Surface Forces Logistics Center
SFLC EXISTS TO SUPPORT THE FLEET

Inside This Issue

FIRST ARTICLE TESTING FOR THE WELIN LAMBIE 5.0E DAVIT

By Mr. Mark Pelo

Figure 1 Welin Lambie 5.0E Davit testing simulating 10° trim and 20° list

To effectively conduct critical missions like search and rescue, drug interdiction, and migrant interdiction, the Coast Guard relies on safely deploying smaller boats from its cutters. Stage II Offshore Patrol Cutters (OPCs), currently under construction at Austal USA in Mobile, Alabama, will feature a state-of-the-art system to do just that. These new cutters (continued on page 6)

CO's Corner

CAPT Andrew Pecora

Happy Spring, SFLC Team. This season of renewal is the perfect backdrop to reflect on our journey and look forward to our bright future. I want to begin by extending my deepest gratitude to all of you. Your resilience, dedication, and adaptability have been the bedrock of our success, and your commitment in the face of evolving demands does not go unnoticed.

This is a pivotal time for the Coast Guard. We recently had the privilege of seeing our new Commandant, Admiral Lunday, confirmed and are already aligning our efforts with his newly issued Commander's Intent.

His vision, which calls on us to "Float, Fight, and Navigate," perfectly captures the spirit of our service and the challenges we are embracing together. We are called to be a well-led and resilient force, to conduct our mission support with excellence. A key part of that future is taking shape right now through the Force Design 2028 reorganization. We are at the forefront of this historic shift as the new Deputy Commandant of Systems (DCS) transition from Initial Operational Capability to Full Operational Capability.

This isn't just a change on an organizational chart; it's a fundamental pivot in how we deliver support to the fleet. The new Program Executive Office (PEO) structure for Surface, Air, C5I, Shore, and Robotics and Autonomous Systems will allow us to manage our assets with a true "cradle to grave" approach. To get there, the organization is using a series of fast-paced "Sprints" to drive this transformation, ensuring we are building a more integrated and effective organization at speed.

Your hard work has been instrumental in making a compelling case for the resources we need, culminating in a landmark achievement: securing a significant portion of the Reconciliation Funding. This investment is already being put to work as you all are executing at light speed to spend nearly $1B in FY26 despite obstacles such as government shutdowns thrown in your way.

You all are also launching forward-looking initiatives that align perfectly with RADM Jacoby's Digital Transformation strategy, all to enhance our data-driven decision-making.

These initiatives are a testament to our collective focus on innovation and excellence. Thank you for embracing the future, for your unwavering support of the fleet, and for everything you do to ensure our mission success.

Semper Paratus!

V/r,
CO

Captain Andrew Pecora

Commander, Surface Forces Logistics Center

CMC Corner

SKCM Derrio Foster

Greetings SFLC Family,

I want to take this moment to express my deepest gratitude for your unwavering dedication and hard work. It is your passion and commitment that have been the driving force behind our success, and I am incredibly proud of everything we have accomplished together.

Our journey over these past three years has been filled with both triumphs and challenges. We have faced moments that tested our resilience and pushed us to our limits. Yet, through it all, you have remained steadfast, meeting every obstacle with a determination and can-do spirit that is truly inspiring. This collective strength has enabled us to not only overcome hurdles but to emerge stronger and more united than ever before. Together, we have achieved remarkable milestones, and each success we celebrate is a testament to your collective effort and incredible talent.

This is also a significant and personal moment for me. As my time at the SFLC comes to an end, I want to thank all of you for the great level of commitment, professionalism, and leadership you displayed in supporting the men and women aboard our cutters and at our stations. It has been a profound privilege to serve as your Command Master Chief during these past three years, and I am honored to have been a part of this team.

Looking ahead, I am filled with excitement and optimism for the future of SFLC. I know that with your continued dedication, there are no limits to what you can achieve. You are the heart of this unit, and your contributions are vital to its future success.

Thank you once again for your hard work, your passion, and your unwavering commitment. I wish you nothing but the best in all your future endeavors.

Thank you for what you do, have done and will do!

ROLL TIDE!

V/r,

SKCM Derrio Foster

Command Master Chief, Surface Forces Logistics Center

CG-SEA's Corner

New National Policy and Plan Creates Opportunities for CG-Surface, SFLC, and Naval Engineers

CAPT J. H. Potterton

On February 13, 2026, President Trump released the Maritime Action Plan (MAP) as a follow-on to Executive Order; Restoring America's Maritime Dominance (E.O. 14269). Until recently, the MAP has been generated by the Maritime Administration every five years and focused on commercial shipping and shipbuilding. This current administration has drastically changed the MAP, bringing the approval to the White House and incorporating significantly more inputs from Departments of War, State, Transportation, Homeland Security and U. S. Trade Representatives, to launch this highly complex national strategic issue.

CG Surface-E was offered a very brief window to comment on the draft legislation last spring and provided input to ensure we addressed our growing surface fleet's complexity and tonnage. One of the MAP's four pillars is "Rebuild U.S. Shipbuilding Capacity and Capabilities." In-fact the opening quote to the MAP from POTUS is "We will soon revitalize our once-great shipyards with hundreds of billions of dollars in new investments and people coming from all around the world… to build ships in America. We want them built in America."

For the first time the MAP has incorporated critical public shipyards as a component of the Maritime Industrial Base. Specifically, calling out to recapitalize the Coast Guard Yard and USN public shipyards by adding drydocks and heavy-lift capacity with a demand for large vessels.

As many know, the One Big Beautiful Bill Act, PL 119-21 (OBBBA) provided the Coast Guard $500M for construction, improvement, dredging, and acquisition of a floating dry dock at the Coast Guard Yard. These OBBBA funds cover the first two phases of SIOP; construct a new floating drydock and recapitalize Yard structures, including the paint facility. The MAP is seen as a presidential strategy to continue to focus on investments to complete the remaining 5 phases of the Coast Guard Yard SIOP and advance the imperative to our Coast Guard and national security.

It is recommended that our Nav Eng community be familiar and conversant on the MAP's strategy and four pillars: Rebuild U.S. Shipbuilding Capacity and Capabilities, Reform Workforce Education and Training, Protect the Maritime Industrial Base, and National Security, Economic Security and Industrial Resilience. The below link is provided.

Link: Restoring America's Maritime Dominance – The White House

V/r,

Captain J. H. Potterton

Chief Naval Engineer, Office of Surface Sustainment (CG-SEA-E)

A Message From Your Ombusdman

Dear Coast Guard Families,

I hope you're staying warm and safe and were able to have some fun in the snow! I have several exciting resources to share with you, so please make sure you have completed the Family Intake Form so your family members can receive these updates as well. You can find quick hits below, but if you click on each title, it will take you to a google drive folder with additional information and expanded details. You and your families are also welcome to reach out to me directly with questions.

Summer childcare and summer camps open registration in February and March. Don't wait until June to sign up! Members and civilians can request childcare through MilitaryChildCare.com (MCC) for all USCG/DoD operated childcare and school-ages care to include summer camps.

2026 ANNUAL MARITIME STUDENT ART CONTEST NOW OPEN – Submission Deadline April 13, 2026. Students in grades K–12 are invited to participate in the annual calendar art contest sponsored by the North American Marine Environment Protection Association (NAMEPA), the United States Coast Guard (USCG) and the Inter-American Committee on Ports of the Organization of American States (CIP-OAS). The theme for this year's contest is "From Policy to Practice: Powering Maritime Excellence".

VIRTUAL EMPLOYMENT WORKSHOPS FOR MILITARY SPOUSES AND CAREGIVERS - See flyer and website for details. Please note the time zones differences. You can find a time zone calculator on the registration site.

Military OneSource's MilTax Presentation - Feb 17, 2026 2:00-3:00PM EST Military OneSource's MilTax Presentation and Coast Guard's Touchpoint Overview. The logistics of submitting your tax returns through Miltax will be discussed as well as an overview of CG Mandated Financial Touchpoint trainings.

HSWL Tip of The Week: Connecting with TRICARE - Need help with TRICARE? Whether it's about coverage, claims, or getting care, we've got you covered. If you're not sure who to call, check our Call Us Wizard tool at: tricare.mil/CallUs

MCCYN Fee Assistance Processing Delays - Claim payments to community-based providers have returned to the average of 15 days from time the claim form is submitted to MCCYN FA for processing.

As always, please do not hesitate to reach out with questions, concerns, or just to chat.

Najee Gassel - ombudcms@gmail.com

Your Ombudsman,

Najee Gassel

Continued from front page

will be equipped with two Welin Lambie 5.0E davits—an enhanced dual point davit system for launching and recovering our Over the Horizon (OTH) boats.

Last month, along with representatives from the OPC Project Resident Office, I attended the First Article Testing for this new system at the Welin Lambie facility in Brierley Hill, England. The new 5.0E model davit is a derivative of the legacy 5.0B davit, a system familiar to many from its service on the 210-WMEC, 225-WLB, and 270-WMEC classes, as well as CGCs ALEX HALEY and STRATTON. However, the 5.0E represents a significant technology shift to all-electric actuation rather than the traditional electro-hydraulic systems. This new design provides a significantly faster Constant Tension (CT) capability, which is critical for safe launch and recovery in conditions up to Sea State 5 (10.7 ft. significant wave height).

During this critical testing phase, the first production 5.0E davit was subjected to a comprehensive series of trials. These tests, which included overload scenarios, emergency operations, and system verifications, were designed to prove the davit could perform under the toughest conditions. First Article Testing is a crucial validation step; it confirms that the final product not only meets all performance requirements of the ship's specification and the American Bureau of Shipping's Naval Vessel Rules but also that the manufacturing process is ready for full-scale production.

The successful completion of this rigorous First Article Testing is a critical step towards delivering enhanced capability to the fleet. Passing all performance and safety tests provides confidence that this next-generation, all-electric davit will provide the reliability and speed needed for the OPC's demanding missions. The davit will now undergo final EMI testing in Europe before being delivered to Austal USA, moving one step closer to installation on the future cutter.

Figure 2 Custom Test Rig to Validate Constant Tension speeds on the Welin Lambie 5.0E Davit

SFLC-ESD-NAME-MAIN PROP

By Mr. Christopher Ochall

Independent Marine Oil Services submitted altered and fake fuel purchase invoices to U.S. Navy and Coast Guard ships through the SEA Card Program, which allows U.S. vessels to purchase critical fuel to conduct military operations around the world. Between August 2022 and January 2024, the SFLC-ESD-Main Prop analyzed Fuel Samples and reported fuel quality results from Independent Marine Oil Services to the Office of Energy and Power (formerly CG-46). SFLC-ESD-Main Prop has led the USCG Fuel Sampling program and maintains a historical database of every propulsion fuel sample submitted for analysis since 1999. The fuel quality results were used to help the Department of Justice ultimately charge the owner of Independent Marine Oil Services with 34 felonies and received convictions on all counts. The owner faces maximum penalties of 20 years in prison for each count of wire fraud, up to 10 years for each count of money laundering, and up to 10 years for each count of forgery for orchestrating a scheme to defraud the U.S. Department of War and other federal agencies out of over $4.5 million. The final verdict sends a strong message that fraud against our military and the American taxpayer will not be tolerated.

ALAMEDA ENGINEERING - STEAMING INTO THE FUTURE!

By LCDR Selavka and LT Holmes

As part of the SFLC Regional Naval Engineer program, Naval Engineers from units located at Coast Guard Island in Alameda, California attended multiple professional development events recently.

In December 2025, a group of 10 representing Base Alameda, LRE Product Line, and Patrol Boat Product Line visited the company SailDrone's facilities in Alameda for a 7-minute tour with Q&A session with senior company leaders learning the latest advancements in naval drone technology, including manufacturing and production processes, global logistics and maintenance support, current and future applications, and discussed specific present-day use cases with the Coast Guard in the Caribbean and Eastern Pacific Ocean. The tour also included time spent in one of their operations centers where they monitor every operational drone.

In January 2026, another group of 7 representing Base Alameda and LRE Product Line visited the SS Jeremiah O'Brien in San Francisco, one of only two remaining and fully functional Liberty Ships out of the 2,710 built during WWII. The group received thorough tours of the ship's engine room, auxiliary spaces, cargo holds, museums, and accommodation spaces, learning about the ship's function, crewing, and operation during WWII. The group had lunch with the vessel's Chief Engineer, Jon Eaton, and Executive Director, Ken Wright, where they learned more about the maintenance and crewing required nowadays to keep the 83-year-old ship safely sailing around SF Bay. The only other remaining and fully functional Liberty Ship is the SS John Brown, homeported in Baltimore, MD.

27’ SPC BIMINI EXTENSION: IPD MOB

By Mr. Ryan Thorenton, Mr. Pat Gresham, Mr. Chad Shaw

LCDR Joshua Zirbes

When the CG’s mission was extended along the Mexican, American border for Operation River Wall, and the high temperatures were of utmost concern, IPD Mobile was called upon for an innovative platform modification. As 2’ Special Purpose Craft for Shallow Water (SPC-SW) were deployed throughout the AOR, a need for additional shade was noted to support the extended hours spent on patrols and law enforcement activities. The request was made to extend the existing bimini cover over the aft of the assets deck, allowing for additional sun protection, but would be required to easily support maintenance and quick response within the engine compartment.

Working with SBPL, a bolt on design was agreed upon, with the ability to fold the bimini extension, allowing for critical initial action or general maintenance on the assets prime mover. With IPF NOLA’s AM shop creating a CAD approved drawing and receiving SBPL’s blessing, IPD MOB once again leveraged their superior metal working talents and went work fabricating an aluminum square tubing design, complete with hinges and a bolt on attachment, allowing for easy on site installation, superior usability, essentially extending patrol longevity and comfortability of the SPC-SW. Proto-type is in operational testing now.

Bimini corner being welded

Bimini extension fit tested

Stagged Bimini extension

IPD MOB’s ability to remain agile, reliable and devoted to a multitude of missions demonstrate their commitment to the organization on every level of support and customer service.

WOPL PILE LADDERS: IPD MOB & STL

By Mr. Chad Shaw, Mr. Justin Austin, Ms. Jolene Scarlett

LCDR Joshua Zirbes

As raw materials and contracted vendor costs continue to increase, Industrial Production Detachment Mobile, AL, made a game-changing recommendation for one of WOPL’s latest orders. Originally requesting 700 wood pile ladders be fabricated from mild steel and dipped in hot galvanization; IPD MOB suggested the ladders adjust fabrication to aluminum. This material shift competed with original material amounts, met product overall lifespan and removed all contracted costs.

Once WOPL approved the material change, IPD wasted no time in requesting all needed materials, setting up a staging area to receive all items, complete with an adjoined assembly line to mass produce the ladders. Furthermore, MOB worked through IPF New Orleans to leverage additional time and capabilities from IPD St. Louis to work in conjunction of ladder production, further expediting the completion process. With both sites working to complete and provide the highest quality ladders, they saved $75K in contracted costs and reduced the expected timeline by 35 weeks, while ensuing the best product would be delivered for all personnel charged with installing and traversing piles for all manner of work. This also directly supported the trillions of dollars in commerce transiting our nation’s internal waterways.

Cut & Punched Pile Ladder Rails

Completed Ladders

Completed Ladders

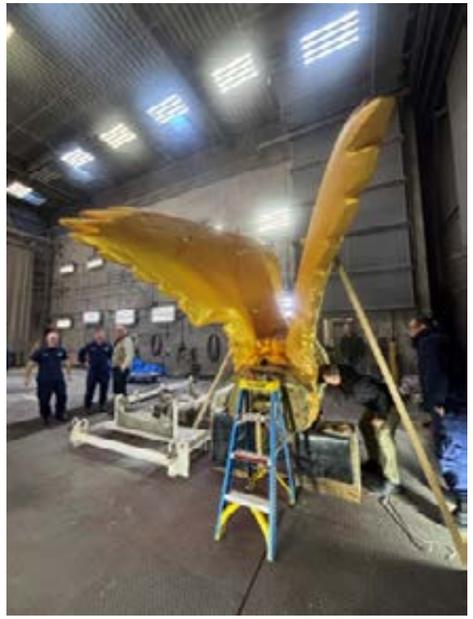
IPD MOB’s willingness to remain “Semper Gumby”, demonstrated their commitment to the organization receiving the best organic product and maintained support of the CG’s Aids to Navigation mission.

SOARING AGAIN: THE UNSEEN EFFORTS BEHIND BARQUE EAGLE'S FIGUREHEAD RESTORATION

By LT Alexander Stoyka

On September 16th, 2025, in the Atlantic Ocean, tragedy struck AMERICA's Tallship on the high seas! The figurehead on the stem of the BAREQUE EAGLE had broken free from its mounts and entered the water at 1320. The crew took swift action relying on training and teamwork to recover what was left of the once proud figurehead. Upon return from their Pacific deployment, it was quickly realized that this simple repair would require a much larger & diversified team in order to get her ready for America's 250th Anniversary Maritime Celebration known as SAIL250.

A team was quickly gathered made up of the Industrial Production Facility Boston along with IOD leadership, CGA Engineering Department, MECPL, and the EAGLE crew to work together on this "no-fail mission". Utilizing organic 3D printing capabilities from the Academy in conjunction with the technical knowledge of the IPF, a plan was put into action to fabricate a tail section that would be joined together with the surviving main body of the figurehead. A steel structure will provide the backbone for a 3D printed tail section that is to be filled with foam for support. Once joined, the full body will have its fiberglass shell restored and spine mount reinforced to improve upon the original design. Once repairs are complete, EAGLE will sail to Boston for installation ahead of its departure date for deployment. This undertaking is unprecedented due to its complexity and high visibility of SAIL250. Through their combined efforts, this team ensures that when the world looks to America for SAIL250, the EAGLE will meet its gaze, soaring proudly at the bow.



IPF ALAMEDA – EXPANDING CENTER OF EXCELLENCE CAPABILITIES

By LCDR Ryan Ostrander

IPF Alameda closed their buoy detachment in 2019 and re-organized their billet structure to prioritize naval maintenance on the Alameda-based Maritime Security Cutter Large (WMSL). Since then, the team has iteratively taken on more complex projects, familiarizing themselves with shipboard systems to become a WMSL Center of Excellence.

In fall 2025 IPF Alameda executed a major industrial project on CGC WAESCHE. The project included 14 work items: three recurring work items; five engineering changes; two depot-level Maintenance Procedure Cards; and four non-casualty work requests. Unlike previous projects, IPF took full responsibility for supplemental services, including touch-up paint and fire watch, to evaluate organic performance compared to a prime contractor. As unexpected resource gaps arose, coordination across the Industrial Operations Division (IOD) served to backfill the Alameda staff from other units and ensure on-time completion of base scope of work.

In total, utilizing IOD resources for this project saved the Long-Range Enforcer Product Line an estimated $218,000 in labor cost avoidance and did not require administration of a formal contract. The opportunity gave IPF Alameda technicians invaluable tacit knowledge to build upon in future projects. First-time experience with two of the depot recurring work items even suggested that they could easily be accomplished in-house without technical representative assistance, which could have saved an additional $53,000. With lessons learned from WAESCHE in 2025, IPF Alameda intends to continue pursuing this model of large industrial projects to provide timely high-quality maintenance support to Alameda's WMSL fleet.

REVAMPING THE AFFORDABLE READINESS BUDGET PROCESS

By LTJG Zayd Latheef

From the formidable 399-foot Polar Star freeing cruise ships stuck in Antarctic ice to the agile 45-foot Response Boats navigating coastal waters and protecting our shores during National Security Events, every Coast Guard asset is a promise of safety and security. But what keeps that promise intact day after day, mission after mission? It's an unwavering commitment to readiness and a sophisticated blend of engineering, strategic planning, and budgeting. This dedication is not just a philosophy; it's a structured and evolving process.

For years, SFLC's Asset Logistics Division (ALD) has utilized the Affordable Readiness Budget (ARB) process to ensure mission readiness through the planned maintenance of the Coast Guard's 246 cutters. At its core, the ARB employs a zero-based budgeting methodology—a disciplined approach that builds a financial plan from the ground up rather than simply adjusting the previous year's funds. The process begins with a crucial partnership between our Program Depot Maintenance Managers and Operational Commanders, who collaborate to create the optimal maintenance strategy and timeline for each asset. Every required maintenance action, from Dry Docks to Diesel Engine Spectrometric Analysis to Docksides, is then captured within the Fleet Logistics System (FLS), providing ALD's Financial Managers with a comprehensive and justifiable list of all potential maintenance activities and its cost. From there, the ARB's analytical model performs a rigorous cost-benefit analysis, prioritizing and allocating funding to yield the greatest impact on operational availability. Yet, the process isn't purely algorithmic; a crucial "human lens" is applied to ensure stakeholder needs and dynamic operational factors are fully considered, leading to smarter, more effective funding decisions. As the service now charts its course with Force Design 2028 (FD28), the ARB is undergoing a significant transformation. With a focus on transforming the Coast Guard into a more agile, capable, and responsive fighting force, FD28 is shifting priorities by focusing on three outcome tables: Border Control, Flow of Commerce, and Contingency Response.

To align with the strategic priorities of FD28, SFLC is evolving the ARB into a more dynamic, outcome-driven model. This paradigm shift allows us to prioritize, and fund planned maintenance based on the specific operational capabilities our fleet is required to deliver. The process begins with our operational commanders mapping each asset to a specific "outcome table," directly linking the platform to its intended mission effect. These outcomes are then weighted against other key decision criteria—such as asset class, maintenance type, operational availability (Ao), and existing maintenance backlogs—in a multi-criteria decision analysis. This methodology ensures that funding is strategically channeled to the most mission-critical maintenance activities, as defined by fleet priorities. It is crucial to recognize that the ARB establishes a foundational baseline, not an absolute financial plan. It is engineered to be an agile framework that adapts to real-world operational demands. Throughout the year, Product Lines actively manage by making dynamic, in-execution adjustments to address emergent needs and unforeseen maintenance casualties. Ultimately, the ARB serves as the initial strategic allocation, with its true value realized through continuous adaptation to drive change and guarantee the Coast Guard's operational success.

FIRST-EVER 45' THRUSTER TUNNEL RENEWAL

By MKC Ryan Walvatne

CG 45688 of Station Bellingham, WA was run aground during lifesaving search and rescue operations in early 2025. Small Boat Product Line determined that the extensive damage required the wholesale replacement of the jet drive tunnel due to its cast-aluminum construction. This would be the Coast Guard's first ever tunnel replacement. The project was awarded to Platypus Marine of Port Angeles as an emergent depot maintenance availability and commenced on March 18th, 2025. The project was completed and vessel delivered back to the Station on January 9th, 2026; at a total cost of $422,878.

In addition to the damage to the tunnel there was catastrophic hull and framing member damage that required close collaboration with SFLC Engineering Services Division and extensive work by Platypus Marine's expert welders to devise a repair. Remarkably given the extent of the damage, the vessel did not take on water during the rescue. Repair work by Platypus Marine amounted to $167,326, with the bulk of the cost in new jet tunnel fabrication by the original equipment manufacturer, Kongsberg Maritime of Norway and the complicated logistics of delivering the tunnel to Washington.

After a manufacturing/delivery time of approximately 1 week Platypus completed the repair in under three months to include removal of the old tunnel, installation of the new, and preservation work. After a successful power trial the vessel returned full mission capability to the Station Bellingham, WA crew. SFLC PDM acquired valuable institutional knowledge in 45' jet drive tunnel renewals and ordered two spare tunnels to prepare for future casualties, ensuring the repairability of these crucial assets.

Tunnel Assy: New tunnel assembly as delivered by Kongsberg Maritime.

Hull: Hull with old tunnel removed, ready for installation of new assembly.

OPERATION RIVER WALL (ORW) PORTABLE ARMORY: IPF NOLA

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

Early in the establishment of Operation River Wall along the Rio Grande river and Texas, Mexico border, FORCECOM was looking to outfit the Coast Guards forward deployed Law Enforcement (LE) agents with a reasonable portable armory, to properly track, maintain and outfit all tactical weapons and personnel. Once a suitable structure was identified at TRACEN Petaluma, CA, FORCECOM engaged with IOD & IPF New Orleans (NOLA) to inspect, overhaul, and update the under-maintained structure. Leveraging exceptional organic abilities and engineering acumen, IPF NOLA devised a plan to fully rehabilitate the portable armory confirming it would easily meet mission necessities.

Upon arrival, IPF NOLA wasted no time by conducting a thorough inspection of the space and identified required upgrades in electrical distribution – including exterior power supply connections, renewed light switches and outlets, a complete replacement of the heating, ventilation and air conditioning (HVAC) system and a full preservation of the exterior coating system. Working instinctively with IOD & ORW personnel to order all required supplies, IPF NOLA meticulously went to work on the extensive overhaul. A 100% exterior blast to near white metal was conducted; the application of a polysiloxane coating was completed to ensure the structure would easily hold up to the hostile weather environment it would be placed in. Once coatings were complete, the electrical and HVAC shops worked harmoniously in completing all electrical and habitability updates to ensure the armory would meet all requirements of the ever-developing OWR mission.

OWR Armory Arrival

Blasting OWR Armory

Installing new wiring

OWR Armory Complete

JUNIOR ENLISTED TEAM CONDUCTS CUTTER UPGRADES

By MKC Austin Jennings

MAT Portsmouth recently achieved a significant milestone by completing six Technical Compliance Technical Orders (TCTOs) on six U.S. Coast Guard Medium Endurance Cutter (WMEC-270) class vessels. This accomplishment is particularly noteworthy as the work was carried out by a team of four junior enlisted members: MK3 Scott Penka, MK3 Samuel Mead, EM2 Jarvis Johnson, and EM2 Chrishaun Reaves-Burton. Their dedication, technical expertise, and ability to execute complex maintenance tasks efficiently were instrumental in the success of this project. The TCTOs involved upgrading hydraulic pump and motor assemblies for hydraulic-operated doors and installing new thermal release heaters in controllers. These upgrades were critical to ensuring operational reliability and safety. Despite the technical complexity of the tasks, the junior enlisted team demonstrated exceptional teamwork and attention to detail, adhering to Coast Guard standards and safety protocols throughout the process. EM2 Johnson reflected on the project, emphasizing the importance of precision and teamwork. “At the beginning of the hydraulic watertight door project, I felt confident but knew it would require close attention to detail due to the hydraulic and electrical integration involved,” Johnson explained. He appreciated the team’s ability to communicate effectively and adapt to challenges, particularly when troubleshooting the control circuit and ensuring watertight integrity after installation. “When the project was completed, I felt a strong sense of accomplishment knowing the system met all operational tests and safety requirements,” he added. Johnson highlighted how the project strengthened his ability to coordinate electrical work with mechanical and hydraulic teams, improving his confidence in handling complex systems with minimal supervision. MK3 Mead shared his perspective, noting the initial challenges of parts acquisition and research. “When first tasked with this project, it seemed a bit overwhelming due to the scale and my unfamiliarity with Coast Guard parts acquisition,” Mead said. However, he adapted quickly and gained confidence as the project progressed. “Once the final hydraulic door motor was replaced, I felt a sense of accomplishment as the work I had performed at the beginning of the project had come to a tangible final result,” he added. Penka expressed pride in the team’s work and the skills he gained. “When we started the project, I was excited for the opportunity to work on something new. When we finished the last one, I was proud of the work we had done on all the cutters,” Penka said. He noted learning tube bending techniques, fitting styles, and project leadership, and expressed readiness to take on similar projects with minimal supervision. EM2 Reaves-Burton reflected on his personal growth during the project. “At the beginning, I was unsure how to complete the task with the limited guidance available. As I progressed, I focused on learning each step and applying myself fully,” he explained. By the end, he felt confident in his technical proficiency and saw the value of stepping outside his comfort zone.

(hydraulic pump and motor assembly) photo credit to MK3 Penka

(left to right) EM2 Jarvis Johnson, EM2 Chrishaun Reaves-Burton, MK3 Scott Penka, MK2 Samuel Mead) photo credit to MK1 Jared Blue. delivered by Kongsberg Maritime.

In total, the team dedicated approximately 380 labor hours to the project, successfully navigating challenges such as hydraulic system contamination protection, precise tubing measurements, and ensuring zero leakage during testing. Their efforts enhance the operational capabilities of the WMEC-270 fleet and reflect the Coast Guard’s emphasis on fostering technical skills and leadership development. This accomplishment serves as a testament to the professionalism and dedication of MAT Portsmouth in maintaining Coast Guard readiness.

LEADING BY EXAMPLE IN YOUTH SPORTS AND SERVICE TO THE FLEET

By CWO Timothy Tolliver

CWO Timothy Tolliver of SBPL's PDM Availability Project Management section in Alameda, CA participates extensively in his local community as a mentor for youth sports teams and as a driving force behind Alameda Chief Warrant Officer Association (CWOA) volunteer activities. The Christ the King Crusaders (CTK) are one of four youth sports teams he has coached over the winter basketball season. CTK's directors valued Mr. Tolliver's military background and steady/calm voice guiding these young men in their athletic endeavors. He coached the 6th grade "American Team," the best ten out of the 45 boys that tried out! The team hadn't made the playoffs or even had a winning season in this age group in over four years.

This season not only did the team finish with a winning record, but they also made the playoffs for the first time in over four years. Both the boys and parents were ecstatic. Mr. Tolliver used leadership and teaching skills he learned through years of Coast Guard experience and training to give the team renewed purpose. On day one he asked them, "What are your SMALL GOALS?" and used these as their milestones and built from them to where they wanted to be. This was Mr. Tolliver and his son's (player #22 below) first season (of many) with the program.

Mr. Tolliver was a leading figure in this year's joint CWOA/Chief Petty Officer's Association turkey drive for the Thanksgiving holiday. The organizations worked together to procure more than 200 turkeys, partnering with the Alameda U.S. Navy Reserve Depot to use their facility for a drive-through turkey distribution open to both active duty and civilian members. Every turkey was provided to a family who could use it at no cost, helping to bring joy to countless families who needed it during the holiday season. As the winter comes to a close Mr. Tolliver and the CWOA are preparing for their next big thing, starting the planning for their annual fireworks sale and other summer events. His involvement continues to bring the Coast Guard closer to the local community and build camaraderie and esprit de corps within the organization.

Leadership in action photo, Mr. Tolliver (background) and son (#22)

PLANNING FOR THE FUTURE OF SHORE TO SHIP POWER

By LT Matt Fann, PE

The Coast Guard is experiencing a rapid shift in cutter acquisition strategy, increasingly pursuing commercial vessels to meet service needs. At the same time, over 60% of the Coast Guard's electrical infrastructure is beyond service life, and there is a mounting global shortage of technical professionals to design and maintain this equipment fueled by a retiring workforce. A strategic focus on the future of electrical infrastructure for both shore and ship power is necessary now to address existing issues and ensure future electrical safety and resiliency.

Cross-Domain Coordination As the Coast Guard increasingly leverages commercial vessels to support near-term operations as well as purchasing vessels produced in Finland , non-standard electrical configurations will be introduced that carry a higher risk for supportability and safety for the fleet. Greater cross-domain coordination will be required, and the Coast Guard must be prepared for the maintenance and training required. Consistent with Force Design 2028 Execution Plan, "creating a unified focus on depot level maintenance necessary to avoid future costly repairs and renovations" is critical to modernizing shore infrastructure. This unified focus must connect existing inherently stove-piped areas of the Coast Guard to include new acquisitions, shoreside technical requirements, vessel design requirements, Facilities Engineering maintenance staff training, and Electrician's Mate (EM) A-School and C-School training.

Civilian Staff Risks According to Office of Personnel Management, the Coast Guard's top 20 civilian occupations only include 3.2% general engineers with most careers focused on IT, administration, management, or contracting. Compared to the U.S. Navy, five of the top 2 civilian occupations involve engineering, despite the organizational size difference. As more non-standard vessels are acquired, greater support from inherently governmental technical experts is needed. With the majority of engineers and architects in the Coast Guard being retirement eligible now, the Coast Guard faces an inevitable loss of intellectual skill that may prove very difficult to replace. Strong advocacy for greater in-house technical expertise and intentional cross-domain training will ensure electrical supportability now and into the future.

The United States Coast Guard Force Design 2028 Execution Plan Summary, USCG Force Design 2028 Executive Plan Summary.

2024 SILC Annual Report, uscg.sharepoint-mil.us/sites/silc_spo/Annual Report Archive/Forms/AllItems.aspx?id=%2Fsites%2Fsilc_spo%2FAnnual Report Archive%2F2024 SILC Annual Report Final%2Ev2%2Epdf&parent=%2Fsites%2Fsilc_spo%2FAnnual Report Archive

A Shrinking Workforce Threatens the Future of the Grid, IEEE Spectrum, Power Engineering Talent Gap Threatens Progress - IEEE Spectrum

Request for Information – Offshore Supply Vessels (OSV): Commercial Vessels Available for Purchase and/or Lease to Support Near-Term Coast Guard Operations, SAM.gov

USCGC Storis: A Look at America's Newest Arctic Icebreaker, Captain, USCGC Storis: A Look at America's Newest Arctic Icebreaker

Details Foggy as Coast Guard Expands Icebreaker Fleet, National Defense Magazine, Details Foggy as Coast Guard Expands Icebreaker Fleet

The United States Coast Guard Force Design 2028 Execution Plan Summary, USCG Force Design 2028 Executive Plan Summary.

UNDERWAY IS THE ONLY WAY…

By: John Whittemore

Starting in 2026, Healy will enter a multi-year phased Service Life Extension Program (SLEP). In support of SLEP, members of ESD joined the ship for a seven-day transit from Juneau, Alaska to Seattle, Washington. Although ESD personnel boast tons of engineering expertise, it is rare to have underway experience on cutters, particularly Healy. Jolynn Frendo (ESD-Electrical), Kevin Nicolle (ESD-Auxiliary) and John Whittemore (ESD-ISVS) couldn't pass up this amazing opportunity.

The underway time provided a unique opportunity to observe and interact with many of the ship's systems. ESD, in conjunction with CG Yard and CG-SURFACE-A3 is developing the engineering packages, including rip-out and installation drawings, for all of Healy's SLEP Work Items. The ability to sail onboard the cutter provided immediate benefits through the witnessing of the day-to-day operations of various systems and the ability to interact with the Ship-based Technical Support in the Artic (STARC) personnel who provide technical support and maintenance for the specialized science equipment used on Healy.

As part of SLEP, several of Healy's unique science systems will be recapitalized, including the science sea water system, sub-bottom profiler, and multi-beam sonar. The underway period allowed ESD personnel to observe these unique systems in operation and to discuss needed modifications with both the Coast Guard and civilian operators and maintainers, while conducting thorough ship-checks to ensure the drafted rip-out and installation drawings will be useable by the commercial shipyard that will be conducting the actual SLEP modifications.

Another unique Healy system to be upgraded during SLEP is the shipboard pager system. This system utilizes the cutter's damage control WIFCOM system to transmit text messages to pagers located throughout the ship. You might ask why the Healy needs this system? The science community on Healy is active 24/7 while underway; pagers allow personnel to communicate with one another without creating excessive 1MC noise.

At 420 ft and over 16,000 LTs, Healy frequently requires assistance from her 2,200 hp bow thruster to maneuver. Due to the enormous amount of power required to operate the bow thruster, especially on start-up, the system requires a soft start to prevent ship wide electrical power issues. This system is obsolete and will require recapitalization during SLEP.

With all these changes, modifications to the ship's Main Propulsion Control and Monitoring System (MPCMS) will need to be made. ESD personnel took the opportunity while onboard to meet with GE technical representative for Healy's Integrated Propulsion Plant (IPP) sole-source support contract. These underway meetings facilitated rapid identification of required modifications to MPCMS and integration of new electrical components into the IPP infrastructure, something that could have taken months to get through while onshore through phone calls and e-mails.

Healy's entire crew treated ESD as one of their own, which made us feel right at home. Everyone was more than happy to answer any questions, show us how equipment worked or help us locate pipes and valves. In the end, ESD learned a tremendous amount through the underway experience. Obtaining information from drawings and technical manuals is one thing, but watching machinery operate while underway and gathering firsthand information from the operators and maintainers is priceless. As the saying goes… "Underway is the only way".

FORCE MULTIPLIERS IN THE PACIFIC: BASE HONOLULU'S

By LCDR Louis Simione and LT Eric Kolb, NED Honolulu

Base Honolulu's Reserve Maintenance Augmentation Team (RMAT) exemplifies the power of seamless integration between reserve and active-duty forces in sustaining operational readiness across District Oceania. Charged with supporting cutters and small boats from all five SFLC Product Lines, the RMAT routinely augments the active-duty Naval Engineering Department (NED), strategically aligning Active-Duty Training periods with peak maintenance demand. This deliberate synchronization adds nearly 400 man-days of maintenance capacity annually, providing critical surge support while easing the burden on active-duty technicians.

That collaboration proved decisive during repairs to CGC Polar Star in December 2025. Coordinating closely with LREPL Asset Management and the cutter's engineering department, NED and RMAT technicians responded to an underway-limiting casualty to the No. 2 A/C plant. The team rapidly located, isolated, and repaired refrigerant leaks at the water-regulating valve, rupture disc, and evaporator coil—enabling maintenance to continue through the weekend and restoring valuable operational time. Their efforts directly supported Polar Star's no-fail icebreaking mission, which underpins U.S. Antarctic strategy and sustains the National Science Foundation's McMurdo Research Station.

Similarly, RMAT technicians were instrumental overcoming an unprecedented worklist during multiple major maintenance periods for CGC Midgett, ensuring on-schedule deployments for the cutters' nationally strategic Indo-Pacific missions. Most notably, the team replaced six fire main valves, supported the cutter's Material Condition Assessment, executed a complex galley oven overhaul, and completed work on the Machinery Control and Monitoring System and Damage Control consoles. Though discrete in scope, these actions collectively reduced workload on ships' force and LREPL while delivering measurable gains in cutter readiness. RMAT Honolulu's professionalism and partnership underscore the indispensable role of reserve technicians in advancing Coast Guard mission success across the Indo-Pacific and Antarctic theaters.

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 communicate 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

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

Regional Unit Fitness Coordinators
-Responsible for leading voluntary unit-wide fitness activities
-Provides oversight of the physical fitness assessments
POC: CDR Shannon Price

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

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

MILITARY PERSONNEL MILESTONES:

Officer Promotions

NONE

SFLC Enlisted Advancements

JAN 01

E6 ET1 Carr Garold	SFLC LRE SYS AND EQUIP SEC 3	BALTIMORE MD
E8 ETCS Martin William	OL-SFLC-CHARLESTON NORTH	CHARLESTON SC
E8 DVCS Smith Kendall	OL-SFLC LRE PROJ-SAN DIEGO	NATIONAL CITY CA

FEB01

EMCM Brisker Dimitri	OL-SFLC-ALAMEDA CA	ALAMEDA CA

Retirements

POPE, DAVID	EMC	SFLC SB ASSET MGT SEC 2	04/30/2026
COWARD, STEPHEN	MKCS	OL-SFLC-SAULT STE MARIE MI	05/31/2026
STEVENSON, RYAN	MKC	AWL-SFLC IOD ASSIST SEC2-CHSTN	05/31/2026
SANDER, CHARLENE	SKC	SFLC INTERNAL CONT AUDIT SEC	05/31/2026
CABRERA, NOEL	LT	OL-SFLC PB APM3-NORFOLK VA	06/30/2026
MORRISON, SHAWN	CS1	YARD MIL SUPPORT OPS DEPT	06/30/2026
BOWLES, JOHN	ENG4	OL-SFLC-NORFOLK VA	07/03/2026
LINDBERG, LARRY	ENG3	OL-SFLC PB APM2-NORFOLK VA	07/31/2026
AKERS, CHRISTOPHER	ETC	SFLC ESD ELECTRONICS SEC	07/31/2026
SIMMONS, QUINTRELL	EMCS	OL-SFLC IOD ASSIST SEC1-YKTWN	07/31/2026
STOREY, STEVEN	MKCS	AWL-SFLC-NORTH BEND OR	08/31/2026
GOODELL, JASON	DCC	YARD FIRE QUAL SFTY TRNG DEPT	08/31/2026
STOECKLER, CARSTEN	ENG2	OL-SFLC-KODIAK AK	08/31/2026
HEINS, JAMIE	SKC	OL-SFLC IBCT SUPP-ALAMEDA	08/31/2026
FERGUSON, RORY	GMCS	OL-SFLC-NORFOLK VA	08/31/2026
GANS, MATTHEW	CAPT	OL-SFLC LRE-ALAMEDA	08/31/2026
JENKINS, JOSEPH	MKC	SFLC SB ASSET MGT SEC 1	09/30/2026
BLYTH, BERNIE	MKCS	OL-SFLC-GUAM	09/30/2026
WOODY, JEFFREY	ENG2	SFLC PB ASSET MGT SEC 1	09/30/2026
PALACE, MATTHEW	ENG4	OL-SFLC-BOSTON MA	09/30/2026
ENGSTROM, PAUL	DCCM	OL-SFLC IOD ASSIST SEC2-ALAM	09/30/2026
HATALLA, LARRY	EMC	OL-SFLC PB APM1-NORFOLK VA	09/30/2026
BROOKS, JAMES	MKC	OL-SFLC IOD ASSIST SEC1-YKTWN	09/30/2026
LOCKWOOD, JOSHUA	MKCS	OL-SFLC IOD ASSIST SEC1-YKTWN	09/30/2026
VAUPEL,SHAWN	MKCM	SFLC SB ASSET MGT SEC 3	09/30/2026
JONES , CHRISTOPHER	MKCM	OL-SFLC SBPL AMS1-ALAMEDA	09/30/2026
SAYERS, THOMAS	MKCM	OL-SFLC IOD ASSIST SEC1-YKTWN	09/30/2026
BARTON, MAYRA	SK1	OL-SFLC-SEATTLE WA	10/31/2026

Reporting

No reporting members

MILESTONES: CIVILIAN PERSONNEL

New Employees

Michael Mooney	Equipment Specialist	IBCTPL
Kelechi Abaziuwa	Material Handler	ALD
Karyn Waters	Contract Specialist	CPD
Anthony Fountain	Material Handler	ALD

Promotions

Kevin Whitbeck	Equipment Specialist	SBPL
Deok Kim	Inventory Management Spec	IBCTPL

Retirements

Yvette Johnson	Lead Purchasing Agent	CPD
Robert Sparks	General Supply Specialist	ALD
Ronald Baker	Transportation Spec	WSD
Thomas Goldsworthy	Mechanical Engineer	ESD
Kenneth Englert	Inventory Management Spec	ESD
Gary Woodington	Mechanical Engineer	ESD
Matthew Sheets	Equipment Specialist	LREPL
Daisy McMeans	Inventory Management Spec	IBCTPL
Cynthia Matthews	Purchasing Agent	CPD
Sarah Rivens	Supv Inventory Management Spec	LREPL
Dainiel Tallman	Logistics Management Spec	PBPL
Edwin Velazquez	Engineering Technician	PBPL
David Parker	IT Spec (INET/DATAMGT)	BOD

CEOQ

Qtr 1 (2026)	Level I	Charles Garnett	ESD

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 29 May 2026

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

SFLC Newsletter is published on a quarterly basis and is an authorized publication of the U.S. Coast Guard. The views and opinions expressed are not necessarily those of the Department of Homeland Security or the US Coast Guard. Material is for information only and not authority for action. Please submit articles, pictures, and story ideas for consideration to:

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