



**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 from 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)



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**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

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Col. Feir, USACE, NED