



the OUTRIGGER

R. Baker & Son Magazine
Veteran Owned and Operated

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R. BAKER & SON COMPLETES RIGGING PROJECT FOR U.S.S. INTREPID MUSEUM

April 2008 - R. Baker & Son All Industrial Services, a global dismantlement, decommissioning and demolition contractor, was entrusted with the rigging, removal and care of some of our nation's most historical and prized military aircraft and artifacts from the Intrepid Sea, Air and Space Museum in New York City.

The USS Intrepid was one of the most successful aircraft carriers in U.S. maritime history. "The Fighting I", as she was nicknamed, launched fighter planes in World War II, served three combat tours in Vietnam, and twice served as the primary recovery vessel for NASA spacecraft. Decommissioned in 1974, she was reborn in 1982 as the Intrepid Sea, Air, and Space Museum, and is now considered a national historic landmark. When she underwent a recent \$8 million dollar interior renovation, R. Baker & Son became involved in the project.

R. Baker & Son was contracted to first perform the rigging and relocation of several aircraft slated for restoration. Careful planning and coordination, including critical lift plans for each pick, was necessary to ensure that the priceless aircraft were not damaged. The planes were rigged down from the flight deck using a 120-ton hydraulic crane, spreader bar, associated rigging gear and a 4-5 man crew. From there, they were rigged onto flatbeds or barges. Using the same crew and equipment, several already-refurbished aircraft were then rigged up to the flight deck. At times during the project, the original pilots and crews were on hand to witness the rigging and relocation of the aircraft, which included a "Blue Angels" F11 Phantom jet, an A4F Sky Hawk Simulator, a Vietnam-era UH-1B helicopter, and a C2 cargo plane. *continued...*



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R. Baker & Son Completes Rigging Project for Intrepid Museum

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R. Baker & Son was also tasked with the rigging of Intrepid's 24,000 lb. brass propeller from the flight deck to the ship's hangar for storage and refurbishment. After rigging a trailer onto the flight deck, the propeller was rigged onto the trailer using a gantry crane system and chain blocks. The trailer was then moved down to the hangar deck in one of Intrepid's elevators.

The last task was to rig the Rolls Royce/Snecma engine that was part of the Concord from the hangar deck to the flight deck. The Rolls-Royce/Snecma Olympus 593 engine specifications are: Thrust : 32,000 lbf (142 kN) dry / 38,050 lbf (169 kN). The engine was moved from the hangar deck to the flight deck using rigging skates and a 5,000lb forklift. The engine was rigged down to ground level and placed on a flatbed. R. Baker & Son provided transportation of the engine from NYC to the British Airways hangars at JFK airport.

For R. Baker & Son, the USS Intrepid project was heartfelt. The company is veteran-owned, and the project's manager, Ken Paszkewicz, is a Vietnam War veteran who served two tours of duty from '69 -'71 on the aircraft carrier USS Hancock.

The project was extremely successful, with no injuries and no damage to any of the military aircraft or pieces.

About R. Baker & Son All Industrial Services-

The premier specialized contractor for dismantlement, decommissioning, plant relocations and demolition in the United States, Canada and Puerto Rico. The Veteran owned company has been in business since 1935, has over 100 employees, an exemplary safety record (4 VPP OSHA safety awards) and is financially strong (bonding over \$10 Million).



OSHA's Voluntary Protection Program (VPP): Why More Companies Should Get Involved

One highly successful and effective program R. Baker & Son has participated in is OSHA's Voluntary Protection Program (VPP), where OSHA partners with businesses and worksites that have shown exemplary long-term safety performance. OSHA statistics show that the average VPP worksite has at least 50% fewer safety incidents than the average rate in its industry.

R. Baker & Son has been directly involved in four OSHA VPP Star projects (the highest of three VPP levels a participant can achieve), more than almost every other contractor in our industry. It is an accomplishment that we worked hard for, and of which we are extremely proud. If more contractors strived to qualify for the VPP programs and stringently practiced all of OSHA's guidelines, perhaps more accidents can be prevented.



Congratulations to R. Baker & Son's most recent Quality Award winners:

Sandra Johnson
Mario Laka

The Award Program has been established to recognize employees for their outstanding achievements in safety, project execution and customer satisfaction.

R. Baker & Son: Veteran Owned & Operated

Walter Baker is an accomplished man. As co-founder of R. Baker & Son, he's been at the helm of the company for 55 years. He recently celebrated his 50th wedding anniversary. And he is a proud veteran. R. Baker & Son's recent work at the USS Intrepid Museum called to mind some fond memories.

Walter joined the U.S. Naval Reserve in 1954. In 1961, a crisis arose when the border between East and West Berlin was closed, and Walter was called to active duty aboard the USS Remey. A Fletcher-class destroyer, Remey was armed with an arsenal of 5-inch guns, depth charges, torpedos, hedgehogs, and K guns.

As a boiler operator in the engineering group, Walter serviced Remey's 800-lb boilers. While Fletcher-class destroyers are officially credited with a top speed of 36 knots, Remey could occasionally achieve 45 knots by "lighting off" the boilers' super-heated steam.

Remey's boilers served a more practical purpose for Walter and his crewmates, as well. Walter remembers cooking hams in the mudrums when inclement weather prevented the kitchens from being used. During one particularly fierce storm, Remey was battered by massive 45-foot waves. "We were iron men in an iron ship," recalls Walter with a chuckle. "Sometimes, she seemed more like a submarine than a destroyer."

In 1963, USS Remey was decommissioned, and she was berthed in Philadelphia. In 1976, she was sold and broken up for scrap. Walter would occasionally see her when R. Baker & Son worked in the Philly area, and she never failed to evoke proud memories of his service aboard her.



OSHA QUICK CARD

Aerial Lifts Safety Tips

Aerial lifts include boom-supported aerial platforms, such as cherry pickers or bucket trucks. The major causes of fatalities are falls, electrocutions, and collapses or tip overs.

- * Ensure that workers who operate aerial lifts are properly trained in the safe use of the equipment.

- * Maintain and operate elevating work platforms in accordance with the manufacturer's instructions.

- * Never override hydraulic, mechanical, or electrical safety devices.

- * Never move the equipment with workers in an elevated platform unless this is permitted by the manufacturer.

- * Do not allow workers to position themselves between overhead hazards, such as joists and beams, and the rails of the basket. Movement of the lift could crush the worker(s).

- * Maintain a minimum clearance of at least 10 feet, or 3 meters, away from the nearest overhead lines.

- * Always treat powerlines, wires and other conductors as energized, even if they are down or appear to be insulated.

- * Use a body harness or restraining belt with a lanyard attached to the boom or basket to prevent the worker(s) from being ejected or pulled from the basket.

- * Set the brakes, and use wheel chocks when on an incline.

- * Use outriggers, if provided.

- * Do not exceed the load limits of the equipment. Allow for the combined weight of the worker, tools, and materials. operating cranes.

For more complete information
www.osha.gov
800-321-OSHA

