

Surface Forces Logistics Center SFLC EXISTS TO SUPPORT THE FLEET

Winter 2022; Volume 13, Issue 1

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MISSION SUPPORT TEAM COMPLETES BERTHING MODS TO MORRO BAY BY LCDR DEVIN QUINN





CGC Morro Bay arrived at CG Yard on June 8, 2022, for a 57-work item dry dock availability that bundled standard dry dock maintenance items, a PC&I funded HVAC upgrade, and a prototype habitability upgrade. PRO Baltimore took on oversight responsibilities of this \$4.7M, 164-day project along with IBCTPL PE support. This enabled the crew's return to homeport and significantly decreased messing and berthing costs for the project. CG Yard seamlessly deconflicted work items and overcame workforce shortages to maintain a tight production schedule, while also correcting a boiler casualty as part of the HVAC upgrade. On-time delivery ensured Morro Bay's return to the Great Lakes prior to lock closures and ice season. A unique feature of this project involved the design and implementation of a \$320k habitability upgrade. This upgrade split the 16-rack berthing area into two and installed separate washrooms for each berthing. This modification did not increase the number of racks onboard but enables Morro Bay to be assigned a mixed-gender crew. Project planning is underway with CG Yard to complete the next habitability upgrade on CGC Sturgeon Bay in FY23. These modifications will significantly increase billet opportunities for females and will seed experience for future command positions throughout IBCTPL's inland and icebreaking fleet. Numerous stakeholders contributed to the success of this complex project, including CG Yard, PRO Baltimore, ESD, IBCTPL, NAVSEA, CG-45/751/9323, and especially the crew of Morro Bay, who remained dedicated and flexible throughout all stages of the project.

CO CORNER

Team SFLC,

We are well into the fiscal "new year" of 2023 and are barreling toward the holiday season as I write this column. That said, congratulations are due for a highly successful closeout of Fiscal Year 2022! Last year, we collectively obligated \$532 million of appropriated funds, which represents a new high-water mark for budget execution at SFLC. While we fell well short of being able to fund all of the fleet's maintenance needs, we partnered with Operational Commanders to prioritize projects and mitigate operational risk through our Affordable Readiness Budget process, ensuring optimal stewardship of the funding entrusted to us by Congress and American taxpayers. Despite significant complications brought about by the Coast Guard's transition to a new financial system (FSMS), our KOs, CORs, APMs, Supply Technicians, Inventory Specialists, Financial Managers, and everyone else proved that SFLC can "hit a curveball" and come through in the clutch!

While we may not be "out of the woods" in terms of FSMS related challenges, we are decidedly "out of the jungle," and I am consistently



CAPT Paul Stukus

impressed by the efforts of our personnel to ensure that the fleet is supported and that our vendors get paid in a timely manner for the supplies and services they provide. Roughly 85% of SFLC's depot maintenance projects are completed by commercial contractors; upwards of 60% of those projects are awarded to small businesses, for whom cash flow is a major concern. At the end of the day, our CORs and KOs/KSs are at the tip of the spear when it comes to "keeping the faith" with our industry partners, without whom we could not complete our mission. Well done!

Speaking of our mission – "supporting the fleet" continues to assume a more global characterization, which will require us all to be nimble and innovate in our methods. In the face of significant cost inflation and daunting workforce accession/retention challenges, the Coast Guard proudly continues to respond to duty's call in all corners of the globe, supporting traditional homeland security missions as well as DoD combatant commanders. In recent months, CGC Mohawk completed an AFRICOM deployment, multiple WMSLs and WPCs operated in Oceania, CGC Hamilton deployed to EUCOM, a sixth WPC was homeported in Bahrain in support of CENTCOM, and CGC Healy visited the North Pole. At least one WMEC is targeted for permanent re-homeporting to the INDOPACOM AOR within the next 12 months. The Eastern Pacific remains a hotbed of fisheries law enforcement and drug interdiction activity. Operation Vigilant Sentry is saving lives every day in the Florida Straits and Windward Pass as migrants embark upon unsafe voyages from Cuba and Haiti. Finally, historically low water levels on the Western Rivers have required an unusually high optempo for our WLRs (river tenders) in order to mark the changing contours of the navigable waterway and minimize disruption to the aorta of American commerce that is the Mississippi River.

The engineering, maintenance, supply, and information technology provided by SFLC enables all of the aforementioned operations. You should be justifiably proud of what you do. Thank you for your service!

Captain Paul Stukus Commander, Surface Forces Logistics Center

CG-45's CORNER

Seasons greetings from the Office of Naval Engineering! We hope the upcoming holidays allow for some quality time with family and friends. The pace of mission support since our last newsletter has been impressive and I want to thank all of our teammates, shipmates and stakeholders for the value, speed, and accuracy you've provided to our Coast Guard Surface Fleet.

Despite the endless stream of engineering and logistics challenges, you have consistently met, and in most cases exceeded, the surface fleets needs for depot maintenance, technical and supply support, and discrep response. For that, I am grateful for the hard work, collaboration and innovation each of you bring to the Teams that you lead or support.

In the Commandant's 100 Day Action Plan, she challenged us to think critically and improve upon our proven and effective mission support framework. In the Commandant's 100 Day Action Plan, we are charged with improving upon how we plan and integrate maintenance. Please see the 100 Day Action Plan article on page 4 for additional details.



CAPT Thomas Lowry, Sr.

But before you read the 100 Day Action Plan article and start brainstorming on how we advance mission support to the fleet, I charge you with the following requirement – we can't be green in our metrics and red in customer satisfaction. Metrics measure the health and effectiveness of our business processes, and customer satisfaction measures how well we collaborated and integrated with our operational partners. As we rethink and transform the support we provide to the fleet, we must do so with a customer focused approach.

One of the Commandant's asks in her CG Strategy document is that we be brilliant at the basics. I think this years Naval Engineering Awards unknowingly used that as the theme in the 30+ award packages submitted for consideration. I want to publicly thank those that took the time to formally recognize our hard-working Naval Engineers and specifically our winners:

Richard Poore Award – Mr. David Waugh Lucas Afloat – CGC KIMBALL Lucas Ashore – ISVS PRO Baltimore Perry Afloat – LCDR Thomas Kane Perry Ashore – LCDR Marie Baxter Stabile Award – MK1 Joshua Forsyth

Objects on the calendar are closer than they appear, NECAT 2023 is right around the corner. Our tentative dates are 28-29 Mar 2023. Using our continuous improvement methods, we are excited to increase access both virtually and in person, as well as dial up presentations and panels towards the most pressing issues/ concerns facing our workforce and key stakeholders. As we emerge from the COVID-19 pandemic, we've seen an appetite for a continued expansion of the Coast Guard's mission sets, at the same time we've been challenged to meet the demand for personnel at our accession sources. We must not continue to accept the status quo as we face these issues, so what does the future look like for our community? How will we adapt to meet these demands? We are excited to get into these topics and more this spring and hope you are all excited to participate.

Happy Holidays

Captain Thomas Lowry Sr. Chief. Office of Naval Engineering



CMC CORNER

Shipmates,

As we enter the holiday season, I'd like to thank all of you for your consistent hard work, dedication, and support. I feel so fortunate to be surrounded by absolute professionals who always find a way to get things done.

Following the Commandant's Change of Command, we began seeing many initiatives and improvements that continue to be focused on our people. With the Scout Talent and Recruit Program (STAR), we have been empowered as Service Members to find the next generation of future leaders. Here at SFLC, a formal recruiting program is being established that will expand our capability to showcase the organization. If you ever have been or are interested in becoming a Coast Guard recruiter, I highly recommend you get engaged. Aside from the monetary incentives and additional formal recognition, we all have opportunities to tell our stories and impact future Service Members.

Additionally, in line with Transforming our Total Workforce, many efforts have been made to provide consistent retention in our organization. We're



MCPO Paul Greenwood

seeing Tuition Assistance and Credentialing Program expansion, the opportunity to take more control of our advancements, assignments, and increased utilization of technology to further enable flexibility for remote work and telework – to mention a few. One key statistic worth mentioning; the Coast Guard has the highest retention rate of all military services. As we utilize tools and methods of recruiting for the future, we must remain focused on keeping our organization strong and stay engaged with our people to ensure that we continue to have the highest retention. Our people deserve the absolute best we can give them. Whether it's training, mentoring or guidance, we can all make a difference through our own personal leadership efforts.

Through the holiday season, stay safe, and enjoy time with family, friends, and loved ones. Please continue to check in on each other and allow people to check in on you.

MCPO Paul Greenwood Command Master Chief, Surface Forces Logistics Center

CCG 100-Day Action Plan: Brilliant at the Basics Cutter Maintenance

By Brian Ellis

"The Coast Guard must take advantage of the opportunities we have to keep pace with new challenges in a rapidly changing world." These words, from the Commandant, kicked off her 100-Day Action Plan, a series of initiatives intended to initiate the organizational change required to uphold our tradition of service to the American public. Among her focuses were the need to "Advance Our Mission Excellence" by being "Brilliant at the Basics." In that vein, CG-45 was challenged with providing recommendations for improved scheduling, oversight, inspection, and execution of cutter maintenance. Leveraging ongoing initiatives and highlighting the world-class support we already provide our customers, we were largely able to show that we are aligned with the Commandant's objectives. Current lines of effort in support of the Commandant's vision include codifying improvements to ŠFLC's budget process to the Affordable Readiness Budget (ARB) Process Guide and Naval Engineering Manual (NEM), increasing collaboration with CG-93 to modernize Integrated Logistics Support Plans (ILSPs) to resource and configure the elements of logistics for our more complex, modern assets, collaboration with DOL to continually evaluate and, as necessary, relevel the MAT/WAT workforce, developing service level standards and metrics for centralized cutter boat pooling to identify and secure the resources to effectively execute the program, conducting an SFLC-led program review of the Advanced Ship System, Instruction and Support Team (ASSIST), and the chartering of a work group to study the potential benefits of a switch from calendar-based maintenance to deployment-based maintenance for major cutters. At their core, all of these efforts are tied to increasing the level of mission support that we're able to provide our Operational partners as the Naval Engineering community looks to stay at the forefront of the effort to continue our tradition of exceptional service.

CGC Polar Star Receives \$30M in Upgrades

By CDR Michael Adams

The CGC Polar Star machinery control (CGMCS) and propulsion power distribution (PPD) systems recently received an extensive modernization effort with labor and materials accounting for over \$30 Million. The aging system was identified as a risk to the cutter's operational effectiveness in 2017 when the Coast Guard engaged NAVSEA Philadelphia to begin establishing a version of the Coast Guard Machinery Control System, several variations of which exist on multiple CG platforms, that would be suitable on Polar Star. The task proved challenging given the unique propulsion system present on the Polar Class Ice Breaker as design work commenced in 2018. By 2021, CG Yard was able to start pulling cables in advance of the 2022 industrial period. The point of no return was reached in April 2022 as CG Yard employees began removing the antiquated system. After nearly 5 months of exceptional dedication and superior work quality, the CG Yard, CG SFLC, CG9323 & RIO, and NSWCPD TEAM completed the CGMCS installation allowing Polar Star to return to Seattle from the dry dock facility in Vallejo, CA.

Through November, the remainder of the PPD upgrade was installed with final acceptance testing taking place ahead of Polar Star's departure for McMurdo. The seven-month industrial effort ultimately included over 22,000 wire terminations, 87,000 feet (16 miles!) of cabling, and nearly 30,000 labor hours. The CGMCS



and PPD systems have been fully tested; however, the complex systems have not yet been fully proven in the heavy ice conditions present in Antarctica. To ensure the system performs flawlessly, members of the systems' design teams will join Polar Star for a three-month vacation during the balmy Antarctic summer, dialing in the propulsion controls, verifying drawings, and completing technical documents. It is impossible to oversell the pride and effort that was involved in making this project a success. Each member of the team has become fully aware of the "zero failure" mission criticality of Polar Star. Executing a project of this magnitude between Deep Freeze deployments was a monumental lift of planning, development, execution, and administrative support – and this team exceeded every expectation. BZ to everyone involved!

CGC Oak Receives Underwater Repairs

By CWO Salvatore DiMercurio

A critical element for a cutter is the preservation coating applied to the submerged underbody. Ensuring a satisfactory coating system, with proper adherence, is paramount to withstand a corrosive body of water in which the cutter operates. Throughout a cutter's life cycle, the coating system will undergo all manner of maintenance including inspection, touch-up, and complete re-application including removal down to the substrate. For the Surface Forces Logistic Center's (SFLC) Icebreaker, Buoy, and Construction Tender Product Line (IBCTPL), an underwater coating is especially paramount as their supported cutters operate in shallower regions, strong current (with entrained sediment), and a variety of water compositions ranging from fresh to brackish to salt. At times, the coating system becomes damaged and requires repair to withstand until the next planned dry dock.



Three pictures show delaminated/bare steel on the port stern, surface preparation, then application of HyCote.

CGC Oak (WLB 211), one of 16 sea-going buoy tenders, recently encountered an occurrence where multiple locations of the underbody coating system failed, indicated by peeling and chipped paint. Oak's previous dry dock, in Spring 2021, included a complete renewal of underbody preservation as a recurring maintenance item. The initial response brought together cutter and IBCTPL stakeholders to understand how this occurred and what the immediate and long-term impacts are. From the FY21 dry dock notes, there are no clear indicators for the failure as in-place quality control measures were met. Operationally, the peeling paint did not preclude Oak from performing primary aids to navigation (ATON) mission, but with an increased operational tempo on the horizon (specifically District Seven's (D7) Migrant Surge Mission), the time to address was sooner rather than later.

For similar occurrences, IBCTPL initiates an underwater assessment via divers or remote operated vehicle (ROV); this provides awareness of how widespread the failure is and to what extent. Past occurrences required an unplanned dry dock, which is costly and not quickly executed. With the approaching operational need, IBCTPL pivoted to an in-water repair strategy using a US Navy and Naval Sea Systems Command (NAVSEA) approved vendor. With the vendor's primary location in Norfolk, VA, CGC Oak transited to Base Portsmouth and commenced repair.

The services provided by this vendor included dive inspection, surface preparation, and coating application for all affected areas; their dive inspection confirmed 200 sq ft of coating failure including some bare steel. Using techniques specifically designed for in-water application, the vendor ablatively prepared these areas to induce a profile. Next, HyCote Underwater Paint Formulation, a unique 2-part epoxy coating specifically designed for wet environment application, was applied. This system is tolerant of a wide range of ambient temperatures and has a hard, smooth finish with a very low drag coefficient, and is nearly impenetrable for soft/hard marine growth.

Completion of this repair quickly returned CGC Oak to operations and ready to meet all mission requirements; further, IBCTPL recognized a significant cost and time savings to perform this repair in-water vice an aforementioned unplanned dry dock. Finally, IBCTPL's researched and confirmed this vendor presently performs similar work on US Navy vessels in California, Hawaii, Washington, and Bahrain.

Operational Test & Evaluation of CGC's Kimball and Stratton

By Eric Schmid, ESD-NAV ARCH



Left: CGC Kimball OT&E Test Team CGC Kimball (L to R)Ben Brainard (Chief Data Scientist), Eric Schmid (OT&E Test Director), Tim Robinson (LREPL), Phil Kalinowski (Boat Systems Lead), Matt Sturr (Auxiliary Lead). Right: CGC Stratton OT&E Test Team onboard (L to R) Ben Brainard (Chief Data Scientist), Eric Schmid (OT&E Test Director), Mark Pelo (Auxiliary Lead), Phil Kalinowski (Boat Systems Lead), Tim Robinson (LREPL)

The Long Range Enforcement Product Line (LREPL) tasked SFLC Engineering Services Division (ESD) to complete an Operational Test and Evaluation (OT&E) for cutter boat side launch and recovery onboard CGC Stratton and CGC Kimball. Currently, the WMSL fleet employs an Allied dual point davit with a constant tension (CT) winch. However, there has been a desire among the fleet to upgrade the functionality of the CT winch either through modification, or a new davit. Recently, the CGC Stratton removed the fleet standard davit and replaced it with a Welin-Lambie dual-point davit with CT functionality. Similarly, CGC Kimball upgraded their existing fleet standard Allied dual-point davit to enhance the capability of the CT winch feature.

The L&R tests intended to verify whether either of the new davit systems provide improvements in operational capability as applicable to the CB-OTH-IV cutter boat. The performance results of each davit will be compared to help determine which model should be used as the new fleet-wide standard. Assessments for each davit will include evaluations of each component in the boat launch and recovery system. Such components include the davit, the sea painter, and the CT winch performance. OT&E was successfully completed onboard CGC Stratton August 21-28 off the coast of San Diego. Similar events were attempted October 13-17 onboard CGC Kimball in Dutch Harbor. However, functional issues with the davit and heavy weather prevented the completion of OT&E. Planning for additional OT&E onboard CGC Kimball is being discussed for the May 2023 timeline off the coast of Hawaii.



Photo Credit: PA1 Ace Rheaume



Time to Think Electric

By CDR Paul Schurke

Had Chemistry and Engineering progressed differently through the last 150 years, the standard for powering cars and small boats would have been battery electric drive. Rightly so, if somebody in that world came up with the idea of filling the lower bits of a boat with a highly flammable liquid to be expended during use (thereby introducing dynamic and static stability issues), we'd all declare him insane and lock him up.

So put away your torches and pitchforks as I describe the joint SFLC/Sector Maryland/CG-731 effort to convert a retiring 24' Cutter Boat Large (CB-L) into the Coast Guard's first Cutter Boat-Electric (CB-E). After the boat spent three years alone in a field, Sector Maryland's Engineering Department has successfully removed the 1000-lb Cummins Diesel, the 250-lb fuel tanks, and the ponderously heavy shock-mitigating passenger seats to make way for an electric motor and outdrive system and ultra-safe Lithium Iron Phosphate batteries.

After re-assembly under the watchful engineering eye of SFLC-ESD's various Naval Engineering Technical Warrant Holders, the CB-E will serve as a technology demonstrator and

a means to ask and answer the challenges, capabilities, and limitations of the rapidly developing world of battery chemistry and electric boat propulsion. This knowledge will help inform CG-731, CG-9325, and CG-459 as they set performance, design, and acceptance requirements for future Coast Guard boats driven by electric propulsion.

Reflections on a Year of Logistics Systems IT Support

By Matthew Zolnierek

A year ago, Aviation Logistics Center Information Services Division (ALC-ISD) took over development and support for the Vessel Logistics System (VLS) which is the programmatic Logistics Information System that the Surface Fleet uses for Maintenance Management, Supply Chain Management, Configuration Management, and Total Asset Visibility through the use of the Fleet Logistics System (FLS), Naval and Electronics Supply Support System (NESSS), FLS – Mobile Asset Manager (FLS-MAM), and other applications you may regularly use. Since then, ALC-ISD has made good strides in the direction we want to take VLS.

Currently, ALC-ISD has heavily supported us, the SFLC-BOD Business Systems Branch through:

- Pushing urgent application and database fixes that help VLS integrate with the new Financial System Modernization Solution (FSMS)
- Transitioning VLS application use from Internet Explorer 11 to Microsoft Edge
- Migrating data analytics processing to a consolidated cloud-based data package
- Improving VLS System Operational Availability
- Troubleshooting customer problems beyond BOD expertise
- Implementing minor VLS system changes that have positively helped user experience

This fiscal year, SFLC-BOD looks forward to continued partnership with ALC-ISD while anticipating infrastructure upgrades to NESSS and FLS, which includes the COGNOS reporting tool, continued system improvements through the Change Request process for all the VLS systems, and continued Surface Fleet customer support through the multitude of SFLC Central BOD Requests and CGFIXIT tickets that we see annually. We ask that you, our customer, continue to submit those BOD Requests and CGFIXIT tickets, in order to make VLS the best it can possibly be.

A Hero Amongst CPD

By SKCS Christopher Steele

On the night of September 9th, 2022, while home on liberty, SK1 Kevin Zuercher was one of the first responders on the scene of a motor vehicle accident involving a car that had flipped upside down on Route 248 in Pennsylvania. Instinctively and without delay, he pulled over to the side of the road and quickly ran to the distressed vehicle which had settled in the middle of a four-lane highway. The accident had occurred only moments before his arrival on scene, and within a short period of time, several other motorists began stopping to render aid as well. SK1 Zuercher worked jointly with the other Samaritans to swiftly open the driver's side door where he noticed a little girl, around four years of age, in her car seat hanging upside-down.

Upon an initial visual assessment, SK1 Zuercher observed that the child was alert and appeared to only have minor scrapes. Without hesitation, he got on his back and was able to then slide through the broken rear passenger window and remove the child from her car seat. Placing the child on his chest, he then slid back out of the overturned vehicle and took the child to safety. At that point, he went back to the vehicle and began helping to free another person located in the front passenger's seat. Once that individual was safe, he turned his attention to the driver who remained trapped in the vehicle. As the extraction of the driver began, SK1 Zuercher heard complaints of neck and back



pain and immediately knew that moving this person could cause further and more severe injury. Upon assessing the scene and determining no immediate threat to the life of the driver, he halted all further extraction efforts until police and emergency medical services arrived on the scene and were able to safely and carefully remove the driver. Shortly after, emergency medical personnel arrived and took over the emergency situation. SK1 Zuercher's heroic efforts, quick thinking, and decisive decision-making were paramount and upheld the Coast Guard's motto of "Semper Paratus".

SFLC Leadership and Diversity Advisory Council (LDAC)

By Bill Zittle

The SFLC LDAC hopes that you were able to take part in one of the events sponsored over the summer and fall at our various locations. In Alameda, we celebrated Women's Equality Day with a panel discussion, plus continued use of the LDAC Wall Display to celebrate Hispanic Heritage Month. In Baltimore, we co-sponsored the Suicide Awareness Run/Walk held with the Coast Guard Yard. Throughout the year, the LDAC has raised awareness of several issues by sponsoring events and publishing bulletins related to both historical and current issue awareness. This resulted in localized newsletters showcasing the tremendous efforts made by our team. Look for an SFLC-wide LDAC newsletter highlighting activities and celebrations across all SFLC locations.

This is my final article as the chairperson of the LDAC. I'd like to thank the Command for the opportunity to serve in this role and for the chance to interact with the tremendous leaders throughout the SFLC. Over the last two years, our workplace has faced significant challenges preventing us from holding traditional onsite activities. However, we adapted and overcame the challenges through the use of virtual activities that were shared across multiple locations. I foresee our LDAC leveraging this as an advantage to share learnings and activities in the future. Please consider participating in the upcoming DEOCS survey as we rely on those responses to guide our future efforts to improve the climate at the SFLC. Additionally, please take note of the current LDAC openings for your location. The LDAC is an excellent platform for people to serve in a capacity beyond current roles and affords opportunities to help your coworkers in ways that you never imagined. Winter 2022 9

MILESTONES: MILITARY PERSONNEL DECEMBER 2021 - JUNE 2022

OFFICER PROMOTIONS

LT Buderus, Briana, N.	MEC	CWO4 Vanevelingen, Steven, C.	PBPL
LT Ashton, Clara, F.	IBCT	CWO4 Cook, Isaac, D.	SBPL
LTJG Medlar, Anthony, V.	PBPL	CWO4 Perry, Jason, E.	CPD
CWO4 Terry, Christopher	PBPL	CWO3 Kane, John, G.	LRE
CWO3 Suyat, Bronson	LRE	CWO3 Bolz, Joshua, A.	LRE
CWO4 Sanowski, William	LRE	CWO3 Scalia, Michael	IBCT
CWO4 Wood, David, S.	PBPL	CWO3 Lindberg, Larry, F.	MEC
CWO4 Thomas, Johnny, B.	IBCT	CWO3 Jacobs, Brandon, E.	ALD
CWO4 Mcleod, Jason, C.	MEC		

ENLISTED ADVANCEMENTS

EMCM Caraballo, James	IOD	SKC Armstrong, Ash	ALD
GMCS Bonner, Daniel	ESD	SKC Caballero, Mayra	IOD
MKCS Michael, Joshua	IOD	SKC Smith, Kathleen B.	ALD
SK2 West, Ryan	CPD	MK1 Sparfven, David, L.	MEC
EMCS Mills, Jonathan, M.	SBPL	SK1 Spence, Karen, E.	CPD
EMCS Trotman, James, R.	PBPL	SK1 Yearwood, Chad, A.	CPD
EMCS Fisler, Dustin, J.	SBPL	SK1 Falero Aponte, Barbara	CPD
MKCS Gunckel, Kurt, F.	IOD	YN1 Costick, Joseph, M.	WSD
MKCS Fleener, Jebediah, B.	LRE	YN2 Medina, Steven, A.	WSD
SKCS Steele, Christopher, L.	IBCT		

<u>Retirements</u>

LRE	EMCS Dufficy, James	IOD
APO	MKC Back, Brandon	APO
IOD	SKC Urban, Leisha	CPD
PBPL	EMC Castillo-Torres, Javier	IOD
IBCT	MKC Ross, Ryan	SBPL
IBCT	MKC Lunsford, Paul	SBPL
PBPL	MKC Gonzales, Anthony	SBPL
PBPL	MK1 Pollack, Mark	APO
ALD	MK2 Gonzalez, Jesus	MSU
IOD	SK2 King, Matthew	LRE
	LRE APO IOD PBPL IBCT IBCT PBPL PBPL ALD IOD	LREEMCS Dufficy, JamesAPOMKC Back, BrandonIODSKC Urban, LeishaPBPLEMC Castillo-Torres, JavierIBCTMKC Ross, RyanIBCTMKC Lunsford, PaulPBPLMKC Gonzales, AnthonyPBPLMK1 Pollack, MarkALDMK2 Gonzalez, JesusIODSK2 King, Matthew

MILESTONES: MILITARY PERSONNEL

Awards

CDR Boyer, Amalia	LRE	LT Levy, Kyle	PBPL
CDR Shadrick, Kirk C.	BOD	LT Kim, Bruce J.	PBPL
CWO2 Bolz, Kevin	LRE	LT Hardey, James W.	IBCT
CWO2 Davis, Amel	LRE	LT Campbell, David M.	PBPL
CWO3 Holt, Robert H.	IBCT	LT Guinee, Ryan	PBPL
CWO3 Dos Santos, Jack	PBPL	LT Brady, Richard C.	IBCT
CWO3 Lingo, Michael A.	LRE	LT Lenoir, Eric	LRE
CWO3 Devin, Jason	PBPL	LT Collins, Anthony	MEC
CWO3 Lynch, Christian	PBPL	LT Sargent, Timothy	MEC
CWO3 Doty, Jimmy R.	IBCT	LT Constant, Andrew	LRE
CWO3 Perez-Robles, Gustavo A.	PBPL	LT Baker, Robert M.	PBPL
CWO3 Geisel, Ryan	ALD	LT Velasquez, Zachary W.	IBCT
CWO3 Ruch, Rebecca, L.	ESD	LT Thomsen, Stephen, H.	SBPL
CWO4 Wondrash, Chad	LRE	LT Rollolazo, Nicholas L.	IBCT
MKC Lunsford, Paul	SBPL	LT Constant, Geraldson T.	IBCT
EMCM Caraballo, James J.	IOD	LT Larouche, Paul	MEC
EMCM Tooley, Darren, L	LRE	LTJG Doris, Carrie	LRE
EMCM Alexandre, Mardochee	SBPL	LTJG McClimans, Frederick J.	PBPL
EMCS Dufficy, James	IOD	MK1 Gayle, Damien	LRE
EMCS Scott, Baby	IBCT	MKC Michael, Joshua R.	IOD
EMCS Trotman, James R.	PBPL	MKC Dwyer, Donald F.	SBPL
ETCS Cantrell, Kevin	ESD	MKC Foley, Jeffrey	SBPL
GMCS Dunn, Riley	ESD	MKC Nash, Justin A.	IOD
GMCS Severson, Anthony	LRE	MKC Bonnette, Brian	LRE
LCDR Stone, Ashley D.	LRE	MKCM Vaupel, Shawn	SBPL
LCDR Kim, Gary G.	IBCT	MKCM Rothdeutsch, Andrew	LRE
LCDR Flanagan, Alicia	ALD	MKCS Gunckel, Kurt F.	IOD
LCDR Harder, Julia	LRE	MKCS Smith, Brian	SBPL
LT Lemly, Gabrielle	PBPL	SKCM McQuade, David	ALD
LT Sweeney, Carin	MEC	SKCS McKee, Steven	ALD
LT Bunting, Billie R.	IBCT		

ENLISTED PERSON OF QUARTERS

1st QTR	SK1 Teresa Balbi	CPD
2nd QTR	MK1 Zachary Wilson	LRE

Milestones: Civilian Personnel December 2021 – June 2022

PROMOTIONS cont'd

David Bagley	ESD	Electrical Engineer	GS-14
Richard Cronin	ESD	Mechanical Engineer	GS-14
Amanda Dunnie	ESD	Program Assistant	GS-07
Lynn Faw	ALD	Accountant	GS-12
Thomas Fout	CPD	Supv Contract Spec	GS-15
Kaity George	CPD	Contract Spec	GS-13
Brittany Gerben	IBCT	Inventory Mgmt Spec	GS-12
Derrell Green	CPD	Contract Spec	GS-09
Charles Kane	IBCT	Equipment Spec	GS-12
Andrew Kropkowski	CPD	Contract Spec	GS-12
Vernon Lewis	CPD	Prgm Analyst	GS-12
Diana Martinez	ALD	Supv Supply Mgmt Spec	GS-13
Kirk Miller	CPD	contract spec	GS-12
Katherine Morin	SBPL	Inventory Mgmt Spec	GS-09
Ou Saephanh	CPD	Contract Specialist	GS-12
Lenore Sevier	CPD	Contract Spec	GS-12
Andrew Smith III	ALD	Material Handler Supv	WG-10
Sue Stewart	CPD	Procurement Analyst	GS-12

48 Years

24 Years

10 Years

13 Years

RETIREMENTS

Maria Sellers Brad Suchanek Patrick Hauke Cynthia Major

BOD	
ESD	
PBPL	
CPD	

Sherry ErvinBODSharon ShieldsWSDRoy HatfieldIBCT

43 Years 30 Years 9 Years

CIVILIAN EMPLOYEE OF THE QUARTER (CEOQ)

Catherine Cortright, ALD, Level 1 (4th Qtr. FY22 Jan-Mar) Tresha Riley, ALD, Level 2 (4th Qtr. FY22 Jan-Mar) Matthew Sheets, LRE, Level 1 (1st Qtr. FY22 Apr-June)

CAPT Paul Stukus

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https://cg.portal.uscg.mil/units/sflc/ Pages/BOD/SFLCNewsletter.aspx

Kristen Soper, Editor (SFLC-YARD)

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