

Surface Forces Logistics Center SFLC EXISTS TO SUPPORT THE FLEET

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STORAGE OF POLAR SECURITY CUTTER GENERATOR SETS By Mike Leonard, CPL



In May of 2024, the Surface Acquisitions Logistics Center (SALC) informed the Surface Forces Logistics Center (SFLC) that CG Acquisitions had purchased a Generator Set (GENSET) Shipset for the third Polar Security Cutter (PSC) from a manufacturer that was going out of business. SALC had until December 2024 to secure a storage location for the USCG to accept delivery. This was no small task, as the Shipset is comprised of 6 GENSETs; four of which weighing in at 167 tons each, two at 81.7 tons each, and there is an additional Emergency Diesel Generator (EDG) due to arrive in November 2025. All seven units make up the main power system for one PSC.

The SFLC and SALC collaborated weekly, consulting with sister services and other government agencies, to work out details on storage requirements, exploring various storage options along the east and gulf coasts of the United States, as well as going over the details of how to bring the equipment into inventory.

Ultimately, USCG decided to place all GENSETs into a single line item and enter them into SFLC inventory as a shipset, with the EDG brought in under its own line and be collocated for storage in a refurbished, leased building at the Dundalk Marine Terminal across (continued on page 5)





CO CORNER

 γ ood Day SFLC. A lot of churn is happening across Uthe Federal government and the Coast Guard. The leadership here at SFLC recognizes the stress and uncertainty that may cause. Your job and the mission we do remain important to the American people, and you are needed more than ever. You are not alone in how you feel. Please make sure you reach out to others and utilize all the resources that are offered. I have been very encouraged from what I am hearing from very senior staff in the Coast Guard and from DHS. The Coast Guard is recognized as a very essential component to the national security and economic prosperity of the country, and it is widely and historically recognized that we have been underresourced. This has resulted in the Coast Guard to be less ready than at any other time since World War II as we have shortages in our workforce, growing amounts of deferred maintenance, and significant amounts of technology debt. Despite the heroic efforts of you all, and many people across the organization, we are in a materiel condition and readiness crises. Very realistic discussions are occurring at the federal level that may result in the Coast Guard finally being resourced at the appropriate levels. Nothing is set in stone until it happens, however funding to the tune



CAPT Andrew Pecora

of \$20 billion, with authorities to spend it over the next five years, is being discussed to help the Coast Guard reduce the shoreside infrastructure backlog, eliminate technology debt, and address the surface maintenance funding shortfall. Additionally, it has been discussed that we are already a lean organization that needs about 15,000 more people in its workforce. Movements seem to be afoot to make that happen. For the most part, the Coast Guard has not been affected by a reduction in force (RIF), nor is it planned to be affected. Any "hiring freezes" we are experiencing are more associated with the on-going efforts and strategies to re-structure and re-organize the Coast Guard. Significant changes are coming to make us more effective, so as we have always been and done throughout our storied history, remain flexible and adaptable. Our mission remains the same and your job remains as important as ever. Remember we exist to support the fleet, and Semper Paratus!

V/r, CO Captain Andrew Pecora Commander, Surface Forces Logistics Center



L appy Spring SFLC Family,

I As we step into the season of spring, we embrace the perfect time for growth and renewal. Just as nature begins to bloom, we too have an opportunity to reflect on our toward fostering a dynamic and motivated team. I offer the following:

Reflect and Realign: Spring is a perfect time to revisit your goals. What have we accomplished so far, and what's still to come? Align our strategies for what's ahead and ensure everyone is on the same page.

Focus on Well-being: A well-balanced team performs best. Encourage our folks to embrace a healthy work-life balance. Promote mental health resources and create an environment where well-being is prioritized. Lead by Example: As leaders, we set the tone. Be a role model

for growth by embracing learning, self-improvement, and resilience. When your folks see you striving for growth, they are more likely to do the same. Empowerment Through Trust: Empowering our folks by entrusting them with responsibilities leads to higher engagement and creativity. Encourage autonomy while providing the necessary support.

Development Opportunities: As the season changes, so should our approach to professional development. Provide opportunities for our folks to expand their skills. Celebrate Milestones: Just as we celebrate the blossoming of flowers, take time to recognize achievements, whether big or small. Recognition fosters a sense of accomplishment and motivation.

As we move into this exciting season, let's remember that leadership isn't just about guiding others, it's about inspiring others. In the spirit of spring, let's cultivate the potential within our folks, embrace change, and continue to "Lead With Purpose, Inspire With Action".

Thank you for what you do, have done and will do! **ROLL TIDE ROLL!**

V/r,

SKCM Derrio Foster Command Master Chief, Surface Forces Logistics Center

CMC CORNER



SKCM Derrio Foster





CG-45's Corner

ello from Coast Guard Headquarters and the Office of Naval Engineering! As my time in CG-45 draws to a close, I take exceptional pride in all that we have accomplished as a community in the last four years. We have made significant strides in leveraging our organic depot maintenance capabilities, advocating for additional maintenance funding, recruiting and retaining high performers, and promoting innovation in everything from engineering policy to maintenance delivery. While the challenges our community faces are real - funding shortfalls, workforce shortages, supply chain challenges, and increased operational demands on our assets just to name a few – our mantra of lowering our voice and strengthening our argument has resonated with our flag corps and senior execs, and for the first time, our community has a "seat at the table" with leadership as the Service adapts to the future.

The Coast Guard is in the midst of great change, and as Naval Engineers, we should view this as a great opportunity. Since reporting as CG-45 in 2021, at the center of my leadership push was the standing challenge to our workforce to adopt

an innovation mindset and to continuously adapt our processes to the needs of our operational partners. While our engineering processes are important, I don't want us to become so beholden to those processes that it stifles innovation. During my tour, I have challenged my staff to "break the model" if there's an opportunity to do something better. There is an appetite for change in our Service, and we are uniquely positioned to take advantage of this. Ongoing initiatives like HDMX (Heavy Depot Maintenance) that will change the way we approach maintenance scheduling for major cutters, Strategic Contracting where we can identify innovative ways to improve contracting efficiency, and pursuit of Machinery Controls and Automation as a Program of Record to ensure we have the resources necessary to support these systems, are all areas where continued innovation and effort is required, but the benefits are substantial. We must continue to champion these innovative 'wins' as we continue to deliver World Class Mission Support across our enterprise.

While I am excited about my upcoming assignment, I am sad to be leaving CG-45. In my view, there are no better Coasties than our Naval Engineers. In the face of countless challenges, you find ways to deliver and ensure that our Operational Partners are able to successfully execute our missions. The value of our Naval Engineers has never been higher. I cannot thank all of you enough for your hard work, and for positioning me for success as the Chief of the Office of Naval Engineering. I am proud of all you have accomplished, and I hope you continue to lean into change while continuing to strive for even greater things for our community.

Captain Thomas Lowry Sr. Chief, Office of Naval Engineering



CAPT Thomas Lowry, Sr.

Continued from front page

the Patapsco River from the USCG Yard. Contracting had to move quickly to get the agreement in place and the Port of Baltimore took extraordinary steps to upgrade the building with the required fire/security monitoring systems as well environmental controls as prior to the arrival of the cargo. On December 11th, 2025, the GENSET Shipset began offloading at the Dundalk Marine Terminal after a long voyage from Germany. Due to the extreme size of the cargo, and the special handling



required, the offload and movement of the cargo took two days before the Ship Set was in its final resting place in the leased building on the Port of Baltimore's property. The SFLC Long Range Endurance Cutter Product Line (LREPL) opened a maintenance contract with Caterpillar to perform annual maintenance on the GENSETs that was inducted to the SFLC Inventory Control Point (ICP). To date, these are the largest, in size, inventory items on the USCG SFLC ICP ledger and the Ship Set is valued at just under \$28 million, not including the EDG due in November. This was a great logistics feat made possible through intense cooperation from the many USCG teammates and commercial partners that did their part to make it happen.

NAVAIR AM lends helping hand to sister service, provides next-day service

By Jacquelyn Tolbert-Millham, Communications Coordinator **Supporting NAVAIR Command Communications**

NAVAL AIR SYSTEMS COMMAND, PATUXENT RIVER, MD - When the U.S. Coast Guard was unable to quickly procure a wiring system part from its commercial provider for its fleet of MH-60T helicopters in late November, they turned to the Naval Air System Command (NAVAIR) Additive Manufacturing Team, showing the importance of cross collaboration between services and having solutions ready at the point of need.

"We were in the process of completing upgrades to the Automatic Asset Tracking System (AATS) and wiring system on our fleet of MH-60T helicopters," explained Lt. Cmdr. Andrew Armstrong, Surface Forces Logistics Center Industrial An MH-60T Jayhawk conducts operations Operations Division (SFLC-IOD) National Industrial around USCG Air Station Kodiak, Alaska. Enterprise, Organic Depot Maintenance, branch chief and Surface Fleet Additive Manufacturing lead. "All the parts must be in the kit before the upgrade is pushed out to the fleet. One unique part, the AATS spacer mount, was unavailable via commercial means and the only approved fabrication method to meet this need is AM." (continued on page 6)







(continued from page 5) The Coast Guard's AM team ran into another problem after its AM shop designed, printed a prototype and began to manufacture the spacing mount. The material to print it, called Black Ultem – a polyetherimide material with high mechanical strength and rigidity – was not in stock and its supplier did not know when it would



be available. Familiar with NAVAIR's AM capabilities, Armstrong reached out to NAVAIR Additive Manufacturing Program Manager Ted "The Coast Gronda. Guard already had an approved drawing, material and print parameters that could easily be understood and applied by the Navy. More critically, this could be completed rapidly because Coast Guard and Navy have the same AM equipment and could transfer files in real time

via the Joint Technical Data Integration (JTDI) website," he said.

The U.S. Navy, and NAVAIR in particular, has a long history of supporting federal agencies through additive manufacturing, according to Gronda. "It's an opportunity to strengthen relationships across organizations and create channels for future collaboration and exchange of information. We were more than willing to help," he said.

Gronda asked the NAVAIR AM Team to determine how it could support this request. Engineers from across several NAVAIR sites evaluated the nature of the parts needed, and whether the NAVAIR fielded equipment and materials were capable of meeting the Coast Guard's requirements. The team determined that the systems could meet the requirements, and they authorized a deviation for printing on the AM system at Fleet Readiness Center Mid-Atlantic Detachment Oceana in Virginia Beach, Virginia. Naval Air Warfare Center Aircraft Division Lakehurst Additive

Manufacturing Team Lead Anna Carlson quickly modified the build file to print on Oceana's system while still meeting Coast Guard drawing requirements.

However, Lakehurst did not have the necessary materials on hand. After several calls to different NAVAIR sites, the team learned from AM Integrated Product Team Polymer Lead Kate Thorn that the polymers research branch at Naval Air Station Patuxent River had Black Ultem on hand. How to get the material to the AM machines at Oceana posed another challenge.

"Understanding that this impacted the Coast Guard's entire MH-60T fleet, one of our contractors took it upon himself to transport the materials from Pax River to Virginia Beach that evening - an almost four-hour drive," Gronda said. While the materials were being delivered, Armstrong uploaded the required technical data to JTDI.

As soon as the materials arrived in Oceana, Aviation Electronics Technician Petty Officer 2nd class Oneal Charles downloaded the



GUN BARREL INSPECTION TOOL MODERNIZATION

By Mr. Don Sanders, CG Weapons System Technical Warrant Holder SFLC-ESD-EOB Ordnance Section

One of the goals of the SFLC-ESD Ordnance Section is to modernize the Gun Barrel Inspection (GBI) program. The current system, the Fleet Star Gauge (FSG), is a manually operated tool that utilizes a measurement head, connected through a series of extension tube assemblies, operated by a Vernier handle. The FSG allows only for diameter measurements along the entire barrel length but cannot measure groove depth, particularly in the 57mm barrels. This system requires approximately six hours to complete a single barrel inspection and collects just 32 data points.

The proposed modernization involves adopting an electronic bore measurement device equipped with a laser measurement head, a drive system, and a ruggedized computer. This advanced system generates high-resolution images of the barrel's inner



(from page 6)

technical data and began manufacturing the required parts. Within 24 hours, Charles printed and delivered 15 AATS spacer mounts to Coast Guard representatives.

Armstrong credits this success to naval aviation's collaborative culture, the forward thinking of the Coast Guard's AM team and the can-do attitude of everyone involved. "The parts kits will go out much earlier to facilitate the required capability upgrade for the CG MH-60T fleet. Every CG MH-60T will carry the additively manufactured spacer as a part of the outfitting," he said.

"This effort marked a significant benchmark for both organizations," Thorn said. "The processes are being documented by the Navy and Coast Guard so future needs can be expedited and standardized. This effort was foundational, proving that cross-organization collaboration can become standard operational practice."

"I appreciate the priority the Navy gave this effort," said Armstrong. "Working together, across services, we improved the readiness of a critical asset and reduced the time required to do so."



Laser Bore Mapper setup at NSWC Dahlgren

circumference and can inspect any length specified by the operator in just two hours. The laser device collects over a million data points, vastly improving precision and efficiency compared to the FSG.

The beta testing of this Laser Bore Mapping System has been endorsed and funded by PEO-IWS-1CT. Naval Surface Warfare Center (NSWC) Dahlgren Division is conducting final testing on various gun barrel sizes. Once testing is complete and results are validated, the Laser Bore Mapping System is expected to become an authorized GBI tool, revolutionizing the Coast Guard's barrel inspection capabilities.

DATA ROLES FOR THE FUTURE SFLC WORKFORCE

By Mike Hayden, Business Operations Division



As SFLC continues to evolve and leverage data-driven decision making, two critical roles are emerging: Data Analyst and Data Steward. These positions play a vital part in ensuring the effective management and utilization of data across the organization.

A Data Analyst is responsible for collecting, organizing, and analyzing data to inform business decisions and drive operational improvements. Within SFLC, Data Analysts can support logistics planning, supply chain management, maintenance optimization, and resource allocation. They work closely with stakeholders to identify data requirements, develop analytic solutions, and presents insights thru various visual products to drive informed decision-making.

The role of Data Analyst has been discussed at various boards, committees, and leadership groups. There is a general

consensus that the capability of this role should exist in all PLs and SSDs across SFLC.

Alternatively, a Data Steward is accountable for ensuring the quality, security, and integrity of an organization's data assets. At SFLC, Data Stewards would oversee governance, develop management processes, and implement quality control measures for their respective data domains. They would collaborate with analysts and other stakeholders to ensure that data is accurate, complete, and accessible.

The role of Data Steward and how it aligns within the SFLC organization is less clear and still being discussed by the Data Management Board and other leadership groups. However, it is certain that Data Stewards are necessary to effectively implement data management policy and processes as we progress on our modernization journey.

To develop the skills necessary for these roles, USCG Office of Data & Analytics (ODA) has defined 6 Data, Analytics, and AI (DAAI) related competencies with curated training pathways to attain those competencies. As announced in ALCOAST 103-25, all CG personnel are eligible to attain the DAAI competencies. More information and access to the Digital University training platform can be found on ODA's DAAI competencies portal page: <u>https://uscg.sharepoint-mil.us/sites/ODA/SitePages/Data-Analytics-and-Artificial-Intelligence-Competencies.aspx</u>

A MESSAGE FROM OUR OMBUDSMAN

Hi families,

I hope everyone had a fantastic winter. I don't know about you, but I am ready for some warm months. I just wanted to remind everyone that I am here for any needs you may have. I constantly check my email so that is the best way to reach me. My email is <u>ombudcms@gmail.com</u>. I hope everyone has a great start to Spring!

Your Ombudsman,

Ryane Page



WAVEFORM WELDING TECHNIQUES By Mr. Peter Murray IPF Boston, LCDR Nicholas Foster IPF Boston

"Waveform Welding Techniques" improves the repair process for aluminum hulls and components by adjusting welding machine frequency and waveform settings to provide a more stable or smooth weld arc capable of removing oxides and impurities that impede clean repairs. This enables the operator to effectively "clean" the cavity present under defects from contaminants. This innovative way of using the machine enables corrosion defects to be repaired without full replacement of the surrounding metal, significantly reducing repair times!



Due to its unique properties, aluminum is susceptible to subsurface corrosion or horizontal metal degradation even when it appears as a small surface pinhole. Typically, clad welding could rebuild material, but the melting point for aluminum oxide—the contaminant—is roughly double that of aluminum, so without adequate cleaning, the unremoved oxide causes a poor weld deposit with inclusions or pinholes.

Technology improvement over the past decade has promoted use of this technique. With older style machines (with power transformers), the only variables that could be adjusted were "Amperage" and "Balance." Simply stated, Balance is the blend of the "clean" and "penetrate" cycles that a weld tip outputs and is a percentage of time above/below neutral on the sine wave. With newer machines (with power inverters), the operator can also adjust "Frequency," so the operator can increase the precision of the weld without increasing material temperature too greatly. This allows the operator to fine-tune the clean portion of the cycle, using the arc to highlight the location and extent of contaminants so the operator can ultimately use of manual tools to remove them. While using the arc to "clean" is possible with older machines, the inability to manipulate contact time between the arc tip and material causes the material to be exposed to significantly more heat, increasing the potential for stress-corrosion cracking and/or heat deformation.

Spring 2025

PRESERVING HISTORY TO BUILD A BETTER TOMORROW

By LT Alexander Stoyka, **SFLC MECPL Port Engineer**



In today's Coast Guard, the future is on every service member's mind when thinking about longevity & relevance when it comes to the fleet. The race to find the best platform to serve the various missions of the Coast Guard is a reoccurring obstacle, but at the heart of the fleet is a vessel that almost every officer can share a similar sea story with. Barque EAGLE has served the Coast Guard since 1946 as the training vessel for the officer corps, but most notably as "America's Tallship".

Within the mission support organization, the challenge of service life sustainment for such a unique platform as EAGLE requires the involvement of many to keep her relevant and prepared for the next batch of cadets or Officer Candidates to grace her teak decks. During the dockside availability from October 2024 to January 2025, EAGLE received a much-needed facelift of her main mast and various other projects such as boiler replacement and deck system overhauls just to

name a few. The most rewarding aspect of working on her is the rich history that she carries and interfacing with the crew that works hard to keep her functioning.

The product line worked with the Yard, the Engineering Support Division, and crew to get her prepared for her upcoming five-month deployment to the West-Coast to represent the Coast Guard working with local, allied, and foreign partners. Striving to keep EAGLE relevant & prepared is never easy, but her mission has never been more essential to the service.

PBPL D14 WASHER/DRYER TCTO's

By LCDR Alexandria Bass

The first phase of 154' Fast Response Cutters had a combined washer/dryer appliance installed. This combined washer/dryer did not do an adequate job of drying the clothes, leaving cutter crews to make do by hanging their clothes to dry and severely limiting the operational capability of the cutter crews.

In 2023, PBPL, District 14 and IPF Honolulu coordinated an extensive prototype TCTO to install an upgraded washer and dryer stackable unit for the six D14 Fast Response Cutters. Personnel from IPF Honolulu removed the existing washer/dryer unit and deep sink, cut through the floor, changed the piping and electrical configurations, and moved the deck drain to accommodate the new stackable units. They completed the upgrades for the three Honolulu based cutters before sending personnel to Guam to conduct the washer and dryer upgrade for the three Guam cutters. IPF Honolulu was able to complete the upgrade during each cutter's scheduled Charlie period.

PBPL and D14 combined efforts to fund the TCTO prototype. D14 procured the washers and dryers while PBPL funded the IPF work, and parts required.

We were able to utilize the lessons learned from the initial prototype TCTOs to complete upgrades for the FORREST **REDNOUR and BAILEY BARCO.** These lessons included utilizing click bond for additional support above the fuel tank and crimp fittings for the copper piping. This eliminated the need for hot work near a fuel tank and decreased the associated time and costs.

PBPL is requesting funding via fallout or FY26 funding to procure the final 31 sets for IOD/IPF installation.

IOD'S METRICS MOVEMENT By LCDR Greg Bredariol, CG-452



ASSIST making emergent

SFLC-IOD made a mission of data analytics for business case analysis. IOD exists in an interesting state between the CG Yard (operating under a working capital fund), and operational partners that complete Operational-level maintenance. The three arms of IOD (MAT/WAT, National Industrial Enterprise, and ASSIST) must constantly solicit for work, engage with product lines, and then prove their value proposition to leadership to maintain their current staffing & resourcing. Moreover, any growth in the organization must be proven since the alternative; private contracting to the commercial sector; may be more financially prudent than organic maintainers that require full-time paychecks & benefits. This is especially true for non-recurring work where the value proposition may be ambiguous. Anecdotally, growth of organic resources at the ASSIST and Industrials are easily supported through vignettes of operational successes. Identifying thruster failures and misalignment of bearing on CGC HICKORY by the ASSIST, or Alameda's complete organic handling of Diesel Engine Overhauls and Gas Turbine Inspections, or the Industrials emergent repairs to Special Purpose Ice Craft on the Great Lakes that retained ice-rescue capabilities are obvious wins. But quantifying these vignettes into dollars and cents is challenging. IOD repairs to CGC HICKORY thrusters central leadership in concert with base NEDs and Deloitte contractors have made amazing strides to quantify and record these metrics, then turn them into easily viewed dashboards for wide-spread dissemination. These value propositions will be key to stemming a shrinking commercial maritime industrial base by fueling growth of the Coast Guard organic industrial base through IOD. BZ IOD!



Spring 2025

MWD Coordinator Hannah Del Guercio with MAT/WAT Metrics overlayed

MAT SEATTLE SFLC QUARTER REFLECTION

By LTJG Richard Gordon

Over the past quarter, Maintenance Augmentation Team (MAT) Seattle has provided support to a diverse array of vessels, including Polar Icebreakers, Medium Endurance Cutters, Buoy Tenders, and Patrol Boats. The team's performance has been nothing short of exceptional, as they consistently met and exceeded timelines and quality expectations.

One standout achievement was the completion of a comprehensive 4-month maintenance period aboard the CGC HEALY in Seattle, WA. In addition to providing much-needed assistance to ship's force, MAT Seattle completed over 300 maintenance cards and most significantly, overhauled



MK2 Tristian and MK3 Rex put the finishing touches on CGC HEALY's ADG Overhaul

the auxiliary diesel generator alongside a replacement of a main seawater pump. This work ensured the continued readiness of the vessel and highlighted the team's technical expertise and ability to tackle complex tasks.

Simultaneously, MAT Seattle balanced another maintenance period aboard the CGC ACTIVE in Port Angeles, WA. The team executed several technically demanding projects, including a long block swap of a ship service diesel generator and the replacement of a quick acting watertight door. These work items, carried out alongside routine maintenance, underscore MAT Seattle's capacity to deliver comprehensive service across a wide spectrum of vessel needs.

Looking ahead, MAT Seattle is preparing for a major dry dock of the CGC POLAR STAR in Vallejo, CA. This maintenance period will involve a wide range of projects, including multiple engine overhauls and the involvement of multiple surged technicians from across the country. The team's involvement will be paramount to ensuring the cutter remains ready for its vital icebreaking mission in Antarctica's McMurdo Bay.

CGC HEALY BOW CRANE OVHL: IPD STL By Mr. Jim Tepen, LCDR Joshua Zirbes, LCDR Harold Piper

Leveraging organic resources and saving crucial maintenance funds, LRE partnered with IPF NOLA and IPD STL to conduct the overhaul CGC HEALY's Allied bow crane. Applying exceptional crane experience and in-depth hydraulics knowledge, IPD STL took to overhauling the vital piece of equipment and is working to return to FMC for the first time in 5 years.

Organizationally considered the Subject Matter Experts for diagnosing and repairing the vast array of cranes within IBCT, IPD STL is often called upon by EPOs, EOs and Product Lines for trouble shooting recommendations, maintenance tips and corrective actions in support of the river and construction tender fleet. When LRE reached out to pose the question, IPF NOLA & IPD STL jumped at the prestigious opportunity to return the units bow crane to a fully functional asset, ready to support its artic missions. IPD STL systematically disabled the extension arm, main boom, cab, all hydraulics, electronics and conducted a thorough inspection, providing an in-depth breakdown of the equipment's most critical needs. Working intuitively, IPD drafted and submitted all documents for contract support of blast and paint, reached out to local vendors for cylinder overhauls and liaised with Allied crane to supply proprietary parts, ensuring the best finished product would be delivered.





Cab Deflection repair

Extension Cylinder separation

IPD STL's willingness to organically repair and service the crane, saved over \$300K in contracted costs.







Load out for Blast & Paint

ETCS IVAN ADAMS SHINES AT THE MICROSOFT FEDERAL BIZAPPS SUMMIT

By ETCS Ivan Adams

From March 12–13, ETCS Ivan Adams was honored to attend the Microsoft Federal BizApps Summit, an annual event that showcases cutting-edge advancements in technology and innovation tailored to federal agencies within the Microsoft O365 ecosystem. This prestigious two-day summit featured hands-on workshops, keynote presentations, and breakout sessions, focusing on modernizing government systems through low-code/no-code solutions, AIdriven process automation, and tools like Copilot in Power Platform and Dynamics 365. With over 40 federal agencies represented, approximately 707 attendees, and 60 expert speakers, the event offered a unique platform for collaboration and knowledge sharing.

Among the distinguished speakers, ETCS Ivan Adams joined esteemed representatives from NASA, the Army, and the Navy to deliver a federal testimonial. He had the opportunity to showcase his innovative creation, The Ultimate Awards Application (UAA), developed during the 2024 Winter Hackathon. Designed to streamline the crafting and routing of personnel



awards, the UAA focuses on the top three issued personal awards: LOC, CGAM, and CGCM.

Adams' presentation was met with enthusiastic acclaim, impressing multiple federal agencies and departments with the ingenuity and impact of the UAA. His contribution highlights the power of innovation and its potential to drive efficiency and excellence across federal operations.



DISTRICT 1 & IPF BOSTON 87' WPB DEPOT RECURRING MAINTENANCE "BUY-BACK" DOCKSIDES

By LCDR Nicholas Foster (IPF Boston)

Background

In FY24, SFLC experienced a significant budget shortfall for the fourth consecutive year, resulting in continued deep cuts to its depot maintenance project portfolio. This included the 87' WPB routine dockside and drydock maintenance slate, all of which was deferred or cancelled for FY24. D1 availabilities included:

- STURGEON Dockside FY24
 BONITO Dockside FY24
- FINBACK Drydock FY24
- RAZORBILL Dockside FY24 HAMMERHEAD Dockside FY25

D1, PBPL, and IPF Boston collaborated to execute a multi-year, multi-asset ISO to complete recurring dockside depot maintenance over the following 2 years for all five D1 87' assets. The ISO was funded by D1, PBPL retained technical authority, and IPF Boston was the worksite and work performer. The initiative was spearheaded by CDR Matthew Mothander (Sector Southeastern New England) and LCDR Richard Brady (SFLC PBPL).

Scope

The ISO encompassed all five D1 87' WPBs with eight recurring dockside maintenance work items. Conditional maintenance or casualty repairs were not included with the understanding any requirements would be addressed via a separate ISO.

Costs

The total amount for the ISO was \$99,120.00 (including the 18% IOD surcharge), or \$19,824 per asset. The commercial cost estimate was \$24 350 per asset, based on actual work item cost data between 2022 and 2024 in D1. The commercial cost estimate does not incorporate other foreseeable logistics costs, e.g. crew lodging & per diem, vehicle rentals, fuel for transits, etc. Overall costs to D1 were reduced through use of the Base Boston UPH for crew members and watch standers.

To date, two of the five three-week availabilities are complete and a third is partially complete. The current total cost expenditure is \$22,908.17 with 682 labor hours.

Future

IPF Boston is continuing its collaboration with PBPL to develop an approach for 154' FRC dockside availabilities. Six FRCs delivered in 2023 are homeported in Boston with dockside maintenance on the horizon.

• FINBACK Dockside FY25



SFLC STRATEGIC SOURCING BRANCH (S3B)

By Thomas Fout, CPD

In Fiscal Year 2025, The SFLC Contract & Procurement Division (CPD) is bringing innovation to the Supply Chain/ Contracting Lifecycle with the establishment of a Strategic Sourcing Branch. This Branch of Procurement professionals with specialized skillsets and experience will develop procurement solutions (Indefinite Delivery-Indefinite Quantity (IDIQ), Multiple Award Vehicles, Multiple Year, etc.) to better leverage SFLC's purchasing power, reduce costs, and improve overall service to the fleet. The primary goals of S3B are to:

- 1. Enculturate a strategic sourcing community within SFLC
- 2. Originate procurement vehicles to meet the demands of the operator
- 3. Strategically source across SFLC's customer base (Using Historical Data)

Initial Operating Capability (IOC) for S3B will allow a minimally resourced Branch to recompete existing contracts and future contract vehicles (ex. IDIQs) to support Product Line and Shared Services as needed. During the initial phase attention to requirement writing, periods of performance (POP) and dollar thresholds will be closely monitored before moving to a full operational status and attempting to execute 5-10 year contracts with intricate specification packages and excessive total contract values. Below are examples of requirements that can transition to S3B at the early stages of the program:

- 1. Drydock/ Dockside Services (ex. \$100M> IDIQ awards supporting multiple assets)
- 2. Government Furnished Property (ex. Propulsion System Parts)
- 3. Technical Services (ex. MTU Tech Support)

Maturity of S3B will come to fruition as SFLC focus in on developing comprehensive specifications, all-inclusive contract vehicles, and long-term ordering periods to cover vessel support services. As SFLC and S3B builds a robust workforce to continuously improve contract versatility and partner support with Just-in-Time supplies and services through the development of crosscutting supply ordering vehicles (ex. IDIQ) and regionally established availability support services (ex. Multiple Award IDIQ). FOC is anticipated to take 2-3 years. Adaptation to demand signals from the customer and industry position the program for success.

Are you a Configuration Data Manager (CDM)? Do you need CDM Training? Are you a certified CDM or CDMM who could use a refresher?

New! CDM Training Sessions

Configuration Management Systems (CMS) Section is proud to announce the upcoming launch of biweekly CDM Training Sessions, expected to begin in FY25 Q3. These "drop-in" training sessions will be offered in Baltimore. MD in a hybrid (in-person and online) format and will focus on one or two essential CDM topics each, with dedicated Q&A time allotted. While these sessions are not a substitute for formal qualification, we encourage both new CDMs learning the ropes and seasoned CDMs looking for a refresher or focused conversation to attend. CDM Training Sessions are also a great companion to PQS training.

Information regarding CDM Training Sessions, including dates and topics for each session, will be disseminated via the CDMM Working Group team site. Please contact Amanda Dunnie to be added to the CDMM Working Group team.

Formal CDM Classes and PQS Certification

CMS offers CDM and CDMM (advanced) training in Baltimore, MD annually every Fall.

Our week-long courses combine essential theory with real-world examples for a practical approach to learning, complete with short interactive knowledge checks and extended practice scenarios to ensure the CDM is as prepared as can be!

CDMs may complete the PQS in lieu of taking the formal class to become certified. Contact Bobby Jones for the latest PQS to get started!

For the PQS, the CDM works with a fully qualified CDMM (typically the PL Lead CDM), who reviews and signs-off the PQS for the sections where they have been certified, then submits it to Bobby Jones (the CDMM Functional Manager) for final approval. Upon approval, CMS sends the CDM a qualification memo for the appropriate level; CDM for levels 1-4, and CDMM for levels 5-9. Note: The latest POS may differ from the one your PL Lead CDMM has saved. Make sure to request the latest version from CMS before getting started!

Level 1: Configuration Data Manager (CDM)

CDM is the first class in the two-tier formal Configuration Management training program. In CDM, the student will learn the 5 pillars of configuration policy, available reporting and supply resource tools, basic configuration actions in FLS, and how to process the ESD-47 Forms they will receive as part of their daily routine.

Get on the waitlist for an upcoming CDM class here: https://forms.osi.apps.mil/r/kmxm9WthhF

Note: If you click the link and get the "Your response has already been submitted" message, you are already signed up. Once you complete a course, your name will be taken off the waitlist and you may take the class again.

Level 2: Configuration Data Maintenance Manager (CDMM)

This class expands on the CDM framework and has CDM as a prerequisite.

In CDMM, the student will learn how to craft, manipulate, and utilize CM Sets in FLS to quickly modify

By Scott Greenlaw

configuration across an asset line, including Data Cleanup, a method that ensures accurate configuration class-wide without an EC. The student will learn how to create Maintenance Standards, assign maintenance actions via Maintenance Items, and utilize comprehensive audit methods; all in support of TCTO Deployment and MPC Development.

Get on the waitlist for an upcoming CDMM class here:

https://forms.osi.apps.mil/r/tfrXe3URpu

Note: If you click the link and get the "Your response has already been submitted" message, you are already signed up. Once you complete a course, your name will be taken off the waitlist and you may take the class again.

Note: CDM is a prerequisite for CDMM, but you can sign up for both at the same time if you need both levels of qualification!

Roadshow Repairs to CG 49428 at NSA Annapolis

By LTJG Nolan Johnson

With limited ice-capable assets in the National Capital Region, ANT Baltimore's CG49428 served as the sole ice capable asset in support of the 2025 Presidential Inauguration. After several days of continuous ice operations, CG 49428 sustained damage to the hull plating in the lazarette bilge causing a pinhole leak. Facing limited and expensive repair options, Small Boat Product Line was able to leverage CG Yard's relationship with local US Navy entities cultivated through decades of partnerships, to facilitate a joint repair plan. Naval Support Activity Annapolis, was able to haul and block the CG49428 enabling CG Yard roadshow technicians to crop, renew, and preserve 6 inches of hull plating and replace a damaged propeller within 48 hours. The partnership saved over \$20K in commercial repairs, returned the asset to full mission capability, and highlighted the possibilities for future cooperation with the USCG and other agency organic resources to support common missions.



Integrating Organic Depot Maintenance Capabilities

By LT Tai Chan, Base Ketchikan NED

One often-overlooked advantage of conducting depot maintenance availabilities at an Industrial Production Facility (IPF) is the adaptability and flexibility offered by the National Industrial Enterprise. With the work being performed by Coast Guard civilians there was much integration at every level involved in the project which directly contributed to a superior result during CGC ELDEBERY's recent drydock at Base Ketchikan. The adaptability and technical expertise of the IPF's 23 tradesmen proved critical in overcoming multiple challenges. For example, the welders and pipefitters were able to make recommendations and work directly with the PE, OEM Tech Rep,

and the Product Line Engineering Tech authority during the installation of the cutter's new water mist system. This enabled significant adjustments to the design during the install that resulted in increased component serviceability and minimized loss of usable space, something that is at a premium on a 65' vessel. Furthermore, by conducting work at a USCG Base, when extensive scale buildup was found in the cutter's MDE cooling, MAT Ketchikan could seamlessly be leveraged to assist with repairs without any concern of interfering with drydock work. Similarly, when the cutter suffered several disabling casualties to its electronic navigation systems upon undocking,





ESD Ketchikan was immediately available to support, enabling the cutter to depart for its homeport on schedule. However, it wasn't only the Active-Duty component's ability to surge support that was key to this project's success; with both IPF painter positions vacant and facing a turbulent hiring atmosphere, IOD worked with CG YARD to surge support across the country to Alaska, enabling the package's preservation work to be completed in full and on schedule. Ultimately, the flexibility of leveraging a wide variety of organic depot capabilities allowed for the on-time completion of a 33-workitem drydock project at a fraction of the cost to the product line.



Officer Promotions

LT	
Smith, Hunter M.	ADPL 3-May-25
Olszewski, Jaclyn B.	ADPL 3-May-25
Tarbrake, Grace F.	ADPL 19-May-25
Axelsson, Mikael J.	ADPL 19-May-25
Schiavo, Katie L.	ADPL 19-May-25
ansing, Christopher G.	ADPL 19-May-25
Nahlin, Thomas P.	ADPL 19-May-25
Jhl, Thomas C.	ADPL 19-May-25
Tobin, Charles H.	ADPL 19-May-25
Decker, Mary K.	ADPL 19-May-25
Duffy, Jack F.	ADPL 19-May-25
O'Leary, Richard P.	ADPL 19-May-25
Nadleigh, Megan A.	ADPL 19-May-25
Brunkala, Parker T.	ADPL 19-May-25
Passilla, Sarah L.	ADPL 19-May-25
Casey, Ryan M.	ADPL 19-May-25

OL-SFLC-GALVESTON TX OL-SFLC PB APM2-NORFOLK VA OL-SFLC-LOS ANGELES CA OL-SFLC LRE AMS-ALAMEDA OL-SFLC-SAN DIEGO CA SFLC IBCT ENG ASSET MGMT **OL-SFLC-ALAMEDA CA** SFLC PB ASSET MANAGEMENT **OL-SFLC-NORFOLK VA OL-SFLC-CAPE MAY NJ** OL-SFLC-CHARLESTON OL-SFLC PB APM3-NORFOLK VA SFLC IBCT PORT ENGINEER OL-SFLC LRE AMS-ALAMEDA **OL-SFLC LRE APM3-ALAMEDA** SFLC SB ASSET MANAGEMENT

CWO-3

Scarlett, Jolene J. IDPL 1-Mar-25

SFLC IOD OPS

Enlisted Advancements

MAY 01

SK1 Ragan Isaiah SK2 Maupin Luke OL-SFLC SAP-ALAMEDA SFLC C&P2 LRE

MILESTONES: MILITARY PERSONNEL

Reporting

HARN, DANIEL LYNCH, MARGARET MILLER, TANNER VANNETT, KELLY LAYMON, MARK MAGNUS, BRADLY MOURING, SAMANTHA **BUENDIA, ROBERTO** GOFF, JUSTICE FLYNN, RYAN LATHEEF, ZAYD JACOT, ANDREW THRIFT, JESSE GUTHRIE, RICHARD HERNANDEZRIVERA, JESU KENNY, THOMAS CURRY, RYAN REGAN, MAXWELL CABRERA, NOEL LOMBARDI, ALEXANDRA SNEAD, EMMA RUBIO, ADRIAN BUDERUS, BRIANA RED, CHARLES CLARK, AMELIA MARENO, CADEN HUYNH, TYLER HENDRICKS, HAYDEN CHAN, BRYAN DINEEN, BRIDGET BENSON, AARON STEVENS, PHOEBE ASHURST, ETHAN YI, JOSEPH PADGHAM, RICHARD KASTRUD, WILLIAM ZARILLO, DANIEL MOYETALVAREZ, RUT VANLUVEN, JULIA MORRIS, BENJAMIN OYOLA, OLIVIA CARTER, LANDON SMITH, JOSHUA COUTURE, JACKSON ROBINSON, CHRISTOPHER CUMMINGS, KATA

	EMC	SFLC SB ASSET MANAGEMENT SEC 1
	SN	YARD MIL SUPPORT OPS DEPT
	ENS	OL-SFLC PB APM2-NORFOLK VA
	EMC	OL-SFLC IOD ASSIST SEC2-ALAM
	EM3	SFLC MOBILE LOGISTICS BR
	MK	OL-SFLC-SEATTLE WA
	CS2	YARD MIL SUPPORT OPS DEPT
	MKC	OL-SFLC-NORFOLK VA
	SK2	OL-SFLC LRE AMS-ALAMEDA
	LTJG	OL-SFLC-ST LOUIS MO
	ENS	SFLC LOGISTICS COMPLIANCE BR
	LT	SFLC LOGISTICS SUPPLY SUPT BR
	LT	SFLC SB PRGM DEPOT MAINT SEC
	ENG2	SFLC SB ASSET MANAGEMENT SEC 3
S	LTJG	SFLC LRE SYS AND EQUIP SEC 2
	LTJG	SFLC IBCT PORT ENGINEER SEC2
	LTJG	OL-SFLC-ALAMEDA CA
	LTJG	SFLC IBCT ENG ASSET MGMT SEC
	LT	OL-SFLC PB APM3-NORFOLK VA
	LT	OL-SFLC PB APM1-NORFOLK VA
	LTJG	OL-SFLC PB APM1-NORFOLK VA
	LTJG	OL-SFLC LRE APM2-ALAMEDA
	LT	OL-SFLC IOD ASSIST BR-YORKTOWN
	ENS	SFLC IBCT APM2-ALAMEDA
	LTJG	OL-SFLC-ALAMEDA CA
	LTJG	OL-SFLC-ST PETERSBURG FL
	LTJG	OL-SFLC-ST PETERSBURG FL
	LTJG	OL-SFLC-SEATTLE WA
	LTJG	OL-SFLC LRE AMS-ALAMEDA
	LTJG	OL-SFLC-PORTSMOUTH VA
	LT	OL-SFLC-NORFOLK VA
	LTJG	OL-SFLC-NORFOLK VA
	ENS	OL-SFLC-NORFOLK VA
	LTJG	OL-SFLC-NORFOLK VA
	LT	OL-SFLC-NORFOLK VA
	LTJG	OL-SFLC-NORFOLK VA
	LTJG	OL-SFLC-NEW ORLEANS LA
	LTJG	OL-SFLC-NEW ORLEANS LA
	LTJG	OL-SFLC-NEW ORLEANS
	LTJG	OL-SFLC-NEW ORLEANS
	LTJG	OL-SFLC-MIAMI FL
	ENG2	OL-SFLC-GALVESTON TX
	LTJG	OL-SFLC-CHEBOYGAN MI
	LT	OL-SFLC-CHARLESTON
	ENG3	OL-SFLC-CAPE CANAVERAL FL
	LTJG	OL-SFLC-BOSTON MA



(Reporting continued)

DITOMMASO, JOHN LTJG MCKEAN, JACOB LTJG HARVEY, ERIC EMCS ISAYEV, ALEXANDER MKCS BARTON, MAYRA SK1 WISE, ATIBA ME2 STANCO, CHRISTIAN LCDR POTTER, DOMINIC MKC HERRON, ADRYAN CADET RANDALL, CHASE CADET HARTUNG, JEFFREY CADET HARDING, KATHRYN CADET FORTUNA, JONATHANMKCS SFLC KONZE, RYUN LCDR FELLMAN, DEVIN LCDR FLINN, CLAYTON LCDR VARRICHIO, CHRISTOPHER LT CARR, GAROLD ET2 GEREZ, RYAN ET2 WILSON, TERRELL SK3 AUNGST, CAILYN SK3 WINTERS, MATTHEW GMC FULENWIDER, GEORGE MKC OCASIORODRIGUEZ, JARIEL SK3 YSASSI, ORLANDO SK3 MEIBERS, SEAN LT KING, RYAN LTJG VARGAS, JOHN ETC **BINCAROWSKY, SHAUN** DC1 BUDHRAM, RYAN SK2 CRABTREE, RICHARD EM1 DIAZGARCIA, CARLOS SK2 PARKER, JARRETT LCDR FOSTER, IAN CDR DIPIETRO, AMANDA CDR QUINTANILLA, JAMIE EMC **ROBAINA, GIOVANNI** ET1 POTIER, ERIC ETC KAUFMANN, KEVIN EMC **IBARRA, ENRIQUE** EMC COGHLAN, CORY EMC POWE, CLAUDE SK1 TECHAIRA, ORLANDO ET1 LAWRENCE, JESSICA SK1 AHO, KENNETH SK1 OLSON, COLLIN MK1 LUCAS, ANDREW MK1 SCHUMACHER, CHARLES MKC WEHRLE, CRAIG MKC

OL-SFLC-ATLANTIC BEACH NC OL-SFLC-ALAMEDA CA OL-SFLC-SEATTLE WA OL-SFLC-SEATTLE WA OL-SFLC-SEATTLE WA YARD MIL SUPPORT OPS DEPT OL-SFLC IOD M&W BR-NORFOLK VA OL-SFLC-SEATTLE WA **OL-SFLC IBCT APM2-ALAMEDA OL-SFLC-NORFOLK VA OL-SFLC-NORFOLK VA OL-SFLC-CHARLESTON** LRE SYS AND EQUIP SEC 2 **OL-SFLC-SEATTLE WA OL-SFLC-NORFOLK VA OL-SFLC-CHARLESTON** SFLC PB PROJECTS BR SFLC LRE SYS AND EQUIP SEC 3 OL-SFLC-NORFOLK VA SFLC SB FINANCIAL SERVICES SEC SFLC IBCT SUPPLY BRANCH **OL-SFLC LRE AMS-ALAMEDA** SFLC SB ASSET MANAGEMENT SEC 3 SFLC SIMPLIFIED ACQ PROC SEC 3 SFLC SIMPLIFIED ACQ PROC SEC 3 **OL-SFLC-HONOLULU HI OL-SFLC-KETCHIKAN AK OL-SFLC-ALAMEDA CA OL-SFLC-NORFOLK VA OL-SFLC SAP-ALAMEDA OL-SFLC IOD ASSIST SEC2-ALAM** SFLC C&P1 SAP **RL-SFLC LRE PROJ-SAN DIEGO** SFLC IBCT PRODUCT LINE SFLC ENGINEERING SERVICES DIV OL-SFLC-ALAMEDA CA SFLC ESD ORDNANCE SEC SFLC IBCT ENG SYS & EQUIP SEC2 SFLC SB ASSET MANAGEMENT SEC 1 OL-SFLC IOD NIE PM2-NORFOLK VA **OL-SFLC-CHARLESTON** SFLC SIMPLIFIED ACQ PROC SEC 3 SFLC ESD ELECTRONICS SEC SFLC FUNDS MGMT & EXEC SEC SFLC C&P2 SAP **OL-SFLC-MIAMI FL OL-SFLC-SEATTLE WA** OL-SFLC IOD NIE PM1-NORFOLK VA SFLC SB ASSET MANAGEMENT SEC 3

MILESTONES: MILITARY PERSONNEL

MILESTONES: CIVILIAN PERSONNEI

Mark Rill Kyra may Howard Harris Bodhisifa Brown Alexandra Furgerson Michael Torba Heather Clinton Joseph Whaley Ryan Belluch Jonathan Cox Aimee Liebman **Miguel Amador** Megan Robertson

Taylor Stanowski John Pickron Lavon Lewis Yannick Kassi Lamont Compton Sean Ruehs Chelsea Clark Eric Oppong-Kyekyeku **Charlie Faw**

Patrick Mulroonev Andris Cole Phillip ("Wade") Norris Debra Johnson-Owen

Civilian Employee of the C Civilian Employee of the C

New Employees

Crane Operator	ALD
Contract Specialist	CPD
Supervisory Mgt & Program Analyst	IOD
Material Handler	ALD
Office Automation Assistant	SBPL
Secretary	IOD
Library Technician	ESD
Mechanical Engineer	ESD
Mechanical Engineer	ESD
Management & Program Analyst	BOD
Technical Information Specialist	ESD
Electrical Engineer	ESD
Engineering Technician	LRE

Promotions

Freight Rate Specialist	ALD
Program Analyst	BOD
Contract Specialist	CPD
Purchasing Agent	CPD
Supply Systems Analyst	ALD
Inventory Management Specialist	IBCT
Contract Specialist	CPD
IT Cybersecurity Specialist	BOD
Inventory Management Specialist	MECH

Retirements

	Equipment Specialist	PBPL
	Inventory Management Specialist	MEC
	Engineering Technician	MEC
s	Program Specialist	WSD

CEOO

Quarter,	Qtr.	1,	Level I	
Quarter,	Qtr.	1,	Level I	I

Florence Harwood CPD Tyler Say-Rathbone SBPL

ARTICLE PROPOSALS/SUBMISSIONS FOR THE SFLC NEWSLETTER



Newsletter Submission Guidelines

- Identify a newsletter "Area of Focus" that
 Please send proposals only. Before you write an article, approval matches your piece; see below:
 of the proposal/content must be obtained from the Editor.
- Keep article word count below 300 words, as much as possible.
- Photo submissions (optional):
- JPEG, GIF, or PNG format
- 300 dpi or higher

• Deadlines for receiving proposals is 1 June 2025

Submit all proposals to: LTJG Ryan Casey, Ryan.Casey@uscg.mil

CAPT Andrew Pecora Commander Surface Forces Logistics Center U.S. Coast Guard 2401 Hawkins Point Rd. Baltimore, MD 21226 (410) 762-6010

https://uscg.sharepoint-mil.us/sites/sflc/ SitePages/BOD-SFLCNewsletter.aspx

> LTJG Ryan Casey, Editor in Chief Sean F. McDaniel, Graphic Designer

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