

# *the* OUTRIGGER

JUNE 2015

R. Baker & Son Magazine

*Service-Disabled Veteran-Owned Small Business (SDVOSB)*

## R. Baker & Son Opens New 30,000 Sq. Ft. Warehouse Facility

R. Baker & Son is pleased to announce the opening of our newly acquired 30,000 sf indoor warehouse facility with four acres of outdoor storage. Our new facility is a valuable complement to our wide array of industrial services. The new facility provides a variety of logistical capabilities. We are prepared to receive, store and ship clients' equipment, whether they are under construction, undergoing plant renovations, or relocating. We are also set up to inventory, store, and showcase customers' surplus assets.

Centrally located near a number of major roadways in Marlboro, NJ, our heated warehouse is well-secured with sprinklers, alarms and surveillance systems. Our warehouse also features large loading and unloading areas, with drive-in and loading dock capabilities. The outdoor yard is fully fenced and monitored 24 hours a day by a state-of-the-art surveillance system. Customers can rest assured that their valuable equipment will be handled by master riggers and qualified personnel utilizing the latest equipment to ensure that the utmost care and concern is given to their assets.

Services from our new facility range from equipment receiving, preparation, assembly, match marking, re-packing, crating, rigging and loading. R. Baker & Son handles all shipping and transportation of standard, heavy and over-dimensional loads throughout the world from our new facility.

*"We're very excited about the new warehouse space", says company president Walter Baker. "It dovetails really nicely with all the other services we offer."*



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## Domino Sugar Project: A Slice of History

Working through the dead of winter on a critical path schedule, **R. Baker & Son** was recently tasked with the relocation of two 60 year-old electric powered gantry cranes on the site of a massive redevelopment project now underway at the **Domino Sugar Refinery complex on the Williamsburg, Brooklyn waterfront**. The plan to build 3.3 million square feet of residential, office, retail and open space will include preservation of the landmark 1884 central refinery building, the iconic Domino Sugar sign, the two gantry cranes, and other industrial artifacts.

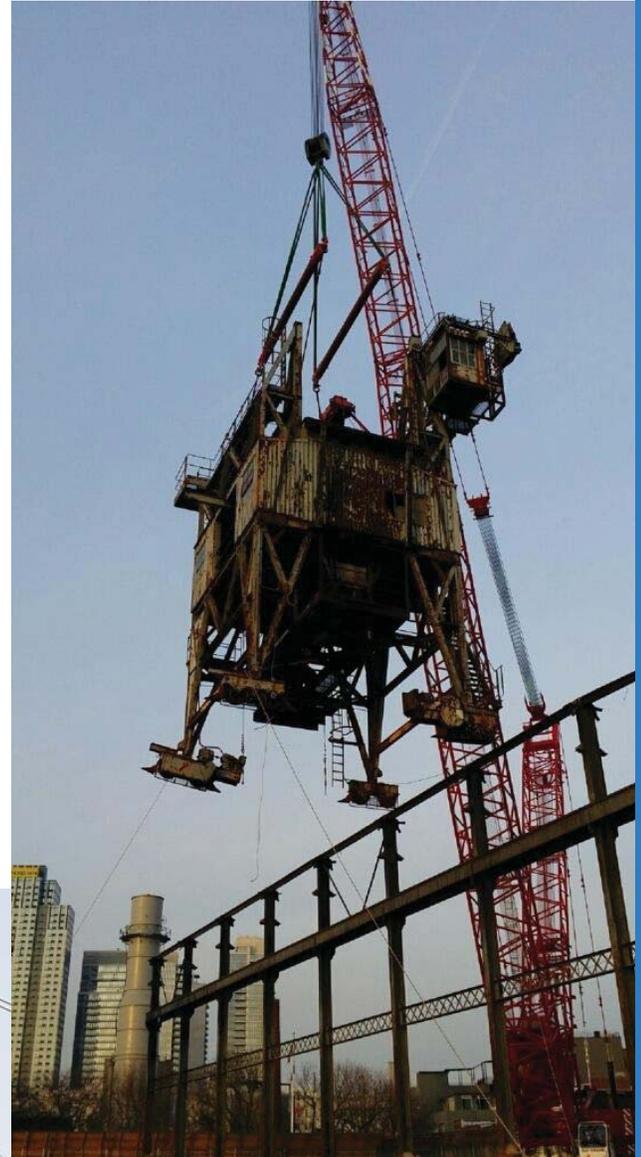
### History of Domino

Domino Sugar originally was established in 1816 in Manhattan as the Havemeyer Corporation. When business boomed following the opening of the Erie Canal, the refinery was relocated in 1857 to the Williamsburg waterfront. By 1870, the refinery was processing more than half the sugar used in the United States, and by the end of the nineteenth century it was the largest sugar refinery in the world. The company was renamed the American Sugar Refinery Company in 1877, and later became Domino Sugar. After operating for almost 148 years, the Brooklyn plant ceased production in 2004. Two Trees Management Company acquired the 11-acre site in 2012 and formulated the redevelopment plan that will bring 3,000 new jobs and affordable housing to the area.

### Historic Restoration Project

The two 80-foot tall gantry cranes relocated by R. Baker & Son stood side by side at the edge of the East River on a 425-foot long railroad track system. These massive cranes were once used to unload raw sugar from freighters arriving from Latin America and the Caribbean to be refined and packaged at the Williamsburg facility. R. Baker crews erected and utilized a 600-ton crawler crane to carefully remove each of the cranes' 50,000 lb. booms and 58,000 lb. counterweights, along with the 135-ton operator control house, structure, and travel system. The dismantled pieces were relocated and staged to be refurbished and restored, and will be re-erected for display upon completion of the waterfront redevelopment project.

*The Domino redevelopment project is the latest of many New York City landmark projects that R. Baker & Son has been involved in, including work at the Statue of Liberty, the Intrepid Sea, Air and Space Museum, the 9/11 Memorial Museum, and the United Nations.*



## JUNE: NSC National Safety Month

Led by the National Safety Council (NSC), National Safety Month is observed annually during the month of June to reduce injury and death at work, on the road, and in our homes and communities.

National Safety Month is a program that educates and raises awareness of safety practices that must be practiced daily, year-round, whether at work or at home. We are reminded to stay aware of our surroundings, don't take shortcuts, and look out for others. On a construction jobsite, workers must be continually educated and trained on safety through OSHA programs and toolbox talks, and by adhering to site-specific safety plans.

**Always remember that safety is contagious.** Studies on workplace safety have shown that, where safe procedures are embraced, workers instinctively work in a safer manner. In environments where safety is lacking, normally-conscientious people become less cautious, and more accidents occur. The same holds true in the community.

### About the NSC

Founded in 1913 as a clearinghouse for safety information, the National Safety Council is a nonprofit organization whose mission has been to prevent injuries and save lives through leadership, research, education and advocacy. NSC focuses on areas where the most preventable accidents occur - cell phone use while driving, teen driving, safety in the community, prescription painkiller use, and workplace safety - and disseminates best-practice solutions throughout the U.S. Visit the NSC website to learn about safety at work, download free posters, fact sheets, and other valuable safety information, or purchase training supplies, equipment, and safety products.

NATIONAL  
SAFETY  
MONTH



## COSTA CONCORDIA

In January 2012, the Costa Concordia cruise liner capsized and sank after striking an underwater rock formation just off the coast of Italy. Last month, in May 2015, the refloated ship was towed to its final destination to be dismantled and scrapped, thus ending one of the largest salvage operations in maritime history.

The ambitious project to salvage the 951-foot, 114,000-ton vessel lying partially submerged on its starboard side began with crews securing the hull to land to prevent the ship from sinking deeper. Following months of removing thousands of tons of fuel, a huge metal platform was constructed atop an artificial seabed on the downhill side of the ship. Large steel boxes, called sponsons, were welded to the exposed port side and filled with water. Aided by the weighted sponsons, the ship was slowly rolled upright onto the platform in an operation called "parbuckling". Additional sponsons were then affixed to the starboard side, and water was drained from the port sponsons. The empty sponsons provided enough buoyancy to float the ship up and away from the platforms.

