



Surface Forces Logistics Center

SFLC EXISTS TO SUPPORT THE FLEET

Spring 2021; Volume 11, Issue 2

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TEAM WORK AND INGENUITY RESOLVE COOLING SYSTEM PROBLEMS

BY LTJG ROBERT BAKER, PBPL MIAMI PORT ENGINEER

Marine growth has long been a degrader to vessel saltwater cooling systems. Marine organisms such as barnacles, algae, hard shells, etc... are pulled through a vessels sea chest, pervade large mesh sea strainers, and are introduced into salt water cooling systems. Existence of marine growth reduces heat transfer in heat exchangers, restricts water flow through system components, increases turbulence, and accelerates corrosion. These issues result in reduced plant efficiency, premature system component failure, as well as costly and timely repairs.

U.S. Coast Guard 154' WPCs were designed with marine growth inhibition in mind. Each WPC is equipped with copper dosing anodes installed in their saltwater systems that slowly trickle copper ions through the piping and discourage marine growth. Copper anodes are an effective marine growth deterrent, but do not guarantee 100% system protection. Despite installation, more than



PATFORSWA Engineers unbox flushing unit.

\$55,000 was allocated to FRC salt water system repairs during FY20 WPC drydock availabilities. An invasive means of removing built-up marine growth has proved necessary. One method is to manually remove the end bell from a shell and tube heat exchanger to clean the tubes with a brush. However, growth removal from system components, such as piping and valves that cannot be easily disassembled or accessed, is also necessary.

A team comprised of lead LTJG Robert Baker (PBPL Port Engineer) Patrick Hauke (PBPL Projects Branch), MKC Scott Rodgers (CGC Robert Yered EPO), and LT Erich Dix (PBPL PDM Branch Chief), have researched chemical flushing equipment and have developed MPC WPC-154_S00247.D. This MPC will be executed organically by MAT Miami for the first time in June 2021 during CGC Robert Yered's NMCD2 ODMS period. Currently, LT Louis Simione (Base Miami Beach Industrial Manager) and his team are procuring materials and constructing a prototype flushing unit with sponsorship from the PBPL Engineering branch.

The portable flushing unit can fit comfortably inside the engine room of a 154' WPC. An environmentally safe cleaner will be injected through hoses into the saltwater systems, dissolve marine growth, and return to a collection tank in a closed-loop manner. MPC WPC-154_S00247.D is projected to save PBPL over \$175,000 in the

(cont'd on page 2)

CO CORNER

Team SFLC,

Spring is in the air and with it comes a growing light at the end of the long and dark COVID tunnel. The SFLC workforce is ~60% fully vaccinated as I write this column; by the time you read it, the numbers will surely be considerably higher. This outpaces the overall Coast Guard vaccination rate, and I feel it is reflective of the general sense of duty that you all have to be the best possible enablers of Coast Guard mission success.

In recent months, despite pandemic-induced challenges, you continued to deliver exceptional support to the fleet. Several of you were directly involved with the unprecedented repairs to CGC Healy (catch [the video](#) – it would've been a lock for the “best government short naval engineering documentary” Oscar... if only that category existed). LREPL and CPD combined forces to package extensive unplanned repairs resulting from CGC Waesche's catastrophic fire with planned dockside work, engine overhauls, and installation of a sensitive compartmented information facility (SCIF) upgrade. These coordinated efforts will pay dividends for OPCON by minimizing non-mission capable days for critical Pacific Area WMSLs in FY22. PBPL coordinated high-visibility transit logistics including Operationally Driven Maintenance Schedule (ODMS) planning for the first two WPCs to be homeported in Bahrain, beginning a phased relief of the 110' WPBs in theater. SFLC-BOD is working with C5ISC and ALC to coordinate transfer of software development and sustainment responsibilities for the VLS suite from C5ISC-Kearneysville to Aviation Logistics Center as part of the larger CG-4 software unification plan.

SBPL and BOD led the charge to realize efficiencies by accelerating the transition of shore-based units (e.g., Stations, ANTs) from ALMIS to FLS-MAM to manage their configuration, maintenance, and inventory. Speaking of efficiencies, the Industrial Operations Division proved that not only does organic capability exist to conduct WPC dockside availabilities at Industrial Production Facilities, but that hundreds of thousands of dollars may be saved in the process.

The ALD expertly coordinated with Product Lines and other Shared Service Divisions to navigate the largest funding shortfall SFLC has ever faced (originally \$187.6M). During the process, it became apparent that earlier adjudication of the FY22 spending plan would need to occur to better meet customer needs. To that end, the SFLC budget board will occur in June, vice August, this year. This will also help us to better prepare for when the Coast Guard's new financial system goes “live” on 01 October (fasten your seatbelts, and read more at [Coast Guard Common Core - FMPS HOMEPAGE \(uscg.mil\)](#)).

The work you do is both valuable and valued. In recent months, I have hosted the Navy's Chief Engineer, the Navy Regional Maintenance Center Commander, the Deputy Assistant Secretary of the Navy for Sustainment, and the DHS CFO – among others. Each visitor left impressed by the scope and complexity of the mission we share and by the effective manner in which you execute it. You impress me as well. Thank you for your service!

Captain Paul Stukus
Commander, Surface Forces Logistics Center



(cont'd from page 1)

first year by reducing corrective maintenance costs, utilizing Coast Guard labor, increasing propulsion plant efficiency and operational hours, and decreasing corrective maintenance hours.

Following a successful prototype in June 2021, the MPC will be permanently added to the 154' WPC maintenance deck. With adaptation, this maintenance procedure can be implemented across all Product Lines. Going forward, LTJG Baker and his team are eager to transition this maintenance to other platforms and see the impact of their ingenuity across the fleet.

CG-45's CORNER

Hello from CG Headquarters!

This will be my final newsletter address as the Chief Naval Engineer! It has been the greatest honor of my career to serve the naval engineering community as CG-45 over the last three years. Upon my arrival in 2018, it was obvious that our ability to support the surface fleet was unquestioned. While our proficiency was tracking well, it was also clear that we had achieved this level of aptitude on the backs of a workforce that had been spread too thin and was nearing either a fracture or breaking point.

In the last three years, we initiated multiple cross-directorate working groups to study cultural issues, personnel shortages, inclusion and diversity deficiencies, and general retention woes. The efforts put forth by these hard working groups laid the foundation for a paradigm shift in naval engineering.

A renewed focus on our workforce has paid massive dividends as we've worked tirelessly to restore confidence in the future of the Coast Guard Naval Engineering Program. The 2018 assignment season marked the low point in our rapidly degrading ability to adequately fill naval engineering billets. Vacancies within our community had steadily increased to the point at which over 40% of LT and LTJG shoreside support positions were gapped following AY18. Focused working group efforts has resulted in a rapid closure in vacancies, increased quality of fill rates, service leading promotion rates, and adjusted compensation (bonus payments!). These are only a few indicators of senior leadership commitment to and recognition of your value to the Service. People are our greatest asset and continued efforts to prioritize workforce development is vital for the future of Coast Guard Naval Engineering.

Leaders within the Surface Forces Logistics Center- from Section Chiefs to Branch Chiefs to Product Line Managers- are developing the future of our workforce while simultaneously 'moving mountains' to maintain and repair an incredibly diverse group of surface assets. Your efforts and accomplishments as Coast Guard Naval Engineers are consistently touted at the highest levels both inside and outside our organization.

As I prepare for my departure, I will pass the watch to CAPT Tom Lowry who will take the reins as CG-45. CAPT Lowry has dedicated his career to Coast Guard Naval Engineering as so many of you have. I am impressed with both his experience and ability to lead our program. The guidance afforded to our community by his steady hand and wealth of knowledge will serve us well. I'm confident you will all continue to build upon the foundation laid by those before us. I encourage you to learn from the experience of others while forging your own path towards the future success of naval engineering.

Captain Chris Webb
Chief, Office of Naval Engineering



CAPT Chris Webb



Bravo Zulu Team!

CMC CORNER

In this, my last edition of the CMC Corner before I transfer, I want to highlight some initiatives the Command has achieved in my three years on board. When I reported to SFLC, I was told it was a difficult unit to “get wins” at, so I wanted to bring specific attention to some great wins. In Baltimore we established and outfitted two much needed Lactation Rooms, one on the Yard property and one on Ordnance Road to go along with available facilities in Norfolk and Alameda. We established the SFLC Fitness Committee with contributing members from across the SFLC enterprise who have put on multiple fitness challenges even through the pandemic. We established the small, but growing, and hugely successful Public Affairs Team who not only created and managed a robust FaceBook page but went leaps above all expectations filming and editing last year’s Change of Command video. Most impactful, in my opinion, was the approval of Collateral Duty Command Master Chief positions at Norfolk and Alameda. With a nationally distributed workforce, having a deck-plate connection between the Command and the crew is essential at the two major hubs of SFLC.



MCPO Matthew Valenti

It is my hope that people continue to innovate and push forth new initiatives as SFLC moves into the future. It’s difficult to get wins at a unit if people stop trying to get wins or settle with the way things have always been done in the past. It has been my absolute pleasure to serve as your Command Master Chief and I look forward to seeing great things out of SFLC as a unit and each and every one of you in the future. Thank you.

MCPO Matthew Valenti

Command Master Chief, Surface Forces Logistics Center

THE ORDNANCE MODERNIZATION TEAM is Formed

By Dave Craddock, ESD-EOB Ordnance Section

The Ordnance Section at SFLC’s Engineering Services Division recently stood up a new capability, the Ordnance Modernization Team (OMT). This new capability will improve SFLC’s ordnance logistics transition from antiquated weapon systems, into a new generation gun weapons systems. The OMT has been tasked with ensuring logistic completeness of the new systems throughout their lifecycle.

“It’s a bit like football”, said Tim Wallace, the Ordnance Section Chief. “Fleet modernization through the Acquisition Directorates has developed a squad of logistic quarterbacks that can deliver their logistic products with precision. The past has shown us that for ordnance, there hasn’t always been a dedicated logistics receiver moving down field to catch those products and carry them to the goal line”. The new OMT will work in concert with CG-9 PMO logisticians, and their U.S. Navy counterparts to ensure that all elements of logistics make a seamless transition from acquisitions into sustainment.

OMT joined forces with ESD’s Configuration Management Section to develop a joint configuration process to manage ordnance in the Fleet Logistics System and Navy databases. This new capability allows the Navy Systems Configuration Data Managers to work in the U.S. Navy database while ensuring information entered into the FLS matches. The Product Line CDM’s monitor and approve these changes. This new function reduces duplicative efforts and increases data accuracy.



MK 110mm Gun firing

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The next challenge for the OMT is to ensure that all Navy-Owned equipment installed on new cutter classes are logistically completed through the Navy Integrated Logistics Support (ILS) Certification Process. The Asset Project Office, Baltimore is developing a certification process that will verify, delivery of the minimum interim logistics artifacts at the time of equipment or system installation. The OMT will maintain and update ILS Certification throughout the lifecycle, based on the final delivered logistics artifacts. This is the same process used by the U.S. Navy for their own ships.

Finally, OMT will centralize resources for ordnance engineering changes submitted by the U.S. Navy for their systems. The OMT will receive and process each change in the role of EC Developer in accordance with the existing Joint Surface Engineering Change Process. The goal is to optimize process completion time for the Product Line’s ordnance equipment.

AFTER DEFERRED FUNDING, CGC KANKAKEE FINALLY GETS ENGINE OVERHAULED

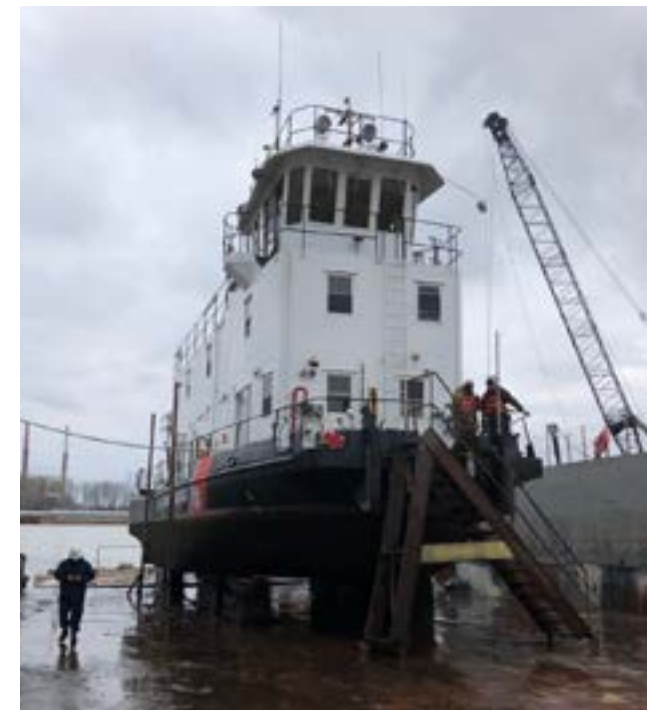
By LTJG JUSTIN BLAIS, IBCTPL

Throughout a system’s life-cycle, failures occur that impact operational capability. This is an all-too-often case for the Surface Forces Logistics Center’s (SFLC) Icebreaker, Buoy, and Construction Tender (IBCT) Product Line’s fleet of aging tenders. These decades-old cutters provide service to America’s waterways as they maintain critical aids to navigation and infrastructure, ensuring continuity of maritime commerce. USCGC Kankakee (WLR 75500) provides this service on the nation’s longest western river, the Mississippi.

Kanakee, commissioned in 1990, encountered a recurring, complex engine overheat discrepancy that was first documented in 2019. Each engine was unable to achieve “safe river speed” as a result of ineffective jacket water and the lube oil heat exchanger function. Casualty response included various engine troubleshooting techniques including fuel system adjustments and cooler flushes. Unfortunately, the problem could not be immediately corrected. While work was included in the planned FY20 dry dock (DD), funding shortfalls deferred DD to FY21.

The engine overheat progressively worsened, inhibiting Kankakee’s operational capability. Investigation revealed that the cooling jackets were clogged with a sludge-like material. After unsuccessful complete system flushes, IBCT liaised with SFLC’s Contracting and Procurement Division (CPD) to shift the cutter’s planned DD five months earlier than originally scheduled to execute a more comprehensive system flush, including removal and inspection of the keel coolers. Caterpillar recommended complete overhaul to both engines due to the significant clogging and debris and IBCT and CPD successfully incorporated the engine overhaul work into the DD package.

The overhauls commenced and the inspection results were alarming, but not surprising. The port engine was severely fouled with a cracked engine block and the starboard engine was fouled with cylinder liners worn beyond tolerance. As a result, the port engine block was replaced and the contractor line bored the starboard engine block. The root cause investigation identified a unique configuration for this cutter class where the ship’s potable water system cross-connects to the main machinery for emergency cooling. IBCT surmises that the jacket water system was routinely filled from this potable water supply over an extended period of time. A danger tag was placed on the cross connect valve to prevent future usage, other than in an emergency. Kankakee expects to complete their planned DD at the end of May 2021, around the same time the originally scheduled DD was expected to start.



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INCREASED CORROSION ON 154' WPC'S IN SAN JUAN

By LTJG Monica Luebke, PBPL & Dale Brown, PBPL Insight Solutions

Recently, an assessment was completed that identifies underlying causes increasing corrosion related growth costs required to maintain Sector San Juan's 154' WPC fleet. An Impressed Current Cathodic Protection (ICCP) system electrically connects the cathode to another metallic component in the same electrolyte through a source of direct electric current. Each 154' WPC is equipped with a modern Cathelco ICCP System. Heightened areas of corrosion concern included the shell plating around overboard discharges and rose box strainers. PBPL reviewed every 154' WPC drydock availability in CG District 7 to generate a normalized Corrosion Cost per Operational Year (CCOY).

Table 1: D& FRC CCOY

Homeport	Median age of 154' WPC (years)	CCOY (USD)
Miami, FL	9	4,246.00
Key West, FL	7	235.00
San Juan, PR	5.5	3,165.00

The data highlighted that corrosion related maintenance costs for San Juan based 154' WPCs are similar to vessels twice their age in comparable homeport climates. These results sparked collaboration with the CG Base San Juan Facilities Engineering (FE) and Maintenance Augmentation Team (MAT) which led to LTJG Luebke and Dale Brown to investigate a pier potential test and infrastructure assessment. An intrusion of stray current across the 154' FRC mooring locations, potentially accelerating galvanic corrosion, was identified. Possible solutions include a DC voltage monitoring system, pier zincs, and installation of a galvanic isolator to help identify stray current and prevent collateral damage.

The Cathelco Technical Team representatives provided direct feedback on data concerns and component troubleshooting methods. The team also coordinated with PBPL Engineering Branch to improve the MPC reporting procedures and data submission analysis. With concurrence from the EM Rating Force Master Chief, additional content regarding ICCP systems will be added to existing C-schools to improve technical knowledge & foster confidence within engineering personnel to identify and correct discrepancies organically. Focusing on mitigation effects will increase the longevity of the hull plating and ultimately decrease the extensive costs associated with corrosion repairs across the San Juan 154' WPC fleet.



CMC Matthew Valenti was tasked with the implementation and oversight of the vaccination program for the SFLC. CMC Valenti has been a valuable resource to the Leadership and Diversity Advisory Council (LDAC) of the SFLC. We've asked the CMC to share some of his thoughts and experiences with the plan to implement and distribute the vaccine to members of the SFLC.

Prior to the COVID-19 outbreak, did you have any experience with coordinating a large scale (or any) vaccination process? Never a vaccine process, but most of us have never had to deal with this type of situation. My Experience with managing responses to those (emergency) types of events helped me feel comfortable in this role.

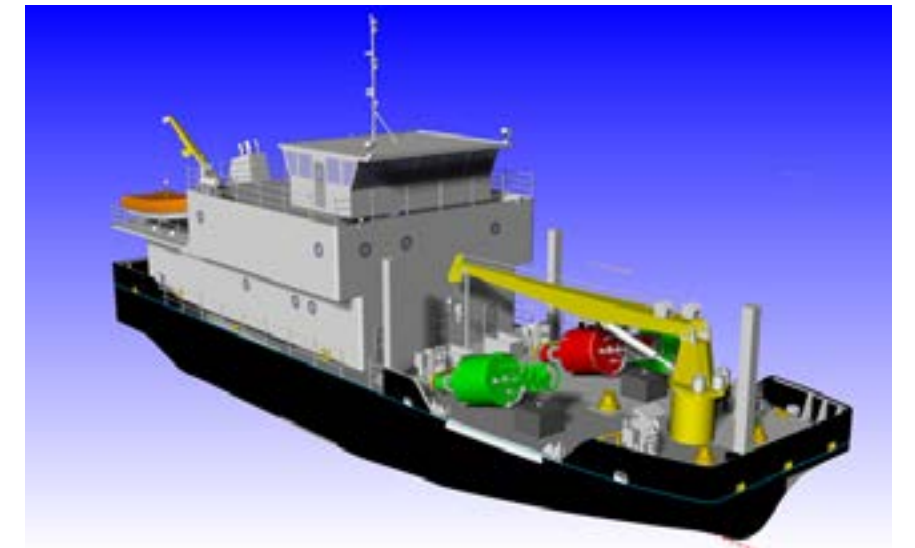
What challenges did you face at the onset? There were a lot of challenges at first including rules for military vs. civilian, how to schedule and track status, and people's apprehensions of the vaccine. Those are all still challenges but overcome by good communication and team work. We've got a really good leadership team here at SFLC, and I feel comfortable reaching out to any PL Manager or SSD Chief to spread the word on policy and safety or to help coordinate scheduling.

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WLI PRELIMINARY DESIGN: PHASE I

By MARK PELO, ENGINEERING SERVICES BRANCH

The Coast Guard has been working for the past three years to recapitalize the WLR, WLIC, and WLI inland classes under the Waterways Commerce Cutter (WCC) Program. While SFLC is proving technical support of the Request for Proposal (RFP) process for WLR's and WLIC's, the WCC Program Management Office (PMO) determined that a government led design was best for the WLI cutters due to lack of commercially available vessels, unique mission needs, and low number of cutters being replaced.



The Coast Guard has successfully executed government led designs in the past, most recently on the 240' Great Lakes Icebreaker (GLIB) Program, the CGC Mackinaw. WCC PMO collaborates with the U.S. Army Corps of Engineers (USACE) Marine Design Center (MDC) which is familiar with procuring one-off workboats with similar mission sets as the USCG Inland fleet.

SFLC-ESD was tasked by the CG-459 Ship Design Team to assist in developing the Preliminary Design for Phase I of the WLI Program. Over seven months, 17 engineers evaluated the feasibility of requirements and developed designs for key systems. Using Rhinoceros 3D modeling software, a new hullform was developed that maximizes buoyancy while ensuring producibility. The hullform was evaluated in Orca Marine 3D Computational Fluid Dynamics simulation to determine power required to meet speed requirements and identify design issues. Maneuvering and seakeeping were also evaluated for compliance against policy and requirements. This hullform was the basis for development of the General Arrangements drawing defining the overall layout of the cutter. System calculations and diagrams were completed for a number of Auxiliary systems including HVAC, firemain, machinery cooling, fixed firefighting, exhaust, bilge and ballast among others. PipeFLO software was used to ensure piping and equipment are sized properly and design requirements are met. A major focus during design phase was refining earlier parametric weight estimates due to the vessel's challenging draft requirement.

In the next phase of the WLI design, SFLC will provide technical oversight to USACE MDC as they develop a Contract Design and obtain an American Bureau of Shipping Approval in Principle. The WCC PMO will then determine if a government design will continue to Detailed Design phase, or if the Contract Design should be released to industry for production design prior to construction.

(Con't from page 6)

In hindsight, is there anything that you might have handled differently? It would have been nice to have the Portal and web base scheduling systems much earlier. We were scheduling vaccinations on 24-48 hours notice when people were teleworking for child care issues. That puts a lot of extra stress on members and the new scheduling systems should help reduce that.

With your time at the SFLC coming to a close, how have you prepared for the continuation of oversight for the vaccination program? Three things will make oversight easy after I leave: 1) CMC Greenwood is already preparing to take over my responsibilities; 2) the great team that we have mentioned above; and 3) as most things, we're getting better at the process the more we continue with it. There should be less and less difficult obstacles for CMC Greenwood since we've worked to overcome those early ones already.

Spring 2021

USCGA ENGINEERING STUDENTS COLLABORATE ON POLAR STAR DESIGN

By LT Tyler Furry, Long Range Enforcement Product Line

USCGC Polar Star (WAGB 10), commissioned in 1976, is the U.S. Coast Guard's (USCG) only operational ship able to break ice in the Antarctic region. Enabled by this unique capability, Polar Star participates in Operation Deep Freeze annually, escorting vital research and supply vessels into Antarctica's largest base, McMurdo Station. To control propulsion power output and direction, Polar Star utilizes a hydraulically-powered Controllable Pitch Propeller (CPP) system. The Oil Distribution (OD) Box is a major component of this system. It is a collar-like case that directs the flow of hydraulic oil to control the angle of the propeller blades. The Anti-Rotation Bar (ARB) was originally designed to prevent over-rotation of the OD Box, but has been subject to perpetual failures throughout Polar Star's service life. Seeking a long-term solution, SFLC collaborated with the U.S. Coast Guard Academy's (USCGA) Engineering Department.

With the known problems of Polar Star's ARBs, a team of five mechanical engineers from the Class of 2017 designed a solution that includes a second attachment point, a slider mechanism, and improved attachment brackets, all of which combine to form an Anti-Rotation assembly able to withstand greater forces than the original. After the team manufactured and tested their half-scale prototype to prove its efficacy during their year-long capstone program, SFLC's Long Range Enforcer Product Line (LREPL) staff moved forward and worked with USCG Base Boston to fabricate full-scale assemblies for installation on the cutter. Although some design features were altered slightly for ease of manufacturing, the design remained largely unchanged and only cost \$2,614 per prototype.



Design Team LT Nicholas Rollolazo, LT Austin Ross, LT Nicholas Paisker, LT Audrey Gaynier, LT Peter Reeve

The ARB's were installed on Polar Star's two outboard shafts in 2018. Since installation they have performed well, but the cutter has not been required to break ice using their gas turbines for sustained periods of time. Thus, more testing is needed to ensure permanent viability. Nevertheless, preliminary results are promising; after three years, the new ARBs are still in great condition.

The ARB design project has been a large success and an outstanding example of CG operations and mission support teamwork, with CGA cadets receiving an exceptional learning experience that provides an opportunity to offer practical answers to challenging engineering issues. LREPL has benefited from the knowledge, work ethic and ingenuity of these students that translated to a real life solution for the cutter crew. SFLC looks forward to future opportunities to work with USCGA capstone teams and incorporating their future designs.



PO 3rd Class Kornegay-Gober makes the jump!

AN OLYMPIC COMPETITOR AMONG US!

Petty Officer 3rd Class Kris Kornegay-Gober, a Reserve member of Sector Maryland, recently competed in a U.S. pre-Olympic trial event where he came in fourth in the high jump with a jump of 6'8" against a talented field. Kornegay-Gober, a Washington, D.C., native, is training with hopes of making the U.S. Olympic Team for this summer's Games in Tokyo. Currently, he's serving on active duty at the Coast Guard Yard in the Inventory Control Point warehouse which is part of the Service's supply chain, shipping millions of dollars' worth of parts and inventory to the Coast Guard's surface fleet.

His Reserve and active duty commands will be cheering him on at the Olympic Trials which take place June 18-27, 2021 in Eugene, OR.

MILESTONES: MILITARY PERSONNEL

JULY – DECEMBER 2020

OFFICER PROMOTIONS

CAPT Christopher G Wolfe	ESD
CAPT Matthew W Hammond	IOD
LCDR Alicia J Flanagan	ALD
LCDR Ashley D Stone	LRE
LCDR Timothy L Hurst	MEC
LT Michael D Bruno	PBPL
LT Billie R Bunting	IBCT
LT Timothy D Sargent	MEC
LTJG Orlando J Marcano	LRE

ENLISTED ADVANCEMENTS

ETCM Robert E. Loeffler	SBPL
DCCM Paul I Engstrom	IOD
MKCM Andrew C Rothdeutsch	LRE
MKCM Corey A. Weisman	IOD
MKCS Nolet Antoine	IBCT
MKCS Eric J Ralbovsky	SBPL
DCCS Adam M Versluis	IOD
ETCS Jerame R Fleming	SBPL
MKC Adam R Hillis	SBPL
DCC Leonardo J Aspuru	ESD
SKC Patricia L Brown	CPD
SK1 Shawn M Loving	CPD
MK2 Nicholas A Rego	LRE

AWARDS

AWARDS

CDR Kirk C Shadrick
LT Freemont O Hinkle
LT Clayton G Flinn
LT Kyle T Grell
LT Steve M Reynolds
LT Richard H Burns
LT Nicholas M Foster
CWO4 Christopher J Timm
CWO4 Anthony M Conti
CWO4 Laura E Freeman
CWO4 William T Maddex
CWO4 Stanley J Davoy
EMCM Efrain Geigel
EMCS Timothy J Feaster
DCC Jeff W Marquard
MKC Tony L Turner
MKC Travis P Clark
MKC Jack T Smith
ET1 Richard O Williams
LT Joseph A Rizzardi
EMC Nathan W Dickriede
SK1 Luis A Rodriguez
YN2 Joseph M Costick
SK2 Samuel T Beck

PRODUCT LINE

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SBPL
MEC
PBPL
IOD
ALD
WSD
SBPL

MILESTONES: MILITARY PERSONNEL

JULY – DECEMBER 2020

RETIREMENTS

CDR James T Flannery	LRE	EMC Brian L Bush	IBCT
LCDR Carlon F Brietzke	SBPL	EMC Bruce R Pepper	SBPL
LT Sean A Martinez	IOD	EMC Nathan W Dickriede	IOD
CWO4 Irving Puig	PBPL	GMC Christopher B Hammell	ESD
CWO4 Anthony M Conti	SBPL	MKC Gregory M Edney	SBPL
CWO4 Christopher J Timm	SBPL	MKC Jacob R Timmons	IOD
CWO4 Windsor T Jones	PBPL	MKC Miguel A Rodriguez	SBPL
CWO3 Steven G Wilson	LRE	MKC Travis P Clark	SBPL
DCCM David L Stephens	IOD	MKC Leoncio Ramirez	SBPL
MKCM Tom E Cockerel	IOD	MKC Jack T Smith	SBPL
SKCM Omir A Perez	ALD	MKC An T Nguyen	SBPL
DCCS Matthew D Plaud	IOD	SKC Lora I Airth	CPD
EMCS Timothy J Feaster	IOD	SKC Mark K Solomon	CPD
EMCS Toby M Robbins	LRE	YNC Rikki L Robson	WSD
MKCS Anzil B Ellison	SBPL	ET1 Richard Williams	MEC
MKCS Devon R Truelove	SBPL	MK1 Wesley R Samosuk	LRE
DCC James A Wingate	ESD	SK1 Lara A Cooper	ALD
DCC Aaron J Comeau	IOD	ET2 Sherry L Martin	PBPL
EMC Garrett L Barrows	IOD	SK2 Adam J Gillespie	CPD

ENLISTED PERSON OF THE QUARTER

Third Quarter: SK2 Samuel T Beck, SBPL

Fourth Quarter: YN2 Joseph M Costick, WSD

2020 EPOY: Samuel T Beck, SBPL



On Saturday, April 24th 2021, the last WHEC class cutter, CGC Douglas Munro, was decommissioned in Kodiak, AK during its 50th year of service. Douglas Munro shifted homeports five different times throughout its service life, but capped it off in one of the Coast Guard's harshest operating environments. The remote location brings a lack of resources and numerous logistical challenges, and SFCL LRE Product Line worked tirelessly to keep the cutter operationally available for its vital missions in the Bering Sea. Despite unprecedented hurdles of historic fiscal constraints and the global COVID-19 pandemic, the Product Line continued to provide uninterrupted mission support using creative solutions to solve complex problems. Douglas Munro's planned maintenance team, Availability Project Manager LT Ryan Ostrander and Port Engineer ENG3 Jason Speth (pictured left) had the opportunity to attend the decommissioning ceremony to commemorate the cutters outstanding 50 years of service.

MILESTONES: CIVILIAN PERSONNEL

JULY – DECEMBER 2020

PROMOTIONS


Christopher Anderson	BOD	Program Specialist	GS-11
George Bailey	ALD	Material Handler Supervisor	WS-06
Gina Baran	CPD	Purchasing Agent	GS-08
Laura Countiss	ALD	Supply Technician	GS-06
David Craddock	ESD	Equipment Specialist	GS-13
Ryan Difernando	CPD	Purchasing Agent	GS-09
Colleen Gellert	BOD	Program Analyst	GS-09
Adam Goughenour	ESD	Supervisory Tech. Info. Specialist	GS-14
Romel Jackson	CPD	Contract Specialist	GS-11
Bernice Jones	CPD	Contract Specialist	GS-09
Matthew Jovinelli	CPD	Contract Specialist	GS-13
Anthony Lance	ALD	Supply Technician	GS-07
Frederick Lenihan	MEC	General Engineer	GS-13
Fidal Manansala	BOD	Supervisory Program Mgmt Specialist	GS-14
Denis Manor	CPD	Contract Specialist	GS-12
Braden Nichols	ESD	Technical Information Specialist	GS-13
Torben Ohlsson	CPD	Contract Specialist	GS-13
Lisa Parks	BOD	Supervisory IT Specialist (INFOSEC)	GS-14
Peter Pilla	MEC	Logistics Management Specialist	GS-13
Michael Pohland	ESD	Supervisory Mechanical Engineer	GS-14
Hannah Reed	ESD	Technical Information Specialist	GS-09
Nicholas Sabellico	CPD	Contract Specialist	GS-12
Angela Stockham	ALD	Materials Handler	WG-06

RETIREMENTS


Cecelia Whitehead	CPD	48 Years
Otis Harvey	ESD	36 Years
Teresa Hicks	BOD	33 Years
Louis Griffin	BOD	32 Years
Mitchell Frid	ESD	22 Years
Richard Thomas	ESD	21 Years
Walter Schroter	MEC	16 Years
Martin Dietsch	ESD	15 Years
Mary Hartlove	BOD	12 Years
Fredrick Cochran	ESD	9 Years
William Smith	ALD	8 Years


CIVILIAN EMPLOYEE OF THE QUARTER (CEOQ)

Diana Martinez, IBCT, Level I (4th Qtr. FY20 July-Sept)
 Clinton Sinclair, ALD, Level II (4th Qtr. FY20 July-Sept)
 Christina Ayers, CPD, Level I (1st Qtr. FY21 Oct-Dec)
 Nathaniel Grimes, ALD, Level II (1st Qtr. FY21 Oct-Dec)



SEXUAL ASSAULT RESPONSE COORDINATOR (SARC) & VICTIM ADVOCATES (VAs)






Mx. Angela N. Lakey
Sexual Assault Response Coordinator
HSWL, 5P24-08
(202) 372-4085 (office)
(202) 631-3264 (cell)

We can accept a Restricted or Unrestricted Report with access to:

- Advocacy Support Services
- Medical Care
- Counseling
- Special Victim's Counsel
- Command / CGIS (if desired)

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Text * 55-247 (INSIDE THE U.S.)

202-470-5546 (OUTSIDE THE U.S.)

**Text your location for the nearest support resources*

 <p>Marian Upton Alternate SARC HSWL, 5P24-1 (202) 372-4081 (office) (502) 631-1592 (cell)</p>	<p>Scott Carey, VA CG Cyber, TISCOM (202) 372-4221 (office) (650) 255-7458 (cell)</p> <p>Kaycee Baker, VA PSC, 8R13-16 (202) 795-6397 (office) (314) 605-8433 (cell)</p> <p>Christopher Booth, VA COMDT, 4Q24-18 (202) 372-1056 (office) (912) 346-2867 (cell)</p> <p>Brian Richardson, VA HQ, 8W07-18 (251) 654-3512 (office)</p> <p>Thomas Palmiera, VA SFLC- SBPL (410) 762-6111 (office) (443) 478-6544 (cell)</p>	<p>Thomas Maldonado, VA PSC, 8R08-15 (202) 795-6500 (office) (646) 491-2920 (cell)</p> <p>Jennifer De Visser, VA Sector Maryland NCR Baltimore Yard (828) 439-2732 (office)</p> <p>Benji Rosen, VA Cyber Command (202) 372-4159 (office) (808) 292-8088 (cell)</p> <p>Jere Mills, VA Intel Coordination Center (757) 628-4184 (office)</p> <p>Bradley Clemons, VA CG-451, 7FF14-20 (860) 908-1288 (office)</p>	<p>Chelsea Sheehy, VA Congressional Affairs (202) 245-0525 (office) (732) 710-0647 (cell)</p> <p>Rebekah Seifer, VA AIRSTA Washington (703) 603-7050 x7335 (office)</p> <p>Peter Bradshaw, VA AIRSTA Washington (703) 603-7050 (office) (209) 681-7794 (cell)</p> <p>Ramona Mason, VA PSC, 8R11-25 (202) 795-6661 (office)</p> <p>Melissa Hyacinth, VA SFLC- Baltimore Baltimore Yard (410) 576-2581 (office)</p>
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