EXHIBIT 4

Email from Bob Herman, BIW, to Bob Green, DEP, April 7, 2011, 1:47 pm.

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Green, Robert

From: Bob Herman [Bob.Herman@gdbiw.com]
Sent: Thursday, April 07, 2011 1:47 PM
To: Green, Robert
Cc: Edward Kenyon; Roberta Floccher
Subject: RE: SPRUANCE sea trail

Hi Bob,
Below is the response to your request. Please do not hesitate to call with any question.
Bob

Mr. Green,

On January 11, 2011 the Commanding Officer of the Supervisor of Shipbuilding Bath, ME (SOSB) and BIW representatives met with the U.S. Army Corps of Engineers (USACE) to discuss a plan of action to address shoaling in the designated channel of the Kennebec River in the vicinity of Doubling Point. The 500 foot wide designated channel has several areas with a water depth of 19 feet 7 inches. The Authorized Depth is 27 feet, this is the depth USACE is required to maintain within the dimensions of the designated channel. The draft of a DDG 51 class destroyer is 29 feet. The minimum depth of water to navigate a DDG 51 Class destroyer safely is 25 feet, and the vessel can only move through this region during a small window of time surrounding a high tide of at least 6 feet (once per day). This allows a 2 foot margin of safety against the vessel running aground. In its present condition, the river does not allow a DDG 51 destroyer to navigate within the designated channel at any time. There is water sufficiently deep for safe navigation to the east of the designated channel. Following the January meeting, BIW and SOSB petitioned the U.S. Coast Guard to move temporarily two buoys to mark the left and right boundaries of the water to the east of the channel.

BIW's contracted licensed Master and River Pilot moved DDG 111 SPRUANCE through this temporarily marked area for sea trials on Feb 16-17, and again Mar 15-18. The width of this temporarily marked area is about 300ft, less than the designated channel and abuts the shoreline. The Master assumes increased risk when moving the ship through this alternate waterway as the width does not allow the vessel to turn or pivot. If the vessel needed to stop at that point in the river it would likely run aground either on the shoreline or in the center of the river which has insufficient water depth.

The depth of the Kennebec varies seasonally. It is possible that a strong Spring run-off may scour the bottom sufficiently to allow a DDG 51 to pass safely with the designated channel. The past several years have not seen that kind of activity and a progression of several "sand waves" have developed from west to east across the river. These sand waves are the Controlling Limit (19ft 7in) that now stretch completely across the designated channel and threaten to close off the deep water still present and marked on the east side of the river. BIW's licensed Master takes monthly depth soundings and will continue to monitor the area in the vicinity of Doubling Point. The next ship movement is scheduled for September 1, 2011. The U.S. Navy will have custody of the SPRUANCE (DDG 111) and the ship will be under the authority of the Commanding Officer.
BIW's Master will be onboard for the river transit to assist with vessel safety. The annual water level in the river is the lowest at the end of summer, which increases the risk posed by the areas of shoaling. BIW will request USACE to provide depth soundings a week prior to departure to ensure accurate measurements and identify the constraints of safe water.

"Green, Robert"
<Robert.Green@mai
ne.gov>
04/04/2011 01:59
PM

To
"Bob Herman" <Bob.Herman@gdbiw.com>
cc

Good afternoon,

I need to know when the ship went out for sea trails?

Also, at the 2011 ACOE Congressional Annual Meeting, BIW's pilot reported that navigating the channel was difficult due to shoaling in the channel. Would you ask him to contact me or ask him to write up what actions he had to take to avoid grounding the ship? Having this information will add to the project's need and purpose.

Thanks,

Bob.

Robert L. Green, Jr., Project Manager
Division of Land Resource Regulation
Bureau of Land and Water Quality
tel: 207-822-6350
New phone #207-615-2214
fax: 207-822-6303

-----Original Message-----
From: Bob Herman [mailto:Bob.Herman@gdbiw.com]
Sent: Thursday, March 31, 2011 2:56 PM
To: Green, Robert
Subject: RE: SPRUANCE sea trail

Hi Bob,
Yes. It did have the sonar dome in place. We can not operate the ship without the dome installed. It gets installed before the ship is put in the water.
Bob

"Green, Robert"
<Robert.Green@maine.gov>
03/31/2011 02:39 PM

To "Bob Herman" <Bob.Herman@biw.com>

cc

Subject RE: SPRUANCE sea trail

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Good afternoon,

Would you happen to know if the ship was equipped with its sonar dome on the bow when it went to sea last February?

Thanks,

Bob.

Robert L. Green, Jr., Project Manager
Division of Land Resource Regulation
Bureau of Land and Water Quality
tel: 207-822-6350
New phone #207-615-2214
fax: 207-822-6303