



DEPARTMENT OF THE NAVY
SUPERVISOR OF SHIPBUILDING
CONVERSION & REPAIR, USN
574 WASHINGTON ST.
BATH, ME 04530-1934

3100
Ser 100/682
June 3, 2011

Colonel Philip T. Feir
District Engineer
696 Virginia Road
Concord, MA 01742-2751

Dear Colonel Feir,

1. My staff recently met with the Army Corps of Engineers, New England District (NAE USACE), to receive the soundings from the sweep survey performed in the Kennebec River in mid-May. Soundings taken in January 2011 revealed that the depth of the federal navigational channel was limited at Doubling Point, buoy 28, to a controlling depth of 19' 7" and the shoals spanned almost the entire width of the 500 foot channel. Soundings completed on May 21, after the spring run-off, support some improvement in the depth in the federal navigational channel with a new controlling depth of 22' 5", but it also revealed that the sand shoals now run across the entire width of the channel and, in fact, encroach into the area the SPRUANCE (DDG 111) transited during its sea trials in February and March 2011. This is a distinct and important change in the status of the river just since January.

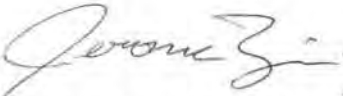
2. The demonstrated changes in the encroachment of the sand shoals just in the January to the May soundings are evidence of the unpredictability of what the Kennebec River will look like in the fall. Of especial concern is the fact that the River will likely show further sand accumulation at Doubling Point, with a correspondingly smaller controlling depth, after a typical summer. That, in conjunction with the demonstrated accretion of the sand shoals across the entire width of the navigational channel into the remainder of the river, causes significant concern that, without dredging, the Doubling Point area may not be passable on 1 September 2011 with any degree of safety.

3. The sail away date for the SPRUANCE remains unchanged; it must leave the shipbuilder's facility on 1 September 2011 in order to meet its requirements for U.S. Navy Operational and National Defense support. Accordingly, as the senior Navy representative in the region, I am reiterating the Navy's

concerns regarding the current status of the federal navigational channel and the need for NAE USACE to perform a dredge of the channel to enable this Navy asset to meet its fleet requirements.

4. As addressed in our previous two letters to USACE, on 23 November 2010 and on 19 January 2011, the SPRUANCE has a maximum vessel draft of approximately 29 feet and needs a minimum of 2 additional feet for safety. Simply put, this ship needs more clearance for a safe passage than currently exists in the federal navigational channel, even when transit is accomplished using maximum tides. While the transit during the February and March sea trials was accomplished by the shipbuilder, Bath Iron Works, by navigating the ship outside the channel, such an option not only creates a critical safety risk, but may also not be an available path given the most recent survey's demonstration of an increase in the shoaling outside the channel. The risk of transit outside the channel is not just to the crew and the ship itself, but extends to the environment as well should the ship run aground or hit rock. Not only does that risk exist when navigating outside the navigational channel, there is an increased risk at Doubling Point due to basic topography of the river. Immediately after buoy 28, the river turns into a significant bend, making navigation of a large ship, such as the SPRUANCE, difficult. The best and safest approach to this bend is down the navigational channel.

5. I realize the challenges your office has already faced regarding this request and the challenges you will continue to face to support the need to dredge the navigational channel to support the SPRUANCE sail away. Please keep me and the members of my staff apprised of what supporting information you may need. If you have any additional questions or concerns regarding this matter, please feel free to contact me at (207) 442-2253. Thank you.


for DEAN M. KRESTOS CAPT, USN
Captain, USN

Copy to:

BIW (Jeff Geiger, Tom Bowler, Scott Kay)
PEO Ships (Rear Admiral Lewis, Mr. Summerall, Captain Lyle)
NAVSEA 04 (Rear Admiral Campbell, Mr. Knowles)
NAVSEA 04RE



DEPARTMENT OF THE NAVY
SUPERVISOR OF SHIPBUILDING
CONVERSION & REPAIR, USN
574 WASHINGTON ST.
BATH, ME 04530-1905

3100
Ser 100/131
31 Jan 11

MG William T. Grisoli
Deputy Commanding General for Civil and Emergency Operations Headquarters.
US Army Corps of Engineers
441 G. Street, NW
Washington, DC 20314-1000

Dear Major General Grisoli,

1. I need to make one correction to my earlier letter to you regarding Kennebec River Dredging dated 19 January 2011. The correction is for the USS SPRUANCE (DDG 111) final transit date. USS SPRUANCE will transit on or about 01 September 2011 instead of the 01 October 2011 stated in the original letter.

2. Please notify me soonest of the date when dredging operations will be performed. If you have any additional questions or concerns regarding this matter, please feel free to contact me at (207) 442-2253. Thank You.



DEAN M. KRESTOS
Captain, USN

Copy to:
BIW (Jeff Geiger, Dirk Lesko, Ed Kenyon)
PEO Ships (Admiral Lewis, Mr. Summerall, Captain Lyle)
NAVSEA 04 (Admiral Campbell, Ms. Smoot, Mr. Knowles)
Col. Feir, USACE, NED



DEPARTMENT OF THE NAVY
SUPERVISOR OF SHIPBUILDING
CONVERSION & REPAIR, USN
574 WASHINGTON ST.
BATH, ME 04530-1934

3100
Ser 100/62
19 Jan 11

MG William T. Grisoli
Deputy Commanding General for Civil and Emergency Operations Headquarters,
US Army Corps of Engineers
441 G. Street, NW
Washington, DC 20314-1000

Dear Major General Grisoli,

1. I recently met with Col. Thomas Feir and others from the New England District (NED) of the Army Corp of Engineers (USACE) to discuss an issue which I believe to be of serious consequence. This meeting was originally requested in November 2010 to support a response for emergent dredging due to upcoming sea trials of the SPRUANCE (DDG 111) which will occur in February and March of 2011. At the meeting, we discussed the current condition of the Kennebec River from a recently completed (3 JAN 2011) sweep survey of the channel (and an adjacent area east of the east channel limit) in the Doubling Point reach conducted by the NED USACE. The Kennebec River at this location is substantially shallower than the authorized depth of 27.0 ft. in the designated channel. The recent survey disclosed that sand shoals which span almost the entire width of the 500' wide channel have restricted the channel near Doubling Point to a controlling depth of 19' 7". The survey also indicated an area of deeper water in the area east of the channel limit.

2. Bath Iron Works (BIW) ship's master and pilot has stated that by going outside the designated channel limits at Doubling Point he feels he can safely circumvent the shoals in the channel and navigate that portion of the river which has the controlling depth of under 20.0'. As a trained lifelong pilot of the river, he is an expert in his field and although not a risk free maneuver, I feel comfortable allowing the ship to transit for these upcoming winter trials. The ship at this point in the construction process belongs to Bath Iron Works. BIW is liable for all aspects of safe ship operations and movement, however BIW's fiduciary liability is limited as the government is self-insured. My office will officially take delivery of this ship in April of this year. Next October, a Navy Commander (ships's commanding officer (CO)), will be in charge of sailing this ship out from Bath, Maine to her homeport in Norfolk, Va. I, as the senior Navy representative in the region, can not allow the CO of the ship to sail out of Bath knowing full well he will need to navigate outside the boundaries of the designated channel. The CO possesses neither the lifelong skill nor knowledge of the river as the BIW ship's Master. Therefore, I feel I have no other option than to declare an EMERGENCY for the upcoming departure transit of SPRUANCE (DDG 111) in October of 2011. This letter serves to document the U. S. Navy position that the hazardous shoaling condition in the navigable channel in the vicinity of buoys 28, 29 and 31 is unsafe and constitutes an emergency situation. Our justification that this situation is extremely serious and should be corrected without delay is:

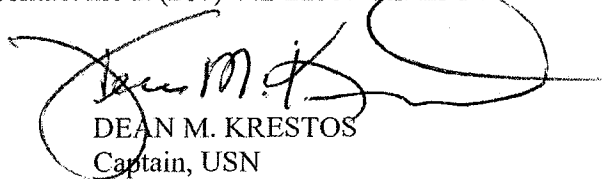
a. Shoaling of the channel has created a **Critical Safety Impact**. The authorized depth of the Kennebec channel is 27 feet. Recent soundings performed by BIW and confirmed by the Survey team for the NED USACE two weeks ago have disclosed a depth of 19' 7" feet at mean lower

low water nearest Nun buoy 28. The maximum vessel draft for ARLEIGH BURKE class destroyers transiting to and from BIW is approximately 28 feet, 9 inches at the bow and is achieved by de-ballasting tanks to produce this draft. Further de-ballasting of tanks unacceptably reduces the vessel margin of stability and impacts ship maneuverability characteristics, producing an unsafe condition for transiting the vessel in a challenging channel, especially should weather conditions deteriorate on the day of transit. The range of expected tides for this time of year does not alleviate the hazardous conditions which will result in grounding the vessel in the channel. This unacceptable condition clearly presents a serious safety hazard to the ship and to operating personnel. Furthermore, the potential of an environmental catastrophe exists should fuel tanks rupture during a grounding incident. .

b. Failure of USS SPRUANCE (DDG 111) to sail on the required date has a **Critical Impact to U. S. Navy Fleet Operations and National Defense**. This impact will seriously and negatively affect USN operational schedules, and will restrict the USN Fleet Commander's ability to surge deployable strike capability as directed by the National Command Authority (NCA). The ship's operational schedule has been set for nearly sixteen months, and is exceptionally complex and time-sensitive. Non-recoverable assets have been arranged to support not only the challenging training cycle of SPRUANCE, but also the operational testing the current AEGIS Combat System baseline, which is absolutely essential to certifying critical missile systems as suitable for deployment on all AEGIS ships. In addition, with the Navy Fleet in a surge posture, SPRUANCE is considered a war-ready asset upon completion of her training cycle. Delay to the ship's schedule creates an unacceptable limitation to the Navy's ability to execute NCA tasking while on a wartime footing.

3. Further, as we discussed, while SPRUANCE is the emergency problem of the moment, there are future scheduled ship movements which pose similar concerns. BIW is the state of Maine's largest single-site employer, and a critical piece of the United States shipbuilding industrial base. Inability to conduct unrestricted ship movements from this site places many million dollars of shipbuilding program funds at risk. I am most anxious to assist with the rapid pursuit of a course of action that leads to correction of the immediate problem, and longer term alleviation of this condition. It is essential that the channel allow year-round unfettered transit of vessels to and form our critical shipbuilding facility.

4. I request you initiate immediate action to clear the channel in support of USS SPRUANCE (DDG 111) transit on or about 1 October 2011. Please notify me soonest of the date when dredging operations will be performed. If you have any additional questions or concerns regarding this matter, please feel free to contact me at (207) 442-2253. Thank You.



DEAN M. KRESTOS
Captain, USN

Copy to:
BIW (Jeff Geiger, Dirk Laski, Ed Kenyon)
PEO Ships (Admiral Lewis, Mr. Summerall, Captain Lyle)
NAVSEA 04 (Admiral Campbell, Ms. Smoot, Mr. Knowles)
NED USACE (Col. Thomas Feir, Mr. O'Donnell, Mr. Kavanaugh)



DEPARTMENT OF THE NAVY
SUPERVISOR OF SHIPBUILDING
CONVERSION & REPAIR, USN
574 WASHINGTON ST.
BATH, ME 04530-1934

3100
Ser 100/1458
November 23, 2010

Colonel Philip T. Feir
District Engineer
696 Virginia Road
Concord, MA 01742-2751

Dear Colonel Feir,

1. The recent delay in departure from Bath Iron Works (BIW) of the USS JASON DUNHAM (DDG 109) from 01 October 2010 to 06 October 2010 indicated serious concern with the need to dredge the Kennebec River to support safe navigation of future BIW built Navy ships, most importantly, the upcoming departure of SPRUANCE (DDG 111) in February 2011 for sea trials. Shifting dates to accommodate the best possible tide and altering the line of departure to provide acceptable safe navigation, which required the moving of buoy 28 to allow a better approach around Doubling Point, were some of the measures necessary to conduct the transit. Measured clearance was less than a foot. This letter documents the U. S. Navy position that the hazardous shoaling condition in the navigable channel in the vicinity of buoy 28 is currently unacceptable for piloting an Aegis Destroyer and constitutes immediate action to provide a safe passage and implement a dredging program to facilitate future transits. Our justification that this situation is extremely serious and should be corrected without delay is:

a. Shoaling of the channel has created a **Critical Safety Impact**. The minimum charted depth of the Kennebec channel in this vicinity is 27 feet. The maximum vessel draft for ARLEIGH BURKE class destroyers transiting to and from BIW is approximately 28 feet, 9 inches at the bow and is achieved by de-ballasting tanks to produce this draft. Further de-ballasting of tanks unacceptably reduces the vessel margin of stability and impacts ship maneuverability characteristics, producing an unsafe condition for transiting the vessel in a challenging channel, especially should weather conditions deteriorate on the day of transit. The range of expected tides for this time of year does not alleviate the hazardous conditions which will result in grounding the vessel in the channel. This unacceptable condition clearly presents a serious safety hazard to the ship and to operating personnel.


b. Failure of SPRUANCE (DDG 111) to sail on her scheduled final departure in late August 2011 has a **Critical Impact to U. S. Navy Fleet Operations and National Defense**. This impact will seriously and negatively affect USN operational schedules, and will restrict the USN

Fleet Commander's ability to surge deployable strike capability as directed by the National Command Authority (NCA). The ship's operational schedule is exceptionally complex and time-sensitive. In addition, with the Navy Fleet in a surge posture, SPRUANCE is considered a war-ready asset upon completion of her training cycle. Delay to the ship's schedule creates an unacceptable limitation to the Navy's ability to execute NCA tasking while on a wartime footing.

2. Further, while SPRUANCE is the emergency problem of the moment, there are future scheduled ship movements which pose similar concerns. Just as important as it is to the Navy to have ships available for fleet operations, there is a critical level of importance in maintaining BIW as the state of Maine's largest single-site employer, and a critical piece of the United States shipbuilding industrial base. Inability to conduct unrestricted ship movements from this site places many million dollars of shipbuilding program funds at risk. In times of economic disparity in the state of Maine, it is crucial to maintain this professional livelihood for the men and women employed at BIW. I am most anxious to assist with the rapid pursuit of a course of action that leads to correction of the immediate problem, and longer term alleviation of this condition. It is essential that the channel allow year-round unfettered transit of vessels to and from our critical shipbuilding facility.

3. I realize that you are faced with numerous challenges in supporting this request. Balancing the federally protected migratory and spawning habitat of Short Nose Sturgeon, Striped Bass and Atlantic Salmon are an important natural resource that needs our protection. I can work with your staff in developing dredging operations based on ship construction schedules that won't interfere with current restrictions placed on managing these resources.

4. I request you initiate immediate action to clear the channel in support of SPRUANCE (DDG 111) transit on or about 15 February 2011. Please notify me soonest of the date when dredging operations can be performed. If you have any additional questions or concerns regarding this matter, please feel free to contact me at (207) 442-2253. Thank You.


for DEAN M. KRESTOS
Captain, USN
CAPT
USN

Copy to:
BIW (Jeff Geiger, Tom Bowler, Scott Kay)
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