Boat President John P. Casey.

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An overall view of the Missouri keel-laying ceremony at Quonset Point. At the podium is U.S. Rep. Ike Skelton of Missouri, chairman of the House Armed Services Committee.

KEEL LAYING *continued from page 1* since then,” said Casey. That progress was exemplified in August when Electric Boat delivered the submarine New Hampshire to the Navy more than eight months ahead of schedule and \$66 million under target cost, he said.

“We accomplished this by working hard to make the Virginia Class more buildable, which led to substantial reductions in cost and schedule,” he said. “Missouri’s sister ship – the New Hampshire – has been called the benchmark ship of the Virginia Class. Everyone involved in its production should be proud of their accomplishments.

“But make no mistake. We’re accelerating our efforts to establish even higher standards for cost and schedule performance on Missouri,” Casey said. “I am firmly convinced the Virginia program partnership will meet and beat this challenge.”

Rear Adm. William Hilarides, program executive officer – submarines, told the crowd the Missouri should be considered the “Show Me Submarine,” a reference to the state’s nickname as the “Show Me State.”

“Why?” he asked. “Because if you ask me to show you the state of the art in modular outfitting and construction I will bring you here or to the Modular Outfitting Facility in Newport News to show you Missouri.

“If you ask me to show you one of the most potent warships now being built with flexible open architecture and tremendous capability, I will show you Missouri.

“If you ask me to show you the best shipbuilders in the world, I will show you the men and women of Electric Boat and Newport News who are building Missouri.

“If you ask me to show you a high performance acquisition team, I will show you the Virginia-class team.

“If you ask me to show you the best submarine sailors in the world, I will show you those sailors who will form Missouri’s crew, some of whom are standing before you,” said Hilarides.

Following Hilarides on the speaking program was Vice Adm. Jay Donnelly, commander – submarine force, who said Missouri, along with the other ships of

the class, is providing a leap forward in capabilities to accomplish new missions.

“Missouri is an investment by the American taxpayers, in an uncertain world, to protect the freedoms that we cherish and the principles and values which define who we are,” said Donnelly.

“Our submarines are in very high demand today, and it’s my job to ensure the crews are ready to perform any mission tasking while deployed forward,” he said. “Day-in and day-out, our crews gather intelligence and they shape the environment to help avert and deter conflict.

“Yet our submarines stand ready to engage quickly and decisively, if necessary. Today, we take an important step forward as Missouri prepares to join this effort,” Donnelly said.

In another reference to Missouri’s “Show Me State” nickname, Northrop Grumman Shipbuilding President Mike Petters said, “I think we can officially nickname the Virginia-class program the ‘We Showed Them’ program.”

The keel laying’s principal speaker was U.S. Rep. Ike Skelton of Missouri, who serves as chairman of the House Armed Services Committee.

“I commend the remarkable craftsmanship of the workers of both Electric Boat and Newport News Shipbuilding,” Skelton said. “It is truly extraordinary how you start with steel plate, pipe and

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At the conclusion of the keel-laying ceremony, Electric Boat President John Casey, Missouri Ship Sponsor Rebecca Gates and Quonset Point welder Caesar DeSanto gather round a steel plate with Mrs. Gates’ welded initials. The plate will be affixed in the submarine Missouri.

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Earned Hours; Where We Stand

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rolls of cable and deliver the most complicated warships on the face of the earth in just a few short years.

“Your service to the country sometimes goes unheralded, so I wish to publicly thank you for your dedication and sacrifice as you make these ships for our warfighters,” he said.

“I know that when this new submarine is christened and commissioned, many Missourians will attend the ceremonies and pay tribute to the fifth American warship named after the Show Me State,” Skelton continued. “I am confident that the sailors who will serve on the submarine USS Missouri will make us proud as they write a new chapter in naval history.”

At that point, Casey and welder Caesar DeSanto accompanied Mrs. Gates to the platform where the ship sponsor inscribed her initials with chalk on a metal plate.

Then DeSanto, a 26-year Electric Boat veteran who has served as an X-Ray welder at Quonset Point for the past 25 years, welded the initials onto the plate.

After declaring the keel “well and truly laid,” Mrs. Gates addressed the crowd.

“Thank you for this great honor and special thanks to the tens of hundreds of hands – from the shipbuilders to the suppliers to the sailors – who will prepare this vessel for the journey from shipyard to open ocean,” said Mrs. Gates, the wife of Secretary of Defense Robert M. Gates, who was in attendance.

“Sponsoring the Missouri is a true honor for me because I come from a military family,” she said, noting that her father served in the Coast Guard. “As a child, I felt a quiet, special pride about my dad’s service. He was helping protect our shores and keep Americans safe. That’s exactly what the captain of the Missouri will do as well.”

WELCOME TO ELECTRIC BOAT;

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

- | | |
|------------------------|----------------------|
| 341 Katherine Skaar | David Wang |
| 413 Shawn Gardiner | 456 Doug Brown |
| John McDonough | Robert Daly Jr. |
| 414 Omar Takriti | Justin Mazzella |
| 427 Kevin Jones | Michael Molinari |
| 429 Andrew Errato | 459 Michael Bagley |
| 433 David Fierro | Richard Chapman |
| Huan Lin | Kris Kloszewski |
| Jinny Ng | Adam Lisee |
| Eric Skiba | 462 Scott Drouin |
| John Tobin | 492 Joseph Malnati |
| 434 Joel Portele | Aram Mead |
| 437 John Lenny | 494 Jean Shulman |
| Joshua Pesch | Andrew Venditelli |
| 438 Amy Cohen | 626 Ivania Adames |
| 446 John Tomasko | Brian Rondeau |
| 448 James Vaillancourt | Jennifer Webber |
| 449 Dennis Cuy | 650 Rachel Buonocore |
| Nathaniel Gedney | Francois Lavigueur |
| Kevin Harrilal | Todd Whitehead |
| 452 Ronda Burroughs | 702 Alex Naddaff |
| Gustavo Silva | 737 Stuart Wehrly |
| 453 Dean Myllymaki | 792 Robert Mattes |
| William O'Lone | James Riley |



Members of the team that conducted the Supplier Quality Conferences were, from left, Ross Baker, Quality Assurance engineer from NAVSEA O4P; Kevin Pincins (323), engineering specialist and instructor; Joe Tycz (323), engineering specialist and instructor; Bob Sommers (323), Quality Control specialist and instructor; Chris Barrett (670), Process Improvement principal engineer and instructor; Ed Hill (330), Small Business liaison; Megan Devlin (210), senior engineer and conference lead; Nancy Beckwith (421), manager of Supplier Quality; and Kevin Dudley, NGSB continuous process improvement specialist and instructor.

Suppliers Learn How To Contribute To Virginia-class Cost Reduction Efforts

Editor's Note: *Over the last year, Electric Boat's Supplier Quality organization has conducted a series of sessions to train suppliers how they can help reduce the cost of Virginia-class submarines. In the following Q&A, Senior Engineer Megan Devlin of Supplier Quality, the team lead and organizer of the conferences, discusses the objectives and results achieved.*

Would you provide an overview of the supplier quality conferences?

As part of the Virginia-class Cost Reduction Initiative, a team of subject-matter experts from Electric Boat has traveled to various locations in the U.S. to conduct two-day training conferences for our suppliers in those areas. The training is intended to reduce rework by clarifying Electric Boat requirements and sharing lessons learned. More than 550

employees from more than 300 companies that supply material to Electric Boat have attended one of the eight regional conferences. We project that the training conferences will save \$3.7 million over the Block III ships and \$14 million over the entire class.

During the conferences, we cover a wide range of topics, including SUBSAFE, ITAR (International Traffic in Arms Regulations), Lean Six Sigma, packaging requirements, welding requirements, non-destructive testing, inspection and testing, heat treating and mechanical testing, and final shipout inspection.

What is the goal of the conferences?

The objective has been to reduce defects and deviations in supplied material by clarifying Electric Boat, Northrop Grumman Shipbuilding (NGSB) and

Navy requirements and highlighting past issues which have negatively impacted cost, quality and schedule. Emphasis was placed on early identification of potential issues in order to reduce overall impacts to the ship.

We explained our contractual requirements and shared several "lessons learned" stories with suppliers in order to provide a greater understanding of what can and does happen when material is not in compliance.

In addition to the two days of technical classroom sessions, Supplier Quality also tried to impart to the suppliers a greater sense of the enormous responsibility and pride that we should all have in producing a quality product that will bring our sailors to sea and back home safely. Since most suppliers do not see the ship or the end customer as frequently as

Electric Boat employees do, they were invited to tour the Quonset Point facility to give them a greater understanding of where their product is used. In addition, several guest speakers from NAVSEA, Electric Boat and the Navy submarine fleet described life on a submarine and why first-time quality is so important.

Who participates from EB?

Members of core team were Nancy Beckwith, manager of Supplier Quality; Jim Cassidy, former supervisor in Supplier Quality; Bob Sommers, quality control specialist and instructor; Kevin Pincins, engineering specialist and instructor; Joe Tycz, engineering specialist and instructor; Ed Hill, Small Business liaison and instructor; Kevin Dudley, NGSB continuous process improvement specialist and instructor; and Chris Barrett, principal engineer, Process Improvement and Lean Six Sigma instructor. Lean Six Sigma has also been covered by Nicholas Iacono, senior engineer in Process Improvement; and Marc Macintosh, an engineering specialist in Process Improvement. Our guest speakers have included John Butler, director of Supplier Product Quality for NAVSEA 04P; Ross Baker, Quality Assurance engineer for NAVSEA 04P; Commander Mike Stevens, commanding officer of New Hampshire; Bob Scheel, VP – Quality; Blair Decker, director of Material Acquisition, Dave McCall, director of the Ship Test Organization; Jim Noonan, director of Quality Assurance; and Tom Plante, a program Manager in the Virginia Program.

When did the conferences begin and where have they been held?

The first conference was held Nov. 28, 2007. They have been conducted in Philadelphia; Tampa, Fla.; Long Beach, Calif.; and corporate headquarters in Falls Church, Va. There also have been four local conferences, which included an optional tour of Quonset Point the day before they began. Attendees have represented 31 states and the United Kingdom.

What results have been achieved?

There has been a noticeable increase in the number of times that suppliers have called EB with questions regarding unclear requirements. Both Purchasing and Supplier Quality are pleased with this trend because one of the main goals of the conferences was to increase the likelihood that problems will be identified earlier in the manufacturing process in order to prevent rework and ripouts down the road. Supplier Quality source inspection representatives report that many suppliers are now prepared when they walk in the door – certifications are ready for review and specifications are available. Material is laid out awaiting our inspection. This has resulted in greater throughput at source inspection. Many suppliers have requested additional assistance from Supplier Quality now that they can associate a face with a name when they call.

What kind of response have you received from the suppliers?

The response has been extremely positive. The suppliers left the conference with a greater appreciation that first-time quality is of the utmost importance because of the nature of our product – that the lives of our sailors and the security of our country depend on them.

Most suppliers felt that the conference was well worth their time and they look forward to sharing their new-found understanding with their co-workers. Many said they found the conference enlightening and were glad to learn the reasons for the many intricacies and requirements associated with doing business with Electric Boat. The suppliers who attended the tour of Quonset Point were excited to see the end use of their product and gained a greater understanding of how the quality of their product impacts shipbuilding.

Both Electric Boat and the suppliers look forward to improved business relationships through mutual understanding of requirements and supplier concerns.

Is there a next step?

Supplier Quality is pursuing the development of web-based and targeted train-

ing for the next year. Due to the distinctly positive feedback we received from suppliers and EB management, we're also exploring the possibility of continuing these events on an annual basis for new suppliers and as a refresher for current suppliers.

Feedback from the Suppliers

- ▶ *“Excellent outreach program in terms of increasing overall awareness across a broad range of areas.”*
 - William Lippman, president Metalmart International, Inc.
- ▶ *“The materials, format and presentations exceeded expectations. A job well done.”*
 - Robert Pallazola, Final Product Inspection Government Marine, Cla-Val
- ▶ *“Excellent overview of the Quality Program at EB, suppliers, sub-suppliers and so forth. From cradle to grave. I now have a deeper understanding on the total process and the need to adhere to specifications and compliance with a ‘total’ quality program.”*
 - Mabel Loo, project manager Cameron Measurement Systems
- ▶ *“All presentations were exceptional! Subject topics discussed in detail and very informative. I highly recommend this conference to all quality assurance personnel. EB Supplier Quality should be commended for their outstanding performance of this Supplier Quality Conference.”*
 - Robert C. Russ, quality assurance specialist SUPSHIP Groton
- ▶ *“Great conference! The tour was excellent, my first time at a shipyard. I’ll be taking away a few items to improve our processes and procedures at HVC. Thank you for having the quality conference. I found it to be very educational and a refresher in many areas.”*
 - Shirley Sinkovich, quality assurance Hunt Valve

Feedback from Electric Boat

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Independence (LCS-2) awaits its christening at Austal USA in Mobile, Ala.

General Dynamics Team-built Independence (LCS-2) Is Christened

MOBILE, Ala.

Independence, the first Littoral Combat Ship built by the General Dynamics team, was christened earlier this month at the Austal USA shipyard in Mobile Bay.

U.S. Sen. Jeff Sessions of Alabama was the principal speaker. Other speakers included Secretary of the Navy Donald Winter, and U.S. Rep. Jo Bonner of Alabama. Doreen A. Scott, wife of former Master Chief Petty Officer of the Navy Terry Scott, ceremonially named the ship by breaking the traditional bottle of champagne against its hull.

The Littoral Combat Ship is a key element of the Navy's plan to address asymmetric threats of the 21st century. Intended to operate in coastal areas of the globe, the ship will be fast, highly maneuverable and geared to supporting mine detection/elimination, anti-submarine warfare and anti-surface warfare, particularly against small surface craft.

The Independence moved from the Austal building hall to the water in April and entered the final stages of construction, including completion of outfitting, tests and system activation. The General Dynamics team expects to deliver Independence to the Navy in 2009.

Bath Iron Works is the prime contractor for the General Dynamics Littoral Combat Ship Team. Partners include Austal USA; BAE Systems; General Dynamics Advanced Information Systems; L3 Communications Marine Systems; Maritime Applied Physics Corporation; and Northrop Grumman Electronic Systems.

NASSCO Launches USNS Carl Brashear Ship Named After "Men of Honor" Hero

SAN DIEGO

General Dynamics NASSCO recently launched the U.S. Navy's newest resupply ship, USNS Carl Brashear (T-AKE 7), during a christening ceremony. The ship is named in honor of Master Chief Petty Officer Carl Brashear, the first African-American to qualify and serve as a Master Diver in the Navy. Brashear's military career was portrayed in the 2000 movie Men of Honor.

Chief of Naval Operations Adm. Gary Roughead and the Master Chief Petty Officer of the Navy Joe Campa, Jr., spoke at the ceremony. Lauren Brashear, Master Chief Brashear's granddaughter, christened the ship by breaking the traditional bottle of champagne against the bow before the ship slid into San Diego Bay. More than 3,000 people attended the ceremony, including Robert De Niro, who starred in Men of Honor.

Brashear (1931-2006) enlisted in the Navy in February 1948. He was one of the first African-Americans to graduate from the Navy's diving school. While participating in a salvage mission in March 1966, his left leg was nearly severed in an accident. Faced with a serious infection and years of rehabilitation, he chose amputation. In April 1968, after completing a battery of fitness tests, Brashear became the first amputee to be restored to full diving status. In June 1970, he qualified as a Navy Master Diver. He retired from active duty in April 1979. He later served in the federal civil service for 10 years before retiring again in January 1993.

USNS Carl Brashear is the seventh ship of the T-AKE class of dry cargo-ammunition ships for the Navy. NASSCO began constructing the ship in May 2007 and is scheduled to deliver it to the Navy in the second quarter of 2009. When the Carl Brashear joins the fleet, its primary mission will be to deliver more than 10,000 tons of food, ammunition, fuel and other provisions to combat ships at sea.

Toner to Retire as Group Executive of Marine Systems; Heebner is Appointed as Successor

FALLS CHURCH, Va.

General Dynamics has announced that David K. Heebner, president of General Dynamics Land Systems, will succeed Michael W. Toner as executive vice president and group executive for the corporation's Marine Systems group when Toner retires on Dec. 31. Mark C. Roualet, senior vice president and chief operating officer of General Dynamics Land Systems, will succeed Heebner on Oct. 15, at which time Heebner will transfer to the corporation's headquarters for a transitional period.

Nicholas D. Chabreja, chairman and chief executive officer of General Dynamics, said, "Mike Toner has been a shipbuilder for 43 years, and he has distinguished himself as a true leader and innovator in the complex manufacturing of nuclear-powered submarines and surface ships alike. His leadership will be missed not only by his colleagues at General Dynamics, but by the entire U.S. shipbuilding industry, and we wish him well in his retirement.

"At the same time, we are pleased to welcome David Heebner and Mark Roualet to their new leadership positions," Chabreja continued. "David, who had a distinguished career with the U.S. military before joining General Dynamics, has demonstrated great acumen as the president of General Dynamics Land Systems over the past three and a half years. Mark, with more than 20 years of experience at Land Systems, has proven his ability to manage that organization as COO for the past year and previously as the senior executive responsible for all ground combat systems."

Heebner, 63, has been president of General Dynamics Land Systems since July 1, 2005. Previously he had been senior vice president – planning and development for General Dynamics, since March 2002. He had been vice president of strategic planning for General Dynamics since January 2000. Prior to joining General Dynamics, Heebner served 33 years in the U.S. Army, retiring at the rank of lieutenant general. Heebner earned a bachelor's degree in mechanical engineering from Worcester Polytechnic Institute and master's degrees in operations research and national security and strategic studies from the Naval Postgraduate School and the Naval War College, respectively.

Roualet, 49, has been senior vice president and chief operating office of General Dynamics Land Systems since July 2007. Roualet joined the Land Systems organization as a quality engineer in 1982 and since that time has advanced through a series of progressively more-responsible positions in quality assurance, manufacturing, program and operations management. Roualet holds a bachelor's degree in Industrial Management from Michigan Technological University and an MBA from the University of Dayton. 🍷

Q & A *continued from page 6*

▶ "I think the conferences were a very good forum to get the vendors to understand the program vision and their individual influence on cost and schedule and thus on submarine volume (two per year)."

– Kurt Hesch, director of Virginia-class Design

▶ "I have only heard positive comments and that the suppliers have come away with a new appreciation of the importance of paying attention to the details. The war stories were eye opening. Some suppliers have requested CDs with the presentations so that they can train others at their facilities who were not able to attend."

– Gary Cabral, principal engineer, Supplier Quality Engineering

▶ "I am so proud of the Supplier Quality team in this effort. Subject matter experts were trained in Public Speaking with the help of Organizational Management and Development through a Train the Trainer class. We presented professional, passionate speakers who held the supplier attendees' attention for two days. No question went unanswered and we were able to help many suppliers through these events. Many suppliers now recognize how important their products are to the Virginia-class Program and how critical it is to provide verbatim compliant material."

– Nancy Beckwith, manager of Supplier Quality 🍷

Retirees

- 227 **John A. Mathers Sr.**
35 years
Chip/Tnk Tst/Grd 1/C
- 243 **Peter A. Gosselin**
40 years
Pipefitter Trade Tech
- 355 **Thomas C. Taylor**
40 years
Engineer, Principal
- 411 **Kenneth R. Tyler**
42 years
Proj Dir Engineering
- 433 **Peter J. Volkmar**
33 years
Supervisor, Engineer
- 445 **Luke P. Cappiello**
22 years
Engineer Senior
- 445 **Paul E. Tobey**
39 years
Test Engineer
- 461 **Thomas Williams**
33 years
Design Tech-Piping
- 920 **Kenneth C. Andoscia**
32 years
M/T Prod Supp II
- 921 **John H. Weiss**
34 years
Struct Fab Mech I
- 924 **Jerry M. Granshaw**
9 years
Install Mech I



HEALTH MATTERS

Bob Hurley, MD
Medical Director

Root Therapy

Like most, I've had a very busy summer enjoying the goodness that a New England summer brings. That includes the first cool nights of September which portend of the autumn and winter to follow. And for the Hurley children these harbingers signal both the approaching High Holiday known as Halloween as well as the dreaded mandate of ... yard work. I must admit that this year they've been pretty good sports. The middle three children took time from leaf duty to remove a rotten stump by pulling it out by the roots. I watched with more than a little interest as they took turns squatting down and pulling up on the roots with all their might. After a while they asked if I would like to join in their root quest. I demurred and I remember thinking, "there is no way I'm yanking like that at my age." Like many of you, I've already learned firsthand the consequences of excessive lifting, pushing and pulling.

The Process

Low back pain is one of the most common conditions in the United States. It's also one of the most frequent reasons people seek the advice of a physician. In addition, it is one of the leading causes of absence from work. One might question whether the treatment of this condition has changed in the last 10 years and not surprisingly, it has.

If you present to your doctor with symptoms of low back pain he/she will typically follow an evaluation derived from evidence-based research and consensus guidelines. One of the first things they'll want to know is whether you have any radiating pain. Radiating back pain may indicate rare conditions such as cauda equina syndrome, neoplasm, infection, or fracture. If your condition suggests any of these your doctor will refer you for advanced care as these represent conditions that require evaluations and treatments on an emergent basis. These diseases are called "red flag" conditions, which signal their seriousness.

Radiating pain is known as sciatica. Sciatica is defined as pain originating in the lower back and radiating down the posterior or lateral thigh. In the absence of red-flag findings, the most common cause of sciatica is lumbar disk herniation. On one hand, sciatica occurs in 99 percent of individuals with symptomatic lumbar disk herniation. On the other hand, sciatic pain in and of itself is not specific for lumbar disk herniation. Many other common conditions cause radiating pain similar to sciatica. These are: cauda equina syndrome; facet arthropathy; greater trochanteric bursitis; iliotibial band syndrome; meralgia paresthetica; piriformis syndrome; pseudo-claudication; sacroiliitis; spinal neoplasms; spinal stenosis and vertebral

lesions such as a fracture of infection.

Although acute lumbar disk herniation can produce severe pain which limits bending, stooping squatting and climbing, it does not mean that you automatically need to consider surgical options. The pain of sciatica usually resolves with what doctors of yesterday labeled "tincture of time" and today call "conservative care."

Sorting it out

The conundrum is the fact that more than 99 percent of individuals with a herniated disc will have sciatica, yet sciatica in and of itself does not mean one has a herniated disc.

So, how does your doctor sort it all out?

Doctors know that there are symptoms that are associated with lumbar disc herniation. Leg pain which is worse than in the back accompanied by numbness, cold sensation and pain that is worse when coughing, sneezing, straining all suggest a herniated disc. That having been said, not all patients with herniated discs present with sciatica or the above noted sensations.

If your doctor suspects a herniation he/she will likely perform a full examination of the pelvis and lower extremities, including a neurologic examination to evaluate sensation, muscle strength of the legs, and knee/ankle reflexes. Your doctor will perform straight-leg-raise tests (SLR) which are sensitive tests for lumbar disk herniation. That having been said, a positive SLR does not mean a herniated disc is present. SLR tests are often helpful in ruling out a herniated disc. When negative, a herniated disc is most likely not present. If the SLR test is positive, the doctor will perform the more sensitive cross leg SLR.

Other physical findings specific for lumbar disk herniation include weakness in bringing toes upward and an absent ankle reflex. Your doctor will check your calf muscle to see whether it has lost some mass or is reduced in circumference. If this has occurred, it means that there is significant pressure on the nerves coming out of the spinal column. These additional tests help the physician localize and isolate what spinal levels might be involved. This is useful when compared to the findings of a Magnetic Resonance Image (MRI). This is important because the majority of individuals scanned by an MRI will have findings of a herniated disc. These MRI-documented herniated discs most often cause patients no pain or other symptoms. Your doctor will correlate your physical exam findings with that of the MRI (if recommended) in order to decide which treatment course should be employed.

Pictures anyone?

You may be surprised to know that consensus guidelines do not support the routine use of imaging in the treatment of back pain. Even in the presence of significant sciatica imaging is not recommended in the first six to eight weeks unless there is evidence of a red flag condition. If red-flag findings are present, imaging is highly recommended. Emergent imaging is required with symptoms of cauda equina syndrome or “saddle anesthesia” (you’re numb in the area of the legs where it would touch a horse’s saddle), fecal incontinence, or urinary retention. If red-flag findings are absent, many clinical guidelines recommend delaying imaging. When appropriate, MRI is preferred over other forms of images such as CT, x-rays or myelograms.

Conservative Management

The good news is that for more than 90 percent of patients with lumbar disk herniation, the pain of acute sciatica starts to improve within six weeks and resolves by 12 weeks with conservative care. The problem is getting to the twelfth week. Many individuals have difficulty managing their daily pain levels. For pain control during this period there are several nonsurgical treatments that have been found by research to be worthwhile. During the first six weeks, nonsteroidal anti-inflammatory drugs (NSAIDs), acetaminophen, and muscle relaxants are effective in the treatment of non-specific low back pain. For sciatica, the evidence is less strong. Opioid analgesics have not been studied for lumbar disk herniation pain, but are generally considered standard conservative therapy for patients with severe pain. Studies evaluating spinal manipulation for lumbar disk herniation have shown that it can significantly reduce pain and can be a safe component within conservative management.

Nonsurgical Invasive Treatments

Epidural steroid injections have a role for certain patients in the management of short-term pain from lumbar disk herniation. Their purpose and action are to reduce inflammation of the herniated disc. Epidural steroid injections may provide moderate short-term improvement of pain, but do not impact long-term outcomes.

What not to do

Often what you don’t do can be potent medicine. The long-held prescription of bed rest is less effective for sciatica than activity. In general, bed rest should be limited to avoid

muscle deconditioning. Taking oral prednisone or other systemic corticosteroids have been shown to be no better than placebo for lumbar disk herniation pain.

A non-surgical injection called chemonucleolysis in which a percutaneous injection of material with disc digesting capabilities such as chymopapain has largely been proven to be unsafe.

Physical therapy typically has had a role in lumbar disk herniation although the best current evidence suggests there is little to support its effectiveness for improving pain or functional status. Modalities utilized in physical therapy such as ultrasound, transcutaneous electrical nerve stimulation, and traction have no proven value.

In the end it’s all the same

You’ll be glad to know that large herniations typically reabsorb with time, and symptoms will improve in most patients with conservative management alone. If symptoms persist past six weeks, an MRI may be performed. If the clinical exam correlates well with the MRI findings, then a surgical referral may be considered. Surgery performed on the correct candidates has been shown to relieve pain and improve function more quickly than conservative management alone. On the other hand, those who receive surgery versus those that do not have the same results two years from the onset of low back pain. 🌱

Classified

BOATS

LAZER sailboat 1979. Condition is near new. Stored inside. Sail like new. No corrosion. Have all parts. 13 ft. \$900. 1968 18HP Evinrude near new condition. Mechanically 100% and running. Short shaft. \$500. Semi finished dinghy. 10 ft. clam shell fiberglass complete. Needs finishing to your specs. \$250. 401-596-4962.

CAR/TRUCKS

2004 MERCURY Grand Marquis LS. Only 22K miles. 4.6 liter engine. Many options including leather interior with dual, heated power seats. ABS/traction control, AM/FM CD, auto temperature control, cruise control, tilt, driver & passenger frontal/side air bags, anti theft system, alloy wheels and more. Looks, runs and drives as new. Asking \$9,000. 912-7832.

1997 GMC Sierra SLE pickup 2500. 3/4 ton. 5700 V8. Wideside extended cab, long bed, 83K, bedliner, excellent, babied, one owner (retiree), meticulously maintained. \$5,600. 401-885-3419.

MISCELLANEOUS

AMERICAN Girl doll clothes and furniture. New porcelain doll, children's books, records and puzzles, pocket watch for parts, wooden doll's cradle, collectible Fostoria glassware, afghan, antique flat irons. 401-596-5788.

LEATHER bullet belt. Two new blue gowns, sizes 6 and 14 from David's Bridal, vintage jewelry, collectible 78-speed records, service for four Haviland china, crutches. 401-596-5788.

NEW youth's bike. Never used. 20" Firestorm with training wheels and helmet. Paid \$135 new. Asking \$100 OBO. 884-1745.

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.

EB Business Ethics and Conduct

WORKPLACE VIOLENCE

We do not tolerate violent behavior at any workplace, whether committed by or against our employees. The following behaviors are prohibited:

- ▶ Making threatening remarks.
- ▶ Causing physical injury to someone else.
- ▶ Intentionally damaging someone else's property.
- ▶ Acting aggressively in a way that causes someone else to be intimidated or fear injury.

Report workplace violence to your supervisor, union steward, Human Resources or Security.

Remember – when in doubt always ask.

EB Ethics Director Frank Capizzano (860-433-1278) is available to assist anyone with questions or issues that may relate to ethical decision making. The GD Ethics Hotline is available 24/7 and may be reached at 800-433-8442 or 770-613-6315 for international callers who wish to report an ethical violation. 

U.S. Navy Awards EB \$268 Million For Virginia-class Submarine Engineering Work

The U.S. Navy has awarded Electric Boat a \$268 million contract modification to provide lead construction yard services for Virginia-class nuclear-powered attack submarines.

Under the modification, Electric Boat will maintain and update design drawings and data for all Virginia-class submarines, including technology insertions, throughout their construction and post-shakedown availability periods. In addition, Electric Boat will perform Virginia-class development and design studies.

Initially awarded in October 2005, the contract has a total potential value of \$443.4 million for work to be completed through September 2009.

Electric Boat and its construction partner, Northrop Grumman Shipbuilding, have delivered five ships of the class to the Navy – USS Virginia (SSN-774), USS Texas, USS Hawaii (SSN-776), USS North Carolina (SSN-777) and New Hampshire (SSN-778). Five additional submarines are under contract. 

Service Awards

45 years

621 Pauline M. Passarello

40 years

252 Patrick G. Roark
330 Richard F. Muckle
355 John J. Medrano
501 Raymond J. Arruda
663 Bruce J. Chiappone

35 years

100 Kim A. Darrow
221 Maria T. Archambault-LaMay
226 Richard F. Bellisle
226 Gary A. Biltcliffe
229 Donald F. Enos Jr.

229 Nicholas R. Stamos Jr.
230 Edward W. Abbott
243 Ronald M. Cagle
272 Wilbur E. Seidel Jr.
330 Gregory J. Czop
404 Bruce D. Bensko
421 Nancy E. Beckwith
423 Kenneth J. DelaCruz
431 James A. Grady
441 William L. St. Germain
447 John D. Porretta
452 George I. Holmes Jr.
452 Joseph E. Korineck
452 Michael A. Larkin
456 Charles Beauchemin
459 Timothy O. Moore
459 Peter E. Thompson
459 Daniel R. Yungk
626 Joseph C. Knight Jr.
915 Roger B. Stedman

30 years

229 Elias S. Laboy
241 Fred J. Braten
241 James A. Jakubowski

241 Tommy W. Rettig
241 Richard J. Violette
241 Eric C. Wilson
241 Michael A. Zaccaria
243 Keith A. Glidden
243 William F. Muenzner Jr.
251 William Z. Roberts
274 Alan J. Caval
278 Paul H. Banker Jr.
278 Thomas H. Erick
355 John B. Cobb
355 Michael N. Mateicka
403 Robert Mariani
409 Gregory E. Machinski
412 Stanley R. Gorton
423 James J. Finocchiaro
428 Raymond F. Gilbert Jr.
438 Steve H. Topliff
449 Clyde B. Barnard Jr.
456 Arthur L. Stamatien
459 Russell E. Shaw
496 Robert L. Bradshaw
601 Murray C. Barnes
704 Richard J. Schaffhauser
795 Chester H. Rouonseville Jr.
904 James W. Williams
915 David W. Meurs

915 Thomas J. Patton
957 Jacqueline A. Christensen
957 William A. Jennings Jr.

25 years

100 Thomas M. Adams
226 William J. Meardy
229 Judith E. Egan
355 James W. Morse
411 Sharon L. Massey
441 Paul E. Deckett
445 Alan D. Blay
452 Craig L. Balko
459 Neal R. Peterson
459 Tim Vasquez
460 Vernie C. Hudson
460 Carl E. Williams
473 Kenneth A. Hilt
501 Thomas W. Szostak
505 Michael E. Street
737 Barbara F. Murray
915 Michael O. Swain
957 Richard F. Ansaldi Jr.

20 years

243 David A. Chiaradio
243 Jose L. Traverso
251 David M. Siney
252 Gisele M. Balzer
341 Phillip D. Rogers
431 Joseph A. Husereau
449 John H. Roy Jr.
452 Carol A. Korineck
453 Stephen D. Knight
455 Dale D. Hill
456 Kenneth R. Klitzke
495 Beatrice C. Brown
646 Alisa Bishop
742 Paul T. Zawistowski
744 David A. Curwick
921 Clark W. Reynolds Jr.



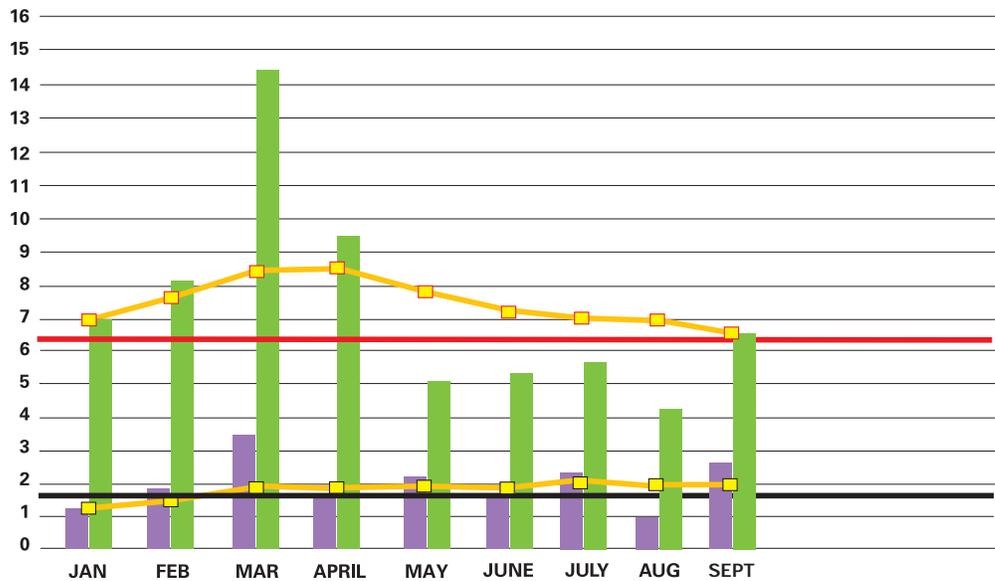
Electric Boat Honors New Distinguished Shipbuilders

Seventy employees with 40 or more years of service with Electric Boat joined the ranks of Distinguished Shipbuilders earlier this month at a dinner held to recognize their contributions to the company and the country's defense. The 2008 honorees are, bottom row from left, Stephan Urban, Donald Beeney Jr., James Beyers, Patrick Roark, Raymond Bennett Jr., Peter Gosselin, Roland Gaucher, William Crandall, Jacqueline Ricci, Garold Benson, Richard Gingerella, Robert Peirce, Edward Ibrahim, Robert Chipperfield, Janice Felicetti, Daniel Booker and Frank Sawicki. In the second row are, from left, Edward Kazlauskas, Snuffy Smith, Richard Muckle, William Lyman Jr., John Medrano, Herbert Johnson Jr., Clifford King, Thomas Booth, Robert Mahdi, Carl Page, Russell Swanson, Barry Musto, Wayne Discuillo, Ronald Ranes, William Roadway Jr., Clifford Blair and Raymond Arruda. In the third row are, from left, Frank Capizzano, Ronald Phillips, Ronald Thomas, Bruce Chiappone, James Fletcher, James Anderson, Robert Shepard, Thomas Taylor, Austin Alvarez, David Carter, Thomas Baker, George Hendrickson, Robert Lasnier, Rocco Gentilella, Vernon Allen and Edward Morgan. Honorees not in photograph are Luke Beagan Jr., Robert Beattie, Daniel Bonelli Jr., Johnathan Bray, Paul Bruno Jr., Stephen Burnett, Lawrence Coburn, Michael Decilorami, Barry Donch, Leon Dubreuil, Stephen Fahey, David Gonsalves, Wayland Hedding Jr., John Johnson, Milton Joyner, Gary Kuzmenko, Frank Lewis Jr., Gregory Provenzano, Ramon Rivera and William Warner.

2008

ELECTRIC BOAT CORPORATION INJURY INCIDENCE RATES

- 2008 LWIR MONTH
- 2008 RIR MONTH
- 2008 LWIR YTD
- 2008 RIR YTD
- 2008 LWIR GOAL
- 2008 RIR GOAL



RECORDABLE INJURIES FOR 2008 = **565**
 RECORDABLE INCIDENCE RATE YTD = **6.68**
 2008 GOAL = **6.35 or less**

LOST TIME CASES 2008 = **164**
 LOST WORK DAY CASE RATE YTD 2008 = **1.94**
 2008 GOAL = **1.70 or less**