SFLC

Surface Forces Logistics Center

SFLC EXISTS TO SUPPORT THE FLEET

Inside This Issue

CGC STORIS SAILS ANEW

By CDR Kelsey Barrion, LREPL Projects

History was made on 2 June when the second CGC Storis departed Pascagoula, Mississippi with a full complement of civilian mariners standing the watch alongside the cutter's assigned crew. The first-ever hybrid crewing arrangement was a critical component of the vessel setting sail on an incredibly aggressive timeline following her rapid acquisition just six months prior; sea trials were held late November '24. The reactivation process, necessary after her being in layup for over two years, was accomplished in just over a month, with permanent crew arriving just a few weeks prior to departure. The training process for the permanent crew started right away, with a fuel onload immediately prior to sailing and light offs following less than ten hours later. The deck watch officers began their introduction with a demonstration of the ship's dynamic positioning capabilities as the civilian master maneuvered the vessel away from the dock using the four tunnel thrusters instead of tugs.

Once underway, everyone began general familiarization in order to assist in operating Storis. Many of the commercial mariners had sailed on board the ship in its previous operation and shared their knowledge with Coast Guard personnel, who quickly began assisting in (continued on page 5)

CO Corner

CAPT Andrew Pecora

Summer usually marks a change for many of our military members as about one-third of the active duty military work force receives permanent change of station (PCS) orders. However, this summer will mark a change for many of us, military and civilian, as Force Design 2028 begins to be implemented. While it will be rolled out in p hases, and phase one will not impact us directly, more substantial organizational change is coming in the future. In fact, CAPT Lowry and I provided a State of Naval Engineering address that spoke to change and one of the things we mentioned was to make sure you read the ALCOASTs, Executive Orders (particularly the ones related to Restoring America's Maritime Dominance) and the Force Design 2028 Blueprint that have come out over the last several months. These documents, as well as keeping a positive outlook, will make sure you are prepared, resilient, and ready to make the most of these changes, which are aimed at improving the way we execute and support our missions. Just in my 29 year career, we have moved from District Naval Engineering Offices, to Maintenance Logistics Commands, to the Surface Forces Logistics Center, and by the time of this publication we probably will have entered the Initial Operating Condition (IOC) phase of becoming Program Executive Office (PEO) for the Surface Domain, where the legacy entities of CG-4 (sustainment) and CG-9 (acquisitions) are being integrated under a single flag/SES for improved life-cycle support of our cutters and boats. It is truly a time to be anxious but also excited. With change comes opportunity, as you heard me and CAPT Lowry speak about at the State of Naval Engineering address. So, I encourage you all to embrace the organizational changes. As with any change, there will be miscues along the way, but nothing we can't overcome, adjust, and improve upon. We did it when we transitioned to SFLC and we can do it again, the American people are depending on us. Semper Paratus!

V/r,
CO

Captain Andrew Pecora

Commander, Surface Forces Logistics Center

CMC Corner

SKCM Derrio Foster

Greetings SFLC Family!

As August approaches, we find ourselves nearing the close of another transfer season. For many, this time marks not just a change in assignment, but the conclusion of a remarkable Coast Guard career. It's for this reason I want to take a moment to highlight the importance of properly recognizing such a milestone through retirement ceremonies.

Retirement ceremonies are a longstanding military tradition—deeply rooted in respect, gratitude, and celebration. They commemorate a member's dedicated service to our nation and acknowledge the unwavering support of their families. These ceremonies are more than formality; they are an opportunity for the Coast Guard to say "thank you," and to show our appreciation through action.

I understand the challenges that come with our geographically dispersed workforce, limited space at certain detached duty stations, and the individual preferences of retiring members—some of whom may wish to step into retirement quietly. However, we owe each of them more. Each member, whether active duty, reservist, or civilian—deserves to be recognized for their commitment, their sacrifices, and their service.

That recognition doesn't always have to take the form of a full traditional ceremony. Some may request the presence of the Color Guard and Flag Detail, while others may prefer a simple, intimate gathering with close friends and family. Whether formal or informal, what matters most is that we honor their contributions in a meaningful and respectful way.

As a command, we are committed to recognizing our shipmates as they transition into the next chapter of their lives. I ask for your continued support in making this happen. Please do everything possible to ensure each retiring SFLC member receives a proper and fitting farewell.

Thank you for everything you do, have done and will do in service to the fleet!

ROLL TIDE,

V/r,

SKCM Derrio Foster

Command Master Chief, Surface Forces Logistics Center

CG-45's Corner

Well, I did it! (Thanks to many of you) I've successfully concluded my 4-year tour as the Chief of Naval Engineering. It was truly a rewarding tour as I had a front row seat to watch, and on occasion lead, the Naval Engineering Workforce advance our program and deliver surface fleet capabilities to our operational partners on a global scale. On the personal front, I woefully underestimated just how much I would grow as a leader during my time as the Chief Naval Engineer. For my final newsletter submission as Chief of Naval Engineering I want to share my thoughts on how to navigate, lead, and flourish during a large organization change.

CAPT Thomas Lowry, Sr.

In my State of the Naval Engineering address on 17 June 2025, I spoke about the three types of readiness – Personnel, Materiel, and the Readiness for Change. Over the last decade the Naval Engineering Enterprise has dialed in personnel and materiel readiness, and I want to focus this exchange with you on becoming a Change Agent.

One of the guiding tenets of the Mission Support Business Model is the standardization of processes to create consistent and repeatable elements of logistics. However, I want to point out that standardization is not a final state, rather it's the framework used to lock in the progress and accomplishments of previous innovation cycles. And most importantly, standardization creates the new floor for the future innovation cycles to design, build, and deliver the next iteration of change. Force Design 2028 (FD28) will chunk out the world of work between 'initial' and 'final' operating capability into agile monthly sprints.

Under FD28, our service leadership is charging all of us with redesigning the Coast Guard. This is not a simple rebranding of our existing organizational structure and processes – this is a total makeover!

Having personally served through several major organizational changes over my 35-years of Coast Guard service, I offer the following lessons learned on leading during a period of major organizational change:

- Two-Up Rule: Learn what your boss and your boss's-boss problems are, and link as many of your actions to solving problems two layers up in the organization.
- Leadership Contracts: Establish leadership contracts with your team on what change initiative they are championing, what success looks like, and when deliverables are due.
- Tasks and Outcomes: Don't create to do lists, create a list of the end-state outcomes, and then focus your priorities, resources, and efforts on achieving the end-state.
- Teachable or Blameworthy: To create a learning organization, our default mindset for reasonable and occasional mistakes should be that they are "teachable" moments. If we treat all mistakes as blameworthy, then we are not a learning organization.
- Increased Risk Tolerance: Change and process improvements are inherently risky. In pursuit of new gains, we need to increase our organizational risk tolerance.
- Decision Levels: Process efficiency, organizational speed, and agility requires decisions to be made at the lowest level. During large organizational changes, decisions often shift up to the change management body. Be mindful of this tendency and continuously seek to pull decisions down.
- Delete or Streamline First: Most lessons learned and process improvement events result in adding new tasks and activities to the existing process (especially true for engineers), which reduces the speed and agility of the next project.

All lessons learned and process improvement events should start with: "what can we delete?" and "what can be streamlined?"

It was very humbling to have been given the privilege to serve as the Chief of Naval Engineering, and I look forward to serving with you in the future. I'm excited about my next chapter in the Coast Guard and my future assignment as the Military Attaché in the U.S. Embassy Moscow.

V/r,

Captain Thomas Lowry Sr.
Chief, Office of Naval Engineering

Continued from front page

both watch standing and troubleshooting various issues that arose as the long-sleeping ship stretched her route to the Panama canal. When the reverse osmosis units onboard, identical to those managed by MECPL, had a pump failure, the broader DCMS enterprise came together for a major triumph of logistics support, delivering a replacement pump to the canal in time for Storis to pick it up prior to beginning transit through the locks.

LREPL personnel onboard began the work of confirming the installed equipment and its current status against the machinery arrangement drawings, as well as learning the extent of the ship's current capabilities and how modifications by prior clients had impacted original designs. Storis used to have the ability to carry liquid mud drilling lubricant, for example, but those tanks have been converted to diesel fuel and tied into the ship's fuel storage and transfer system. Also, the last client to contract the vessel installed footers for shipping containers to raise them off the working deck, which is frequently awash in normal operating states. LREPL personnel documented changes like these and provided commentary on their impact to the cutter's ability to carry out various Coast Guard missions; a determination still pending as the crew gets acquainted with this new-to-us vessel.

There is much work to be done in establishing full configuration and creating a comprehensive required maintenance list, and LREPL is seeking authorization to prototype commercially available maintenance management system aboard Storis. This three-year trial initiative will help identify whether commercially available solutions can meet the needs of SFLC and enable senior leadership priorities such as condition-based maintenance implementation. In many ways, Storis is a historic vessel, and as she makes her way toward commissioning in Juneau, the hybrid commercial-Coast Guard partnership is exploring many new avenues to mission support success.

COAST GUARD'S DECENTRALIZED WAREHOUSING: A LIFELINE FOR SURFACE FLEET READINESS

By Lars Braun, Chief, Logistics Supply Service Branch

The United States Coast Guard faces the unique logistical challenge of maintaining a globally dispersed surface fleet that often operates in remote and demanding environments. Keeping these vessels mission-ready requires a robust and responsive supply chain capable of delivering critical parts quickly and efficiently. The key to this logistical success lies in the Coast Guard's innovative approach to inventory management: a network of strategically positioned remote stock locations, overseen by the Surface Forces Logistics Center (SFLC).

Jordon Mock - Sector Detroit

At the heart of the Coast Guard's supply system is the SFLC's Inventory Control Point (ICP) in Baltimore, Maryland. This central warehouse houses the majority of the surface fleet's inventory. However, relying solely on a centralized system would be impractical, given the urgency of repairs, the vast distances involved, and the complexities of last-mile delivery, especially for vessels operating far from the continental United States.

SK3 Yomar Rodriguez Viera – Base North Bend

Recognizing this challenge, the SFLC has implemented a decentralized system of 65 remote stock locations, dramatically improving the speed and efficiency of parts delivery. These locations are managed by 119 Asset Material Managers (AMMs), personnel who act as local custodians for over $153 million worth of forward-deployed inventory. While integrated into the base structure, the AMMs operate under the technical guidance of the SFLC, adhering to strict protocols for inventory handling, security, and accountability.

SFLC's Product Lines use a data-driven approach to create unique inventories at each AMM location based on their locally supported units. Then, inventory levels are maintained through a push-parts process where high-demand items are proactively pushed out to the AMM sites through weekly scheduled shipments, ensuring readily available stock for routine maintenance and common repairs. For less frequent requests, the AMMs act as ordering agents for the fleet, streamlining the procurement process. Larger vessels typically carry their own onboard spares, while the remote stock locations primarily benefit small boat stations and patrol boats, whose limited storage capacity restricts the number of spares they can keep on hand. AMMs also support scheduled maintenance on larger assets by pre-positioning necessary components. In all cases, these parts are provided to the fleet as free issue with procurement costs managed at SFLC by the Product Lines.

Javier Bringas – Base San Juan

This decentralized network spans the globe, with locations in Guam, Bahrain, three in Hawaii, Cuba, Puerto Rico, five sites in Alaska, and 53 others distributed across the continental US along coastal areas, the Great Lakes, and inland waterways. An additional 12 remote stock points further extend this network to strategic partners housing $89M worth of large items and other parts rarely needed but challenging to commercially source. The strategic placement of each of these sites minimizes shipping times, bringing essential parts closer to where they are needed. Furthermore, distributing inventory across multiple locations mitigates risk, ensuring a single point of failure won't cripple operations. Consolidated shipments to these remote sites also reduce transportation costs. Ultimately, this decentralized system translates to significant cost savings and a substantial increase in fleet readiness.

The Coast Guard's network of remote stock locations, managed by dedicated AMMs, represents a vital component of the service's logistical strategy. By decentralizing inventory management and placing essential parts closer to the fleet, the Coast Guard has created a highly responsive and cost-effective system. This approach ensures the surface fleet remains ready to respond to emergencies, enforce maritime law, and protect national interests, both at home and abroad. The AMMs, as the crucial link in the final stage of the supply chain, play a pivotal role in maintaining the operational effectiveness and efficiency of the Coast Guard Surface Fleet.

ATON EXPANSION: IPD MOB

By Mr. Chad Shaw, LCDR Joshua Zirbes, CDR Harold Piper

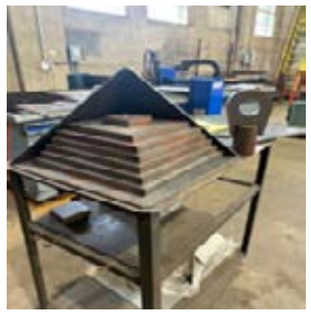
As missions and directives shifted and sea going buoys were found to be reduced in numbers slated for maintenance, IPD Mobile (MOB) sought to identify alternate work lines and continue to support CG Aids to Navigation, ATON. This willingness to remain agile/adaptable in this governing environment aids to support the dependent industries navigating the nation's navigable waterways. Including the estimated $8T dollars in commerce that transits the District 8 river system.

Using lucid vision, IPD MOB paired with WOPL and sought to design, fabricate, test and deploy a steel triangle style anchor. An anchor designed to hold 100 times its weight and could be deployed for use on various sized buoys. This design and discovered ability, if decided to continue, could lead to saving the CG an estimated $80K a year in annual procurements for just a 70lb anchor. This could also be expanded to the 3 other classes of triangle anchors and would lead to significant cost savings going forward. Additionally, IPD looked into the design and fabrication of reflector tops to support buoy battery charging systems. This included a review of IPDs current processes and welding abilities. IPD worked through all requirements and found a clear path forward to support taking on the reflector tops. Assuming this venture would save the CG upwards of $1K per reflector top for an average annual savings of $100K.

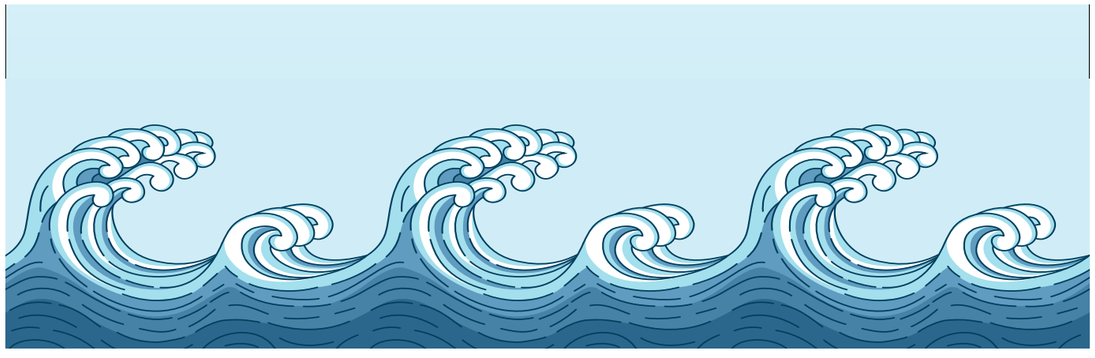
IPD MOB's willingness to remain flexible / "Semper Gumby" demonstrated the ability to provide the best organic product and support to operational units possible.

Anchor pre'd for coating

Buoy Reflector Top



Triangle Anchor Build



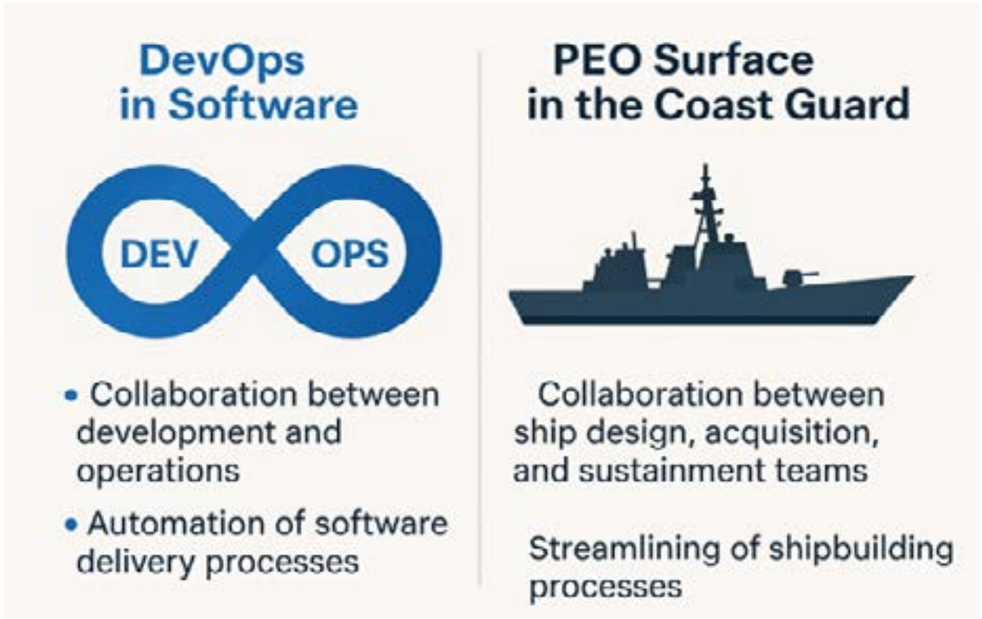
FROM CODE TO COMBAT: DEVOPS PRINCIPLES IN SHIPBUILDING & REPAIR

By LCDR Greg Bredariol, CG-452 IOD Resource Manager

CG-4 & 9 are merging to form Program Executive Office (PEO) Surface; blending resources and lines of effort across acquisitions and sustainment. While seemingly disparate, the principles of DevOps (software DEVelopment & IT OPerations) and the PEO model share surprising similarities. DevOps, a software development methodology emphasizing collaboration and automation, aims for faster, more reliable releases. PEOs, responsible for acquisition and sustainment of ships, strives for efficient and timely delivery and sustainment of advanced warships.

Both models prioritize cross-functional collaboration, automation, and increased feedback for improvement across a lifecycle. DevOps fosters a team-oriented environment where developers, operations, and security work in unison. DevOps employs constant monitoring and analytics to identify and delete bottlenecks while optimizing performance; using the same teams to create code and then maintain/operate it. This ensures a lifecycle of constant improvement and updates. Similarly, PEO-Surface will integrate engineers, designers, program managers, and contractors, ensuring a cohesive approach from concept to deployment and by blurring and even deleting artificial silos between acquisitions and operations/sustainment, ensures updates and modernization will be prioritized.

Ultimately, both DevOps and PEO aim to deliver and continuously improve high-quality products efficiently. While DevOps focuses on software, and PEO on complex vessels, the underlying principles of collaboration, automation, and continuous improvement are vital for success in both domains. Applying DevOps principles to shipbuilding can further streamline processes, reduce risks, and ensure the Coast Guard receives & maintains the cutting-edge warships it needs.



CGC DONALD HORSLEY DUAL MDE SWAP: IPF NOLA

By Mrs. Jolene Scarlett, LCDR Joshua Zirbes, CDR Harold Piper, MWD Coordinator Seattle

Applying organic resources and saving scarce maintenance funds, PBPL partnered with IPF NOLA to conduct a dual Main Diesel Engine (MDE) swap on CGC DONALD HORSLEY after saltwater intrusion was discovered. Leveraging exceptional talent and can-do attitudes, IPF NOLA accepted the project and commenced the work and breakdown of the asset on the 11th of June 2025, working to return the asset to FMC for all assigned missions.

Previously identified and outfitted to conduct MTU overhauls and rebuilds, IPF NOLA was a prime choice in conducting the intricate maintenance period. IPF NOLA has completed equivalent work on 87' WPBs on various occasions, and this is the first organic MDE changeout performed on the Fast Response Cutter platform. When PBPL reached out to pose the question, "could this be supported by IOD", IPF NOLA jumped at the exceptional opportunity to complete this request and truly showcase the abilities of the NIE. Working intuitively, IPF paired with IOD to submit all required contracts to support the maintenance item and reached out to both CG Assist teams and the local MTU tech support to ensure all manuals were in hand, all procedures were fully understood, and nothing would be missed for a streamlined process. IPF has systematically removed all interferences, broken down/disconnected the MDE's from all sub systems, prepared and cut the cutters warp for engine removal and positioned all pieces for a successful engine swap.

MDE / MRG disconnect

Port removed cold air intake

Cut warp removed

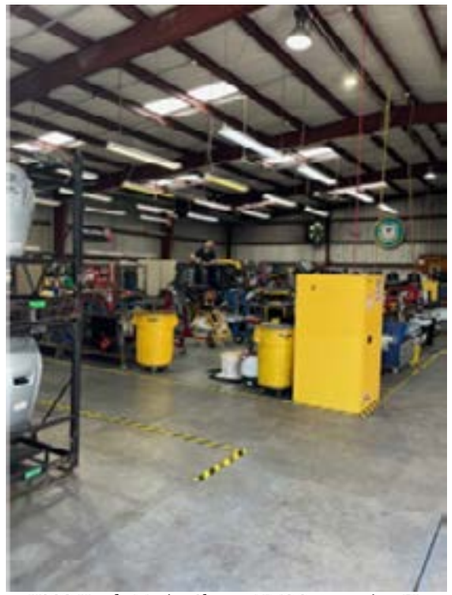
Port MDE ready to hoist

IPF NOLA's willingness to organically effect the MDE swap will saved over $1.2M in estimated contracted costs.

HONDA PRODUCT SUPPORT INTEGRATOR (PSI) PROGRAM

By: Michael McHale (SBPL-SES)

Center in St. Augustine, FL, is the largest engine depot maintenance and repair program in Coast Guard history, managing over 1,750 Honda Outboards for the 26' TANB and 29' RB-S. This centralized The SBPL's Honda PSI Program, located at Customs Border Patrol's (CPB) National Marine initiative, leveraging a key partnership with CBP, aims to significantly enhance operational readiness and reduce maintenance costs. The program minimizes unit reliance on local dealers, reduces the need for spare engines, accelerates repair times, and centralizes warranty and configuration tracking for the SBPL fleet.



USCG Honda Marine Shop at NMC St Augustine, FL

Following the 9/11 attacks, the USCG rapidly acquired numerous Honda-powered boats, but a decentralized maintenance approach led to inefficiencies, long downtimes, and district-level complaints. Recognizing the issue, in 2005 the Office of Naval Engineering initiated a pilot program for centralized repair. After commercial dealers showed little interest, a partnership with CBP was formed to prototype Honda repair facility in St. Augustine, FL. The successful prototype led to the program's expansion to all districts, establishing centralized inventory management, and acquiring dedicated technicians and equipment to complete all maintenance in-house. In 2008, a permanent CWO billet was created in St. Augustine as program manager under SBPL to liaison between the USCG and CPB on site and provide technical assistance to all CG units operating Honda engines.

The Honda PSI program continues to thrive through its robust partnerships with CBP and Honda North America. F-condition engines are received from the fleet, evaluated, repaired, rigorously tested before going into storage as A-condition ready for reissue to the units in need. Inventory tracking is maintained across both USCG (NESSS) and CBP (CAMTIS) systems. All warranty repairs are completed at the facility at a reduced labor rate, with savings reinvested into the program. The Program has also established a dedicated Honda PSI helpline which provides invaluable technical assistance to units, often preventing unnecessary engine returns. Leveraging the highly skilled technicians, the program has expanded its scope to include overhaul services for USCG Yamaha and Mercury assets.

As the USCG SBPL nears its 20-year partnership with CBP's National Marine Center, the Honda PSI program remains a vital component in maintaining the USCG's fleet of small boats, significantly enhancing operational readiness and extending asset service life.

Left: LCDR Jonathan Copley (SBPL Engineering Branch Chief) presents CWO4 Miguel Felix the USCG Commendation Medal at NMC, St Augustine, FL during his retirement ceremony June 2025. CWO Chris Wolf is the new Honda PSI Program Manager.

Right: USCG Honda Warehouse at NMC, St Augustine, FL

2025 SPRING NAVAL PQS WORKSHOP

By Matthew Cottrell

The Naval Engineering Personnel Qualification Standard (NEPQS) workshop was held in Baltimore, MD, from April 7–11, 2025, providing an excellent opportunity for junior officers to advance their professional development and deepen their understanding of the NEN-10 competencies required for career progression in the Coast Guard's Naval Engineering community.

Throughout the week, participants engaged directly with senior leaders from across the service, gaining valuable insight into the structure and mission of CG-4, as well as the broader role of Naval Engineering within Coast Guard operations. Subject matter experts presented in-depth information from Chapters 5 and 6 of the PQS, covering essential topics such as acquisitions, engineering changes, availability planning, contract fundamentals and multiple other topics. These sessions allowed officers to learn directly from those shaping Coast Guard Engineering doctrine through the upcoming changes of Force Design 2028.

A standout element of the workshop was the speed mentoring event, where junior officers had one-on-one time with LT to Captains. This provided an open forum for personalized guidance on career progression, leadership challenges, and lessons learned throughout their previous assignments. Additionally, presentations from senior Naval Engineering leadership, many traveling from across the country, provided attendees a strategic view of current priorities and emerging challenges. By participating in this workshop, officers made a decisive investment in their careers and in the future of the Coast Guard, all while completing the Naval Engineering PQS and working toward NEN-10 competencies.

THE LEGACY OF THE MAINTENANCE AND WEAPONS AUGMENTATION TEAM – ST. PETERSBURG

"JUST CALL MAT ST PETE"

By CDR Martin Mckenna, LT Trent Moon, and CWO Edward Coughlin

For over 25 years, the Maintenance Augmentation Team (MAT) in St. Petersburg, Florida, served as a cornerstone of mission-critical maintenance across the Coast Guard's aging Medium Endurance Cutter (MEC) fleet. Located along Florida's Sun Coast, this team earned a reputation for unwavering reliability, technical excellence, and a steadfast "can-do, will-do, Semper Paratus" mentality. Charged with supporting hulls well beyond their intended service life, the maintainers in St. Petersburg became the go-to experts when the fleet needed trusted hands and proven skill.

Whenever a MEC needed urgent repairs, depot-level maintenance, or casualty response, MAT St. Petersburg got the call. Known throughout the fleet as the "Legacy Team," their contributions extended far beyond routine maintenance—they became the backbone that kept cutters sailing on time and operations uninterrupted.

In their final year of service before decommissioning, the Legacy MAT delivered 12,000 hours of unplanned and casualty repair work, saving the Coast Guard more than $1.5 million. Their skilled efforts included replacing or rebuilding critical shipboard systems—davits, winches, cranes, engines, HVAC systems—and restoring over 500 square feet of corroded decking. Their impact spanned from local docks to remote locations, including a 150-mile trip to CGC VIGILANT where the team replaced ventilation fans and pulled/installed 8,100 feet of cable in record time as part of post fire response.

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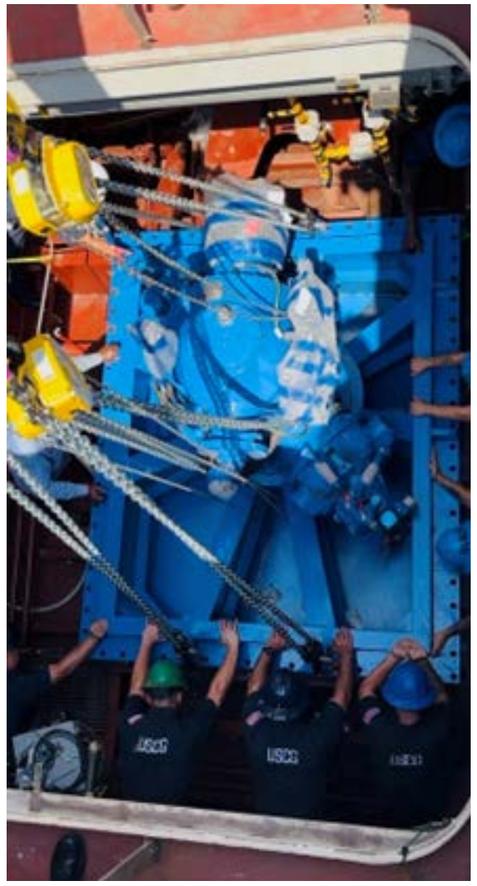

Their responsibility was not limited to cutters. When Hurricanes Helene and Milton hit, and their own homes were damaged, the team quickly mobilized to restore power to the FRC, WMEC and IBCT cutters and volunteered to conduct critical infrastructure repairs to reestablish habitability and operations at three heavily damaged search and rescue stations.

Among their most notable achievements this past year was supporting CGC JOSHUA APPLEBY with the Coast Guard's first-ever waterborne Z-Drive replacement, a complex task that would traditionally require dry-dock facilities and outside contractors. By coordinating with the ship's force and Industrial Production Facility Miami, the Legacy MAT saved $380,000 and prevented eight weeks of operational downtime, an extraordinary final mission that embodied their unmatched expertise and innovation.

For the last 25 years, the answer was simple, "Call MAT St. Pete." As the WMEC 210' fleet nears full decommissioning, the skills, ingenuity, and standards upheld by the Legacy MAT have been passed on to the newly commissioned Fast Response Cutter (FRC) MAT. That transfer of knowledge was on full display when the now FRC MAT St, Pete deployed to Galveston, TX, to support CGC RELIANCE with a Ships Service generator long-block replacement completed in just five days, a task typically scheduled for three weeks, saving significant operational time.

The Legacy of the Maintenance and Weapon Augmentation Team of St. Petersburg leaves behind a proud and enduring mark on Coast Guard history. Their absence will be deeply felt across the fleet, but their spirit of excellence now lives on in the teams they trained and set the standard for generations of maintainers to follow.

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 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 as environmental controls 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 it's 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.

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.

EAGLE Main Mast After a Comprehensive Overhaul

GOATS + YOGA EVENT - CHAPLAINS STRONGER SENTINELS AND FAMILIES PROGRAM (CSSF)

By LT Jereme B. Sampson, CHC, USN

On July 23, 2025, the Chaplains Stronger Sentinels and Families Program (CSSF) hosted a GOAT Yoga wellness event at the pavilion at the Grove in support of spiritual readiness and resiliency. The event featured a guided yoga session, wellness tips, and words of encouragement, followed by lunch at the Dry Dock.

This event would not have been possible without the outstanding support of Hannah Whelan, Mike Zimmer, Colleen Gellert, and Timika Connor. These individuals went above and beyond their regular duties to help bring this vision to life. Their efforts included outreach, advertising, registration, setup, breakdown, and on-site coordination. Their dedication and follow-through were instrumental in creating a meaningful experience for all participants.

Special thanks also go to Christopher Stewart and the MWR team for providing beverages and ensuring lunch at the Dry Dock went smoothly. The feedback from attendees has been overwhelmingly positive, and this event is already being requested again. If you would like events like this for individual crews/teams, please reach out to me.

Thank you to everyone who helped make this event such a success!

By: Stacey Glover, SFLC Training Officer

Preventing and Addressing Workplace Harassment (100227) – has been removed from CG-OWL due to DEIA-related training. At this time, FORCECOM is reviewing the information, and it is not determined if this course will be reimplemented in the future. FORCECOM and C5ISC are coordinating the removal of TMT/CGBI for this training, but until it is removed, please ignore this requirement in CGBI.

DHS Continuous Supervisory Leader Development (502801) – Deactivation. As this time, DHA no longer requires civilians that supervisor civilians to certify leader development hours. As such, supervisors do not need to self-certify via CG-OWL Course #502801.

MANDATED A = 53% complete as we are just halfway through the calendar year.

MANDATED B = 73% complete as we are just halfway through the calendar year. ☐

Are you one of the 47% that still needs to complete Mandated A or 27% that needs to complete Mandated B training? If so, don't wait. CG-OWL tends to run slower during the Nov/Dec timeframe. It takes CG-OWL 72 hrs to update CGBI once training is complete. Please don't wait until the last minute to get your training complete and ensure SFLC Readiness for mission support!

Records and Information Management Program is every individual's responsibility.

Individual personnel responsibilities can be found in the IAW COMDTINST 5212.12 series.

All personnel are to complete the annual (MT-A) "Records Management for Everyone" training in CG-OWL **(including Contractors)**. The training MUST be completed before the end of the calendar year. **PLEASE KEEP A COPY OF YOUR COMPLETION CERTIFICATE.** Should you have additional questions regarding the RIM Program, please reach out to Colleen Gellert at 571-610-5632 or Colleen.R.Gellert2@uscg.mil.

HELP WANTED

Interested in leading or becoming a team member for a collateral duty? SFLC is always solicitating for people to help support and help in all the work we do. The following positions below are all open to you to join! If interested please reach out to the POC listed for each below.

Education Service MBR
-Assists members in making decisions regarding their voluntary education
-Assist in completing Tuition Assistance and GI Bill benefits
-Arrange officer accession/selection boards.
POC: CWO Paul MacLeod

Facilities Coordinator MBR
- Serve as a single point of contact for Facilities Engineering
- Initiate work orders for their areas of responsibility
- Maintain files for pending and completed work requests
- Monitor the quality of work in their spaces to include custodial
- Safety & health violations/issues
- Any situation or condition that could lead to an injury
POC: Shawn Sturgis

Morale Committee MBR
-Provide leadership and guidance to the Morale Committee
-Oversight of daily operations and events, organize meetings and review minutes
POC: ENS Marcos Saldarriaga

Parking Coordinator Liaison
-responsible for maintaining a tracker for all SFLC Civilian and Military members who are stationed on base.
-works closely with base security.
POC: Laura Countiss

Records Coordinator Team MBR
-Works with Records Coordinator Officer to ommunicate and liaise with CG-611
-Serve as the RIM POC for the assigned USCG directorate/command/unit
-Actively participate in implementing and monitoring internal controls in support of the RIM program.
-Ensure safeguards are implemented and regularly monitored to prevent unauthorized access, removal, loss, or destruction of records and recover records unlawfully removed.
-Manage USCG records electronically throughout their lifecycle in accordance with DHS and USCG policies and procedures.
POC: Colleen Gellert

Public Affairs Team MBR
-Works with the PA officer to assist with PA related events/activities
-Assist in photography and video of award ceremonies/ retirements/promotions etc...
-Helps maintain SFLC Facebook site and produce quarterly
POC: LT Ryan Casey

Partnership in Education
-Establish and build partnerships with schools and other community organizations
-Recruit and train volunteers
-Assign and coordinate volunteer activities
-Compile and report volunteer activities
-Promote the PIE program at the unit level
POC: Crystal Astrella

Safety Officer (Assistant)
-Assist the Safety Officer in implementing the unit's safety program as per Safety & Environmental Health Manual, COMDTINST M5100.47 (series).
Complete a 1 week ASO Training Course.
POC: Jim Lane

Training Representative
-Assist Training officer as training representatives assist with arranging, providing and preparing ndividual training requirements for SFLC personnel.
POC: Stacey Glover

Resilience Coordinator/Operational Stress Coordinator
-Serves as a knowledgeable local access point for information and referral on protective factor and resiliency building positive behaviors and available resources.
-Collaborate with command, Work Life personnel, IPP staff, and other stakeholders on educational, programming, and activity opportunities that build and strengthen protective factors and resiliency amongst RC's unit members.
-Assist in development of command plans and policies incorporating OSC principles and directives.
POC: CWO Geoffrey Hendrix

Officer Promotions

CWO-3

Capel, Dustin J.	ADPL 1-Jun-25	SFLC-PB SYSTEMS & EQUIP SEC
Roberts, William E.	ADPL 1-Jun-25	SFLC ESD ORDNANCE SEC
Bannerman, Trevor D.	ADPL 1-Jun-25	SFLC IBCT ENG ASSET MGMT SEC
Ricciardi, Vincent	ADPL 1-Jun-25	SFLC SB ASSET MANAGEMENT SEC
Hefty, Michael C.	ADPL 1-Jun-25	OL-SFLC-CLEVELAND
Bratland, Erik J.	ADPL 1-Jun-25	OL-SFLC-PORTSMOUTH VA
White, Andrew D.	ADPL 1-Jun-25	SFLC LRE SYS AND EQUIP SEC 2
Damon, Nathan S.	ADPL 1-Jun-25	SFLC IBCT ENG ASSET MGMT SEC
Pasquier, Matthew T.	ADPL 1-Jun-25	OL-SFLC PB APM1-NORFOLK VA
Johnson, Detrick D.	ADPL 1-Jun-25	OL-SFLC-ST LOUIS MO
Hissong, Thomas G.	ADPL 1-Jun-25	SFLC SB ASSET MANAGEMENT SEC
Whiting, Allan E.	ADPL 1-Jun-25	SFLC PB ASSET MANAGEMENT SEC
O'Brien, John P.	ADPL 1-Jun-25	OL-SFLC-SEATTLE WA
Macleod, Paul R.	ADPL 1-Jun-25	SFLC ESD DMG CTRL&LIFESV

CWO-4

Miller, Gary A.	ADPL 1-Jun-25	SFLC FUNDS MGMT & EXEC SEC
Lynch, Christian M.	ADPL 1-Jun-25	OL-SFLC-NORFOLK VA
Glover, Kenneth A.	ADPL 1-Jun-25	SFLC IBCT ENG ASSET MGMT SEC
Campbell, Kalee J.	ADPL 1-Jun-25	OL-SFLC-NORFOLK VA
Tolliver, Timothy	ADPL 1-Jun-25	OL-SFLC SBPL PDM-ALAMEDA
Ruona, James R.	ADPL 1-Jun-25	OL-SFLC-NORFOLK VA

LTJG

Aguirre, Daniel J.	ADPL 5-Jun-25	OL-SFLC-SEATTLE WA
Bersani, James M.	ADPL 5-Jun-25	OL-SFLC-NEW ORLEANS LA
Colon, Kevin Y.	ADPL 5-Jun-25	OL-SFLC-NORFOLK VA

LT

Holmes, Kevin L.	ADPL 29-Jun-25	OL-SFLC-ALAMEDA CA

LCDR

Lincoln, Richard J.	ADPL 1-Jul-25	SFLC LRE SYS AND EQUIP SEC 2
Jacot, Andrew J.	ADPL 1-Aug-25	SFLC LOGISTICS SUPPLY SUPT BR
Gomez, Daniel R.	ADPL 1-Aug-25	SFLC FISCAL OPERATIONS BR

CDR

Howard, Brian S.	ADPL 1-Jul-25	OL-SFLC-ALAMEDA CA
Schmitz, Paul T.	ADPL 1-Aug-25	SFLC IBCT ENG ASSET MGMT SEC

Reporting

BOWLES	JOHN	ENG4	OL-SFLC-NORFOLK VA
CAMPBELL	KALEE	ENG4	OL-SFLC-NORFOLK VA
SAYERS	THOMAS	MKCM	OL-SFLC IOD ASSIST SEC1-YKTWN
CARTNER	ROBERT	ETCS	SFLC ESD ORDNANCE SEC
SIMMONS	QUINTRELL	EMCS	OL-SFLC IOD ASSIST SEC1-YKTWN
MCDOUGALL	MICHAEL	ENG3	OL-SFLC-NORFOLK VA
TOLLIVER	TIMOTHY	ENG4	OL-SFLC SBPL PDM-ALAMEDA
ROBERTS	WILLIAM	WEPS3	SFLC ESD ORDNANCE SEC
STOECKLER	CARSTEN	ENG2	OL-SFLC-KODIAK AK
VERSLUIS	ADAM	DCCS	SFLC ESD DMG CTRL&LIFESV EQUIP
WILSON	KYLE	MKCM	OL-SFLC-SEATTLE WA
PEREZ	ARMANDO	MKCM	OL-SFLC LRE AMS-ALAMEDA
HOEFER	KEITH	ENG3	OL-SFLC IBCT APM2-ALAMEDA
AUXIER	CARL	WEPS3	SFLC-PB SYSTEMS & EQUIP SEC
WOLF	CHRISTOPHER	ENG3	OL-SFLC CBP NMC-ST AUGUSTNE FL
ROBINSON	CHRISTOPHER	LT	OL-SFLC-CAPE CANAVERAL FL
LABIANCA	NICHOLAS	ENG2	OL-SFLC-PENSACOLA FL
NEUMAYER	JAMES	DCCS	OL-SFLC-ALAMEDA CA
GUTHRIE	RICHARD	LT	SFLC SB ASSET MANAGEMENT SEC 3
RICHARDSON	JOSHUA	SK1	SFLC SIMPLIFIED ACQ PROC SEC 3
HARRIS	JOSEPH	ENG2	AWL-SFLC IBCT ENG-YORKTOWN VA
QUINN	MELISSA	SKCS	SFLC SB FINANCIAL SERVICES SEC
FOSTER	IAN	CDR	SFLC IBCT PRODUCT LINE
JACKSON	JOVON	SK1	OL-SFLC-ALAMEDA CA
POTIER	ERIC	ETC	SFLC IBCT ENG SYS & EQUIP SEC2
TECHAIRA	ORLANDO	ET1	SFLC ESD ELECTRONICS SEC
CROTEAU	CAMERON	MAT2	SFLC ESD DMG CTRL&LIFESV EQUIP
KNOWLES	CHRISTOPHER	ENG2	OL-SFLC-KEY WEST FL
BLAKEY	LACY	SK1	OL-SFLC LRE SUPP 2-CHARLESTON
POWE	CLAUDE	SK1	SFLC SIMPLIFIED ACQ PROC SEC 3
GROVE	CHRISTOPHER	ENG 2	AWL-SFLC PB PROJ BR-NORFOLK
SLUSHER	KYLE	MKC	OL-SFLC-CHARLESTON
ZAMORA	FREDDY	MK1	OL-SFLC-NEW ORLEANS LA
MILLS	JONATHAN	ENG2	OL-SFLC-SEATTLE WA
CAMPBELL	ANTHONY	EMCS	OL-SFLC IOD ASSIST SEC1-YKTWN
STEVENS	KEVIN	LCDR	SFLC PB ENGINEERING BR
SABO	MITCHELL	MKC	OL-SFLC-KETCHIKAN AK
STUNKEL	ADAM	SKC	OL-SFLC-SEATTLE WA
WATERS	MASON	ETCS	SFLC ESD ORDNANCE SEC
AHO	KENNETH	SK1	SFLC C&P2 SAP
KUKULKA	GREGORY	DC1	OL-SFLC-HONOLULU HI
CRABTREE	RICHARD	EM1	OL-SFLC IOD ASSIST SEC2-ALAM
COGHLAN	CORY	EMC	OL-SFLC-CHARLESTON
HUGHES	LOGAN	DCC	SFLC ESD DMG CTRL&LIFESV EQUIP
HERNANDEZRIVERA	JESUS	LTJG	SFLC LRE SYS AND EQUIP SEC 2
SHAW	JUSTIN	MK1	OL-SFLC-NEW ORLEANS LA

(Reporting continued)

DEMERS	KRISTOPHER	SKCM	SFLC LSS CUSTOMER SERVICE SEC
HOY	SEAN	F&S2	OL-SFLC-NORFOLK VA
FULENWIDER	GEORGE	ENG2	SFLC SB ASSET MANAGEMENT SEC 3
MAGNUS	BRADLY	MKC	OL-SFLC-SEATTLE WA
VANNETT	KELLY	EMC	CGC OL-SFLC IOD ASSIST SEC2-ALAM
NEWTON	JESSICA	SK1	SFLC FUNDS MGMT & EXEC SEC
VARRICHIO	CHRISTOPHER	LCDR	SFLC PB PROJECTS BR
KUMP	JOSHUA	MK1	SFLC LRE SYS AND EQUIP SEC 2
PARKER	ANDREA	YN1	YARD MIL SUPPORT OPS DEPT
HEESCHEN	GRANT ENG2	CGC	OL-SFLC-KEY WEST FL
GUSTIN	COURTNEY	SK1	SFLC C&P1 SAP
FELLMAN	DEVIN	CDR	OL-SFLC-NORFOLK VA
REED	PAULINA	PERS2	SFLC WSD MILITARY MGT BR
OLSON	COLLIN	MK1	OL-SFLC-MIAMI FL
GEORGE	JERAMYAH	SK1	OL-SFLC-ALAMEDA CA
MUELLER	JAMES	LCDR	OL-SFLC LRE APM2-ALAMEDA
PALMER	KENNETH	SK2	SFLC SIMPLIFIED ACQ PROC SEC 3
DENT	LAUREN	SKC	SFLC SB FINANCIAL SERVICES SEC
MURRAY	KATHERINE	LT	OL-SFLC IBCT PDM-ALAMEDA
THRIFT	JESSE	LT	SFLC SB PRGM DEPOT MAINT SEC
JACOT	ANDREW	LT	SFLC LOGISTICS SUPPLY SUPT BR
CHAMBERS	MATTHEW	LT	OL-SFLC-NORFOLK VA
FURRY	TYLER	LT	OL-SFLC-ALAMEDA CA
MILONE	TRAVIS	SK1	CGC SFLC MEC SUPPLY BRANCH
BALINT	KARLA	SKC	OL-SFLC-NORFOLK VA
ROBERSON	CORTEZ	DC2	OL-SFLC-NORFOLK VA
CARR	GAROLD	ET2	SFLC LRE SYS AND EQUIP SEC 3
MCKEAN	JACOB	LTJG	OL-SFLC-ALAMEDA CA
MIDDLETON	LIAM	LT	OL-SFLC PB PL-BAHRAIN
LOMBARDI	ALEXANDRA	LT	OL-SFLC PB APM1-NORFOLK VA
BROWDER	IAN	ET1	OL-SFLC-NORFOLK VA
SWEAT	RYAN	HS2	YARD MEDICAL DEPT
DIAZGARCIA	CARLOS	SK2	SFLC C&P1 SAP
SNOOK	ASHLEY	SK2	OL-SFLC-NORFOLK VA
BUDERUS	BRIANA	LT	OL-SFLC IOD ASSIST BR-YORKTOWN
HENDRICKS	HAYDEN	LTJG	OL-SFLC-SEATTLE WA
YI	JOSEPH	LTJG	CGC OL-SFLC-NORFOLK VA
HUYNH	TYLER	LTJG	OL-SFLC-ST PETERSBURG FL
KASTRUD	WILLIAM	LTJG	OL-SFLC-NORFOLK VA
STANKOVICH	ROBERT	LTJG	OL-SFLC IBCT APM2-ALAMEDA
PIERCE	NATHAN	LTJG	OL-SFLC-NORFOLK VA
CURRY	RYAN	LTJG	OL-SFLC-ALAMEDA CA
OYOLA	OLIVIA	LTJG	OL-SFLC-MIAMI FL
DINEEN	BRIDGET	LTJG	OL-SFLC-PORTSMOUTH VA
KENNY	THOMAS	LTJG	SFLC IBCT PORT ENGINEER SEC2
PORTIGUE	CLAIRE	LTJG	OL-SFLC-CHARLESTON
LAYMON	MARK	EM3	SFLC MOBILE LOGISTICS BR
RANDALL	CHASE	ENS	CGA-CADETS 036536 OL-SFLC-NORFOLK VA
WILSON	TERRELL	SK3	SFLC SB FINANCIAL SERVICES SEC

(Reporting continued)

SANTAMARIA	ANTONIO	CS3Y	ARD MIL SUPPORT OPS DEPT
LATHEEF	ZAYD	LTJG	SFLC LOGISTICS COMPLIANCE BR
EDGHILL	KATHRYN	ENS	OL-SFLC-CHARLESTON
HARTUNG	JEFFREY	ENS	OL-SFLC-NORFOLK VA
HERRON	ADRYAN	ENS	OL-SFLC IBCT APM2-ALAMEDA
NAGATA	REINA	ENS	OL-SFLC-SEATTLE WA
FAUVER	JUSTINE	YN3	YARD MIL SUPPORT OPS DEPT
SMITH	JOSHUA	LTJG	OL-SFLC-CHEBOYGAN MI
YSASSI	ORLANDO	SK3	SFLC SIMPLIFIED ACQ PROC SEC 3
VELEZ	GIOVANNI	ME3	YARD MIL SUPPORT OPS DEPT
SMITH	TRISTAN	ME3	YARD MIL SUPPORT OPS DEPT
BONNER	BRYANNA	SNHS	YARD MEDICAL DEPT
WISE	ATIBA	ME2	YARD MIL SUPPORT OPS DEPT
LYNCH	MARGARET	SN	YARD MIL SUPPORT OPS DEPT
DANIEL	SIDRA	SN	YARD MIL SUPPORT OPS DEPT
CALDWELL	JACOB	SA	YARD MIL SUPPORT OPS DEPT

Enlisted Person of the Quarter

EM1 Nicolas A. Bartholomeo	1 April-30 June	Baltimore

New Employees

Taiwo Ajayi	IT Cybersecurity Specialist	BOD
Brooke Crisp	IT Cybersecurity Specialist	BOD
Elicha Luna	IT Cybersecurity Specialist	BOD
Ambrocio Alvarez	Contract Specialist	CPD
Trevor Trenholm	Safety & Occupational Health Specialist	IOD
Michael Villano	Supervisory Contract Specialist	CPD

Promotions

Kenneth Tankersley	Contract Specialist	CPD
Maryjean Falkenstein	Contract Specialist	CPD
Kenneth Johnson	IT Cybersecurity Specialist	BOD
Erica Perry	Purchasing Agent	CPD
Erica Gibbs	Purchasing Agent	CPD
Michael Torba	Program Analyst	IOD
Rebecca Davis	Electrical Engineer	ESD

Retirements

Ronald Almond	Contract Specialist	CPD
Mark Lacey	Equipment Specialist	PBPL
Mildred Escobosa	Supervsiory Contract Specialist (COCO)	CPD
Jacob Varghis	Supervisory General Engineer	IBCT
Tim McAllister	Supervsiory Naval Architect	ESD
William Johnson	Materials Handler Supervisor	ALD
Roosevelt John	IT Specialist	BOD
Christopher Stanley	Logistics Management Specialist	PBPL
Victor McCoy	Supply Tech	PBPL
Millicent Beauchamp	Inventory Management Specialist	LRE

CEOQ

Civilian Employee of the Quarter,	Qtr 1 (2025),	Level I
Civilian Employee of the Quarter,	Qtr 1 (2025),	Level II

ARTICLE PROPOSALS/SUBMISSIONS FOR THE SFLC NEWSLETTER

Newsletter Submission Guidelines

- Identify a newsletter "Area of Focus" that matches your piece; see below:
- Keep article word count below 300 words, as much as possible.
- Photo submissions (optional):
- JPEG, GIF, or PNG format
- 300 dpi or higher
- Please send proposals only. Before you write an article, approval of the proposal/content must be obtained from the Editor.
- Deadlines for receiving proposals is 30 September 2025

Submit all proposals to:
LT 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

LT Ryan Casey, Editor in Chief

Sean F. McDaniel, Graphic Designer

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