SFLC
Surface Forces Logistics Center
SFLC EXISTS TO SUPPORT THE FLEET

Inside This Issue

MAINTAINING THE LEGACY: NED SEATTLE PREPARES THE FLEET'S ICEBREAKERS

By LTJG Richard Gordon

POLAR STAR Dry Docked in Vigor Seattle

This summer, NED Seattle is driving a packed maintenance schedule across three uniquely demanding cutters—CGC Polar Star, CGC Healy, and CGC Storis—ensuring the Service's polar capability remains stro ng while simultaneously shaping the sustainment model for the newest cutter in the fleet.

At Vigor Seattle, CGC Polar Star is undergoing (*Continued on page 8*)

CO's Corner

Greetings SFLC Team !

As I write this final article, I am filled with immense pride and gratitude for the three incredible years I have spent as your Commanding Officer. It has been the honor of a lifetime to serve alongside such a dedicated and resilient team.

Together, we navigated some truly unprecedented times. From the sweeping organizational changes of Force Design 2028 and the transition to Initial Operating Condition of the PEO structure, to the uncertainties of government shutdowns and significant budget shortfalls, your professionalism never wavered. Through it all, you consistently rose to the occasion, tackling every obstacle with adaptability and an unwavering commitment to our mission. Your collective efforts ensured that our surface fleet received the premiere mission support it depends on, a testament to your skill and devotion to duty. Thank you for your hard work, your innovative spirit, and your steadfast support of one another.

CAPT Andrew Pecora

As my tenure comes to an end, it is my distinct pleasure to introduce your next Commanding Officer, CAPT Rob Mohr. CAPT Mohr is a proven leader who is ready to guide the SFLC into its next chapter of excellence. I am confident he will be a fantastic advocate for you and for the vital mission we perform. Here are a few questions I have asked CAPT Mohr to help you get to know him:

While CAPT Pecora was from Baltimore and a huge Orioles baseball, Ravens NFL fan, and University of Michigan College football fan, who are your favorite sports teams?

I grew up in New York but was unable to latch on to any of the major teams there. With my dad from Chicago, I became a huge Chicago Bears fan. I am also a University of Michigan alumni and a big supporter of the football and basketball team – GO BLUE.

What aspect of the SFLC mission are you most excited to engage with?

Having spent 12 years serving aboard cutters, I am most excited to work with the incredible SFLC workforce to increase the readiness of the surface fleet. Being able to engage with and influence the workforce to help solve fleet problems so surface fleet can execute the Coast Guard's vital missions is what makes me ultra excited to continue to serve. (*Continued on next page*)

What is your leadership philosophy?

There are three tenets to my philosophy: Professionalism, Pride, and Perpetual Optimism. Professionalism is all about mastering your craft and representing yourself and our organization. Pride is about challenging yourself and having pride in everything you do, on or off duty. Lastly, Perpetual Optimism is about maintaining a positive outlook. One of Colin Powell's 13 rules is "Perpetual Optimism is a force multiplier." I couldn't agree with him more and wholeheartedly believe that if each of us maintain a positive attitude, we can accomplish more than we could ever imagine.

What is the best piece of advice you have ever received?

The best advice I ever received was prior to reporting as an Executive Officer of a 110-foot Patrol Boat for my second tour in the Coast Guard. I was concerned about the job, especially since I was coming from a 210 WMEC Student Engineer billet with little DWO experience. My Executive Officer at the time told me that being nervous is a good thing. He also said that if I became overly nervous, I would likely lose focus and fail. Also, if I did not get nervous at all, I was likely complacent and would fail. That advice was focused primarily on ship handling, but I keep that mindset while approaching all major tasks throughout my career. Having some nervousness is good because it keeps you focused and shows that whatever you are doing is important to you and that you care. I always strived to best prepare myself for each situation to maximize my confidence in my abilities, but I also ensured I maintained a little bit of nervousness to allow me to remain focus and succeed.

What do you enjoy doing outside of work?

Spending time with my children, going on hikes, and conducting home repair projects. Two years ago, I purchased a house with good bones, but it needed some cosmetic repair. I spend a lot of my time on YouTube and going back and forth to Lowes and Home Depot when I am not shuttling my children to soccer practice and watching them play. I am finally seeing some fruits of my labor, but as every homeowner knows, there are always projects to do!

Thank you again for the privilege of serving as your Commanding Officer. I look forward to seeing the great things you will continue to accomplish under CAPT Mohr's leadership.

Semper Paratus!

V/r,
CO

Captain Andrew Pecora

Commander, Surface Forces Logistics Center

CMC Corner

HSCM Justin Stephen

Greetings SFLC Workforce!!!
First, I want to thank all of you who were able to attend the Change of Watch ceremony on the 18th of May. During my visit to CG Yard, I got to meet a lot of you and attend some meetings outlining the positive impact to the fleet that we provide.

I'm extremely impressed with the skill and professionalism that all the team members of SFLC operate at. You truly are experts in your respected fields and jobs. Everyone I got the pleasure to meet with was nothing but welcoming andhelpful.I'm humbled and proud to serve SFLC as your new CMC.

I'm excited for future trips on the near horizon, getting to meet you all and learn from you on the missions and challenges you face in your respected units. You all play important roles in making SFLC the premier unit in the Coast Guard.

I would like to take a moment to wish a fond farewell to the members of SFLC that are departing us this PCS transfer season. Thank you all for the work and leadership you contributed to making SFLC the premiere operational logistics center in the world. With that said, I would like to send a warm welcome aboard to all new members that are joining the SFLC family this PCS season. WELCOME TO THE TEAM!

Thank you again for the warm welcome and I look forward to serving alongside you.

V/r,

HSCM Justin Stephen
Command Master Chief, Surface Forces Logistics Center

CG-SEA's Corner

CAPT J. H. Potterton

Hello from Coast Guard Headquarters and the Office of Naval Engineering CG-SEA-E! Assignment Year 2026 has begun and we are excited for some new faces and returning Naval Engineers however will miss our recently departed stalwarts of the program. We anticipate that it will be one of those tough years for our program, providing challenges and opportunities across our Naval Engineering community, but know that we have the right people helping to shape the changes. Specifically, within CG-SEA-E, we are preparing for substantial turnover among staff and leadership positions. I would like to take this opportunity to recognize our arriving and departing Surface Sustainment teammates: CAPT Malcolm Belt, CG-E3 (NTNO Systems Mgmt), retired on July 10th following 24 years of dedicated service. He will be relieved by CAPT Meagan Schwartz this August. CDR Brian Fitzpatrick was relieved by CDR Paul Schmitz from IBCT Product Line, so we went from Fitz to Schmitz! Fitz crossed into the Acquisition part of our PEO but will do a special assignment DHS OMB before reporting. Thanks for everything CDR! LCDR Jamie Hardey was also scooped up for special assignment and is now working in the Deputy Secretary to Coast Guard's Office, so LT Caleb Patton has two hats (WMEC & LRE Systems Manager), until LT Salena Bantz from Pensacola reports this summer. LT Josh Gumbleton has departed the service, fair winds and his relief will be ENS Jessica Felski from US Merchant Marine Academy. LCDR Lizzie Baird is reporting to NED Cleaveland and was relieved by LT Ryan Casey from the SBPL. In CG-SEA-E2, Industrial Resource Manager CDR Greg Bredariol (congrats on your promotion) departs for NED Charleston and is relieved by LT Charlie Tobin also from SBPL (Portsmouth). Vessel Environmental Officer LT Mo Diakite departs for EO onboard CGC ACTIVE and his replacement, LT Vacancy (haha, not funny). CG-SEA-E4 LT Petry has left Ship Design Team and we wish her fair winds, she will be relieved by LT Decker coming from PBPL. I'm extremely grateful for the leadership and accomplishments that our departing shipmates had on the Naval Engineering program and the entire community and equally excited for our newly reported team members to build upon those successes as we Ready, Fight & Navigate the Naval Engineering Program.

This year will be one marked with many 1st's, endless challenges and equally, opportunities for success. The amount of change that is being planned for the entire Coast Guard can be daunting, but together as a community that works hard and communicates well we will make our Surface Sustainment Organization the best the Coast Guard has ever seen.

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,

Hello and Happy Summer!

I hope you are all staying cool (and sane!) during the chaos that tends to be June - whether it's the end of the school year, PCS season, or travel planning that has you stressed, take a pause. Reflect on what you're grateful for. Remember you are not in this alone. I am here to help you in any way I can, so when in doubt, reach out!

ASK ME ABOUT:

1. CGMA Supplemental Education Grant - applications now OPEN

Supplemental Education Grant (SEG) - Coast Guard Mutual Assistance

Home - Coast Guard Mutual Assistance

2. Blue Star Museums - Free now until Labor Day!

Blue Star Museums - Blue Star Families

3. PCS Season Information

4. Hurricane Season Preparedness & Resources

5. Operation Purple Summer Challenge (for families with kids ages 6-17)

Operation Purple Summer Challenge

6. CGMA Pre-Authorization Form

Be prepared for any emergency if your service member is deployed or away and you needs CGMA assistance: Spouses and Children - Coast Guard Mutual Assistance

7. CREDO Retreats and Workshops

CREDO weekend retreats are open to active duty and reservists in active status. Registration opens 2 months prior to the event start date. Coming Soon: Marriage Enrichment in July, August, and November; Personal Resiliency in June, safeTALK suicide awareness in June, and others. Please ask me for the CREDO NDW flyer for more info.

8. Military Spouse Leadership Development Program

LEADERSHIP INSTITUTE FOR MILITARY SPOUSES ("LIMS")

(Continued on next page)

9. TriCare: TriCare Case Manager

Have a graduate in 2026? Learn how to stay covered TriCare Young Adult

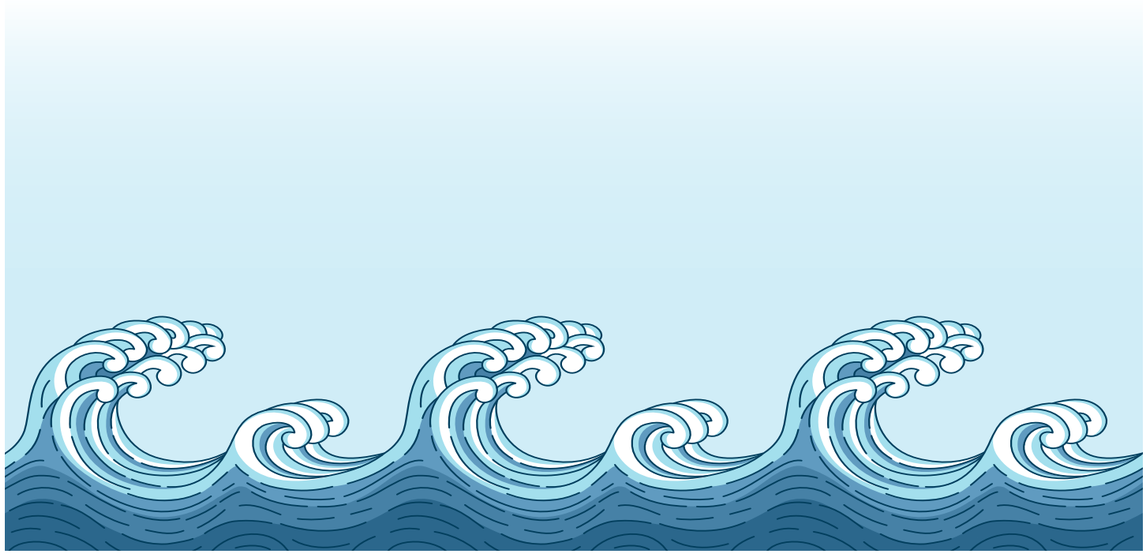
TriCare Dental Coverage

TriCare Login Transitioning

At the beginning of this message, I asked you to pause and reflect with gratitude. I think it's only fair that I share mine! My May was incredibly busy so I am really grateful that things are slowing down for my family and we have a fun summer ahead with family vacations, weddings, and a lot of time spent on the water. I am also extremely grateful to Armed Forces Insurance for honoring me with the AFI 2026 Coast Guard Spouse of the Year award. It has already been such an honor to work alongside my 6 fellow branch winners, as well as the incredible group of coast guard spouses and ombudsmen I have been meeting. If you or a military spouse you know is doing amazing things for our community, let's connect!Najee Gassel - ombudcms@gmail.com

Your Ombudsman,

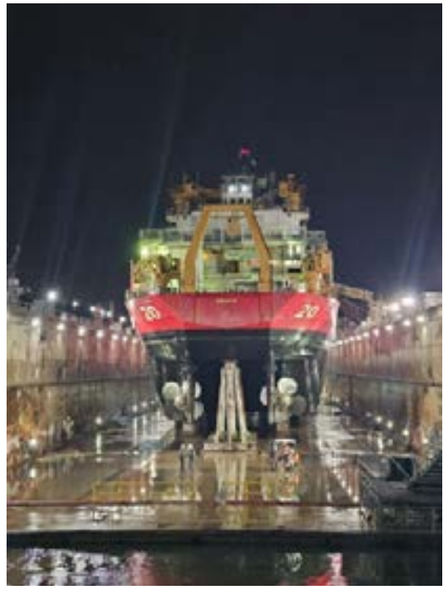
Najee Gassel



(Continued from page 1)

undergoing an intensive dry-dock availability as part of a newly awarded five-year docking contract. The Seattle based dry dock strengthens NED's long-term ability to plan, execute, and support the cutter's complex industrial work. Polar Star remains the Nation's only cutter capable of executing Operation Deep Freeze, providing the icebreaking force required to keep McMurdo Station accessible and maintain the presence of the United States in the Antarctic region.

This summer's major engineering focus includes three center-section overhauls on the ship's ALCO Main Diesel Engines, four Diesel Engine Inspections, and a hot-section inspection on the cutter's gas turbine. Damage Controlmen are fabricating three new stack covers to keep the stacks free of debris during the long drydock period. Electrician's Mates are preparing for load-bank testing later this season as part of a broader effort to validate propulsion readiness ahead of deployments. Together, these projects represent a targeted push to ensure Polar Star remains fully mission-capable and represent the NED's commitment to polar operations.



CGC Polar Star Dry Docked in Vigor Portland

Simultaneously, down in Portland, CGC Healy is completing a significant dry-dock period at Vigor Portland. This availability includes a comprehensive valve replacement effort, highlighted by the restoration of 22-inch Motor Operated Valves critical to the cutter's ballasting system—a key component of Healy's operational flexibility and stability during science missions and ice operations. The team also installed new high-pressure fuel pumps on the Main Diesel Engines, supported turbocharger replacements on the auxiliary diesel engines, and completed four Diesel Engine Inspections. The availability represents one of Healy's most concentrated engineering efforts in recent years, improving propulsion reliability and optimizing several systems that support the cutter's operations of significant importance to the scientific community and national security.

In addition, NED Seattle is pioneering a completely new maintenance approach aboard CGC Storis, the first commercially procured cutter in the Coast Guard's fleet. With no inherited Coast Guard Maintenance Procedure Cards or quality historical maintenance data, the NED has built an organic support structure from scratch, providing daily labor to the crew and establishing the foundation for how the Service will maintain a commercially procured assets going forward.

Removing damaged parts

Projects this summer include retrofitting Damage Control lockers to Coast Guard standards, modifying the cargo deck to support Coast Guard operations, installing new fuel mounts, conducting engine tune-ups on the cutter's diesel CAT engines, and opening all coolers for the first time for full clean-and-inspect procedures. These actions are essential to baseline the cutter and establish predictable maintenance cycles for future operations.

On Polar Star, Healy, and Storis, NED Seattle is sustaining legacy capability, enhancing operational reliability, and shaping the next generation of Coast Guard maintenance—all while keeping the icebreaker fleet breaking ice.

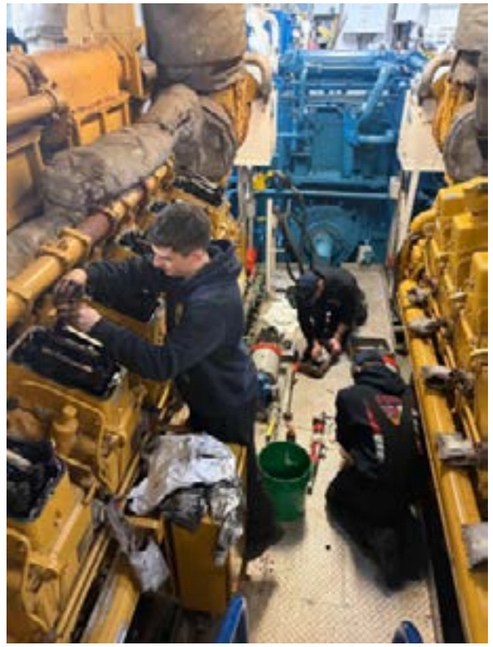
Last month, along with representatives from the OPC Project Resident Office, I attended the First Article Testing for this new system at the Welin Lambie facility in Brierley Hill, England. The new 5.0E model davit is a derivative of the legacy 5.0B davit, a system familiar to many from its service on 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 (*Continued on next page*)

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 electromagnetic interference (EMI) testing in Europe before being delivered to Austal USA, moving one step closer to installation on the future cutter.

MKs conducting a DEI on CGC Healy's Wartsila MDE's



MKs Valve Lashing on CGC Storis

DCs installing brackets to CGC Storis

Refurbish Sector New Orleans Entrance Buoy: IPF NOLA

By CWO Adam Authement, Ms. Jolene Scarlett, LCDR Josh Zirbes

After years of intense weather exposure, CG Sector New Orleans reached out to Industrial Production Facility New Orleans (IPF NOLA) for a rehabilitation of the units unique 7x17 (circa 1948) buoy and Sector entrance marker. Engaging Sec NOLA's ATON manager, IPF NOLA proposed an overhaul maintenance process to regenerate the buoys' integrity and extend the life span for its designated purpose. Working with Sec NOLA personnel, the buoy was opened to remove any unwanted media and inspect the contents for transport. It was then loaded onto IPF's lowboy trailer, brought to IPF where the overhaul process commenced. First it was blasted, then it went through further integrity inspections, the cut access was welded closed, it was swept blasted, primed and painted river buoy green with black chains. This joint venture was a testimony to the spirit of cooperation and appreciation for the service and support provided through CG Sector New Orleans, the importance and longevity of the districts ATON services and the abilities contained within IPF New Orleans. This endeavor saved CG Sector New Orleans over $8K in scare maintenance funds which could be leveraged to support future projects.

Priming buoy

Painting buoy

Posted buoy at Sec New Orleans

BLAST BOOTH REPAIR: IPD MOB

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

Industrial Production Department Mobile (IPD MOB) automated blast booth suffered an auger connecting shaft and bearing failure, rendering the booth Not Mission Capable (NMC). Leveraging extensive equipment operational knowledge and keen trouble shooting skills, IPD effected swift repairs to the technologically advanced automated equipment.

IPD MOB continues to employe the use of the Pangborn automated blast booth, aiding in the streamline of blasting the various buoy hulls they service. The booth has three augers below steel grating used to transfer the expended media back to the supply hopper for reapplication of said blast media. All augers must remain operational, or the system will shut down due to the built-in safety features. As a proprietary company, Pangborn maintains the right and is the only authorized parts dealer and service provider for this piece of equipment. With that in mind, projects stacking up via lost production days, and knowing extensive delays that come with contracting and scheduling Pangborn for service, IPD embraced the casualty and went to work. They inspected, disassembled and pinpointed the issue, upon identifying the failed part, they worked with an authorized repair facility to fabricate a new auger section with bearing / coupling and installed to achieve a successful Operational Test.

Removing damaged parts

Removed Damaged shaft/bearing

Newly installed Auger shaft/bearing

IPD MOB's eagerness to organically service and repair the specialized equipment, saved 45 plus days in production delays and $30,000 in contracted labor costs.

NEW NATIONAL POLICY AND PLAN CREATES OPPORTUNITIES FOR CG-SURFACE, SFLC, AND NAVAL ENGINEERS

By CDR Brian Fitzpatrick, Naval Engineering Systems Management Division Chief

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 Naval Engineering 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

LRE SE2'S TDY TRIP TO FRANCE

By CWO Andrew White

On May 18th, members of LRE SES2 and a member of the CPD-QA staff traveled to Exail Defense Systems located in Saint Germain-En-Laye, France in support of an awarded contract for 7-Fier Optic Inertia Navigation Systems (FOG-INS) slated to replace the obsolete FOG-INS on the NSCs, MECs and CGC HEALY. CWO Uceta (Project Manager) and CWO White (COR), along with a member of the CPD-QA staff (Chief Teal) witnessed factory acceptance testing (FAT) of the first shipset of FOG-INS, both FOG-INS successfully passed FAT and will be shipped to Charleston, SC for integration testing. LRE SES2 has been diligently working to find a replacement FOG-INS for the last 4 years, with a contract awarded to Exail Defense Systems in September of 2025. Market research for a multi-year contract is currently being developed to support the remaining balance of FOG-INS urgently needed across multiple product lines, pending integration testing and prototyping on CGC STONE.

CWO Uceta (PM), CPO Teal CPD-QA, Marie - Exail PM for Naval Navigation Systems, and Roman - Lead lab tech, conduct Factory Acceptance Testing (FAT) on one of two Fiber Optic Inertia Navigation Systems (FOG-INS)

SFLC members along with Exail project and business management divisions outside the main entrance of Exail Defense Systems in Saint Germain En-Laye, France, just outside of Paris.

PIONEERING JOINT RESILIENCE: 2026 PACIFIC FLEET REPAIR TRAINING EXERCISE

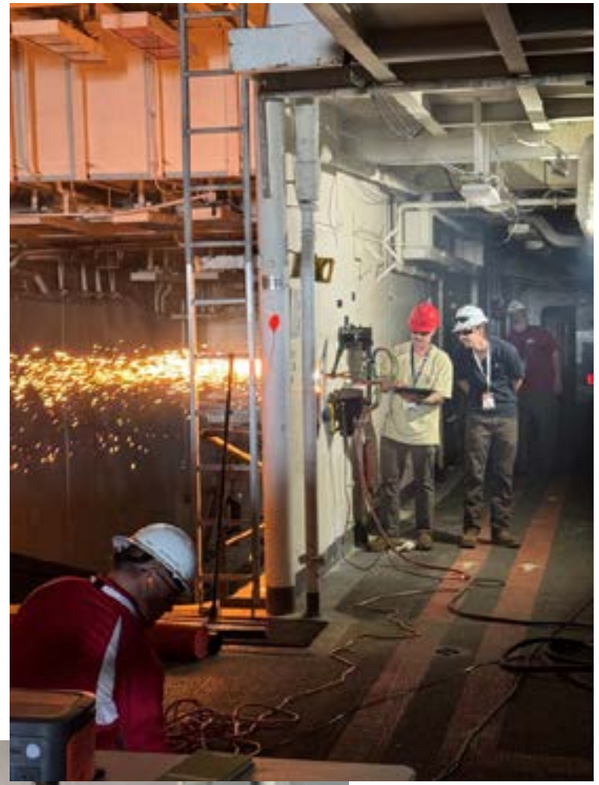
By LCDR Louis Simione, NED Honolulu

The 2026 Pacific Fleet Repair Training Exercise (REPTX), sponsored by NAVSEA's Naval Systems Engineering Directorate (051T), was held at Joint Base Pearl Harbor-Hickam, Hawaii from April 20th to May 14th. The theme of the exercise focused on both at-sea damage control and shore-side expeditionary repair efforts for sustained battle damage onboard the decommissioned USS Peleliu (LHA-05). The event brought together military, academia, and industry, showcasing premier maritime interoperability and evaluating cutting-edge products designed to expand expeditionary maintenance operations for forward-deployed assets. Most notably, this was the first time the Coast Guard participated in a battle damage exercise of this magnitude within Oceania, signaling a welcome shift toward integrated joint-force resilience.

The Navy approaches battle damage and expeditionary repair with a rapid, technology-driven mindset. To simulate authentic combat scenarios during the REPTX, controlled strikes, via kinetic demolition, inflicted severe damage across critical compartments, including troop berthing, the vehicle loading deck, the aft emergency diesel generator, and an AFFF system control station. NED Honolulu seamlessly integrated a team of 22 technicians, SFLC-LREPL QA staff, and the prospective DC Rating Force Master Chief with NAVSEA, the Federal Fire Department, and various industry partners during multiple battle damage assessments and repair phases. Collectively, this diverse team reviewed and parsed specific damage to the most suitable emerging technologies and prototype equipment from across the maritime industry. Solutions such as robotics, tele-operated equipment, and advanced mobile manufacturing were deployed to evaluate and repair compromised spaces.

In addition to the invaluable cross-branch training and exposure to new technologies, this exercise provided Coast Guard leadership with a tangible, frontline view of how the Navy triages battle damage and employs expeditionary resources. Historically, Coast Guard maintenance focuses heavily on bi-level sustainment programs, environmental wear, and equipment fatigue. However, operating in contested environments with strained logistics could require the capacity for rapid, structural repairs with organic resources far removed from traditional maritime industrial infrastructure. Fortunately, there is an immense potential for the Coast Guard to leverage Department of War (DoW)-tested solutions including "Shop in a Box" mobile depots, additive manufacturing for critical ship components, and shipboard robotic welding or cold spray technology. The 2026 REPTX proved that these DoW toolsets and services can be adapted to support Coast Guard cutters operating thousands of miles from SFLC inventory control points or National Industrial Enterprise detachments, while simultaneously reducing our reliance on traditional, vulnerable supply chains. *(Continued on next page)*

As the line between traditional maritime security and national defense missions continues to blur, the Coast Guard is increasingly called upon to expand and reinforce fleet presence throughout Oceania. Whether participating in RIMPAC or deploying alongside Naval vessels, Coast Guard and Navy personnel must possess the shared knowledge to utilize the same expeditionary repair processes and resources, ensuring they are equally equipped to fight, survive, and repair our cutters downrange. Integrating both operators and maintainers within future REPTX opportunities aligns with this strategic importance we should continue to place of joint-force resilience and maritime interoperability.



MARC INSPECTIONS: A STRATEGIC APPROACH TO FLEET WEAPONS SYSTEM READINESS

BY DON SANDERS AND CWO-3 WILLIAM ROBERTS, ESD-EOB ORD

In today's high-tempo operational environment, the performance of our weapon systems is critical. The Material Assessment and Readiness Condition (MARC) inspection program is a key component of our readiness framework, ensuring units maintain their weapons systems at the highest level of material readiness and operational availability.

MARC inspections are comprehensive evaluations focused on the material condition and operational readiness of Medium Caliber Naval Guns (57mm) and Large Caliber Machine Gun (25/30mm) systems. These assessments go beyond basic maintenance checks—they involve in-depth reviews using a multi-point checklist that evaluates functionality, configuration, system integrity, and maintenance documentation. The goal is not only to ensure systems meet established standards but to identify potential degradations before they impact operational capabilities.

At the core of the MARC program are the inspectors. Our team is comprised of Senior Enlisted Electronics Technicians and Gunners Mates who serve as Subject Matter Experts (SMEs) with vast experience across various platforms and weapons systems. These individuals bring firsthand operational experience and technical knowledge, enabling them to conduct inspections with a level of precision and relevance that directly supports the fleet's mission. Their backgrounds span afloat and ashore assignments, allowing them to bridge the gap between policy and real-world execution.

(Continued from previous page)

MARC inspections are not conducted in a vacuum. A hallmark of the program is the strong relationship fostered between inspection teams, the unit, and local shore support. Prior to and during the assessment, inspectors coordinate closely with shore support personnel and unit leadership to create a shared understanding of expectations, timelines, and requirements. This collaboration ensures that assessments are both thorough and actionable, providing a clear path to resolution for any identified discrepancies.

Another key pillar of the MARC program is training and mentorship. Inspectors dedicate time during each visit to engage with unit personnel, offering guidance on best practices for weapons systems maintenance. This hands-on approach not only reinforces proper procedures but also encourages unit personnel to take ownership of their respective systems. The goal is to create a culture of accountability and competence while striving for peak operational readiness.

Rather than focusing solely on deficiencies, the MARC program is designed to improve material condition and readiness. It provides an opportunity for commands to validate their maintenance programs, gain insight into potential issues, and receive expert support tailored to their specific operational needs.

The MARC inspection program stands as a vital element in maintaining fleet readiness. Through a deliberate blend of technical evaluation, subject matter expertise, collaborative engagement, and hands-on training, MARC inspections ensure that weapons systems are maintained to the highest standards. These inspections reinforce a culture of ownership, operational excellence, and continuous improvement. Each inspection is a step forward in sustaining operational units to meet the demands of our ever-changing maritime missions.

Through the MARC program, we do more than inspect—we invest in the operational success of every unit we support. Additional details can be found in the newly published MARC Inspection Program Desk Guide and the Ordnance SharePoint site.

DEVELOPMENTS IN PUERTO RICO

By LT Jesse Thrift

On 4 May, SFLC Small Boat Product Line (SFLC-SBPL) commenced their first Puerto Rico-based drydock availability with Gravity Refit of San Juan, Puerto Rico; saving on shipping costs for Aids to Navigation Team (ANT) Puerto Rico's 55' Aid to Navigation Boat (ANB) and enabling a new vendor for local units. The company is redeveloping the site of San Juan's historic WWII-era Navy graving dock into a maintenance facility for ships and yachts and has the capacity to dock small boats via crane, operates a 2000-ton floating dock, and is restoring the graving dock. SBPL availability project managers and port engineers conducted extensive market research in Puerto Rico and worked closely with possible service providers to onboard them into the systems and procedures required to bid on federal contracts. SBPL Programmed Depot Maintenance (PDM) team members successfully brought Gravity Refit online as a provider with the capacity to support both small boat assets and other product lines such as Patrol Boat Product Line, and assisted them in developing their ability to navigate the Coast Guard's contracting policies and procedures. Shipping costs for Puerto Rico's small boat assets conducting availabilities at mainland CG Industrial or commercial facilities were a significant driver for availability costs, and developing this site will entirely mitigate that concern and reduce operational downtime for PDM availabilities as well as supporting new investment in the local community and the commercial maritime industrial base in Puerto Rico.

Sources

pr1521data.pdf

Puerto Rico Port Authority calls request for proposals for drydock

San Juan dry dock opening delayed again | | wjournalpr.com Isla Borinquen dba Gravity Refit

SBPL OPERATION RIVER WALL SUPPORT

By LT Charlie Jacobson

Operation River Wall (ORW) has placed heavy demands on the 27' Special Purpose Craft Shallow Water (SW) and 29' Response Boat Small (RBS). High operational tempo and harsh environments have tested both platforms and support systems. Small Boat Product Line (SBPL) has been central to keeping boats on the water.

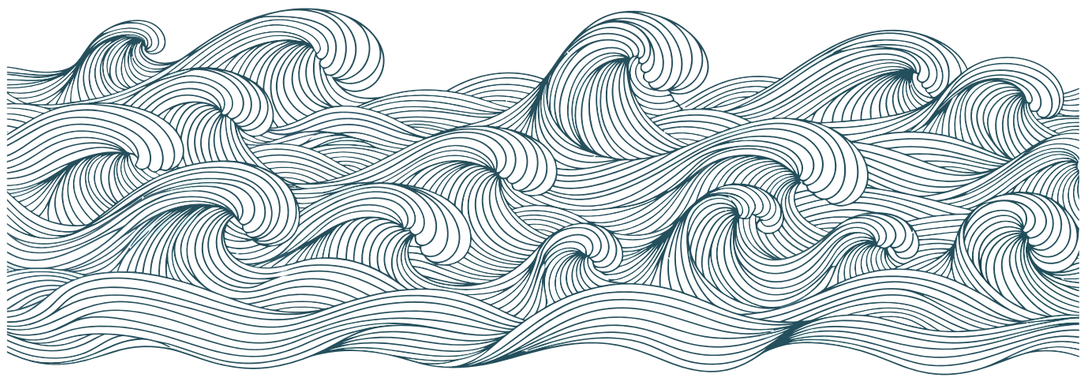
From October 2025 through May 2026, SBPL support helped maintain strong Operational Availability (Ao) in the ORW area of operations, with average Ao of about 87.9% for the 27' SW fleet (11 assets) and 92.4% for the 29' RBS fleet (8 assets). SBPL also resolved 100% of product line assist requests, providing real-time technical support and quickly implementing critical engineering changes.

Supply chain operations based out of the SFLC warehouse in Baltimore were key to this performance. Over seven months, SBPL filled 440 requisitions and delivered 17 outboard engines (Mod A and D) and 30 lower units, often under compressed timelines to restore disabled assets to fully mission-capable status.

Several efforts stand out. At ORW startup, SBPL rapidly reactivated long-term layup asset 29200 in Baltimore, installing Mod D engines and expediting its delivery, directly expanding on-water capacity. When severe hull pitting rendered 29281 non-mission capable, SBPL fast-tracked repairs, working with IPF Galveston to crop and renew affected sections and returning the boat to service with minimal downtime.

The harsh environment on the southern border also exposed weaknesses in 27' SW trailers, which were failing due to corrosion and heavy use. SBPL developed an upgrade package with stainless steel rotors, calipers and brake lines, significantly improving trailer reliability and corrosion resistance and supporting safe vessel transport over rough roads.

Operation River Wall shows how every part of SFLC, engineering, supply, warehousing, and maintenance, comes together to support the field. SFLC-SBPL's efforts keep boats available, safe, and effective in a demanding environment, ensuring crews have the reliable assets they need to complete the mission.



DEVELOPING EXCELLENCE IN PROJECT MANAGEMENT

By LT Jesse Thrift

Small Boat Product Line's (SBPL) Availability Project Managers (APM) assembled in Norfolk this January to hone their craft in project management. Bringing together the Alameda and Norfolk APM staff with the local Port Engineer (PE), the team reviewed procedures for building projects, planning availability work items, and coordinating between APMs, PEs, operational units and commands, and vendors both commercial and organic. This meeting trained three new APMs in best management practices and institutional knowledge they need to succeed in their new role.

The team spent three days intensively reviewing depot maintenance procedures, reinforcing knowledge of both industrial and commercial availability. This training proved invaluable to new members of the PDM staff, improving their project management and organization skills. Heavy emphasis was put into streamlining and standardizing processes, ensuring interoperability of our APMs. Anticipating the return of C-class MLB availabilities across the country following Service Life Extension Program (SLEP), APMs thoroughly discussed Commercial project management to ensure that this asset class will receive proper depot level maintenance and support in the coming years.

Meeting face-to-face and breaking bread together was invaluable for the section, helping to build camaraderie, trust, and shared purpose in a way that's difficult to foster remotely. The conversations that ensued were able to highlight subtle differences in how members were conducting project planning and availabilities, allowing cross-pollination of ideas and techniques that will improve the performance of the group for years to come and help ensure organizational continuity as members come and go with permanent changes of station.

Photo caption: (L-R) CWO Tim Tolliver, CWO Mike McDougall, LT Jesse Thrift, MKC Travis Smith, MKCS Rico Rivera, and MKC Roberto Buendia at APM training.

BY: Stacey Glover, SFLC Training Officer

SFLC has received Fiscal Year 2026 training funds. If you have commercially sourced training listed on the spend plan, please contact Stacey to execute training funds as needed.

Navigator is the new data visual analytics tool that replaces CGBI. Navigator training will be offered to all SFLC personnel this summer, with both in-person and virtual options available. Additional details will be provided at a later date.

Training topics will include:
- Transition from CGBI to Navigator
- Background and capabilities of Navigator
- System exploration
- Overview of current products in USCG Enterprise Apps (My Readiness, ESS, ePAL) and Military HR (Unit Readiness, Employee Roster, Mandated Training)
- Review of key links and available resources (Support/Training & Outreach Portal Page)

The Competency & Operational Baseline Readiness Application (COBRA) will replace TMT and CGBI. Phase one is scheduled to begin Summer/Fall 2026 with BOATS Ops and completion is expected by Summer/Fall 2027. Please note: the initial phase will not support training assignment; this capability will be introduced in a future release. For training completed outside of CG OWL (e.g., DHS training), please forward certificates to me for updating the Unit Training Officer's PowerApps (FORCECOM).

Mandated A & B training courses are still required for all employees. You will find Mandated A and B Trainings tabs on the home screen of CG-OWL by scrolling down to the bottom of the page. You can see which Mandated Trainings are completed by looking under the Transcript tab. If you have enrolled in a course and are not sure if you have finished that course, please look under the Courses Tab, then My Courses.

REMINDER: Cyber Awareness Challenge 2026 is due on the 31 Dec 26. Please note that the training requires a two-step process to be fully recognized. If you are unsure whether both steps were completed, please follow the instructions below to verify:
1. Log in to OWL.
2. Select the "Courses" dropdown.
3. Click on the "My Courses" option.
4. Locate and select "502829 Cyber Awareness Challenge 2025."
5. Confirm that the "AIS Acknowledgement Form" is marked as "Done."

This step is most often missed when completing Cyber Awareness.

Lorem ipsum

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 you have questions about position please reach out to the POC listed for each below. If you would like to volunteer, please email *D05-SMB-SFLC-Internal-assignments@uscg.mil.*

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: Alec Goenner

Command Drug and Alcohol Representative (CDAR):
-RANK: E5-E8, W2-O4. Serves as an advisor to the command in administering the unit's substance abuse program. Provide training, education, screening and treatment referrals for members. Note: Training is required, rotation 2028 or later, officers cannot be in Supervisory position

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 Jesus Molina

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: LTJG Zayd Latheef

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 Perdue

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

Physical Fitness Leader
-Oversees unit PRP
-Administers PFT and records result
-C school required

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

Officer Promotions

CWO-4

Kane, John G.	ADPL 1-Jun-26	SFLC LRE SUPPLY SECTION 2
Bolz, Joshua A.	ADPL 1-Jun-26	SFLC-PB AVAIL PROJ MGMT 3
Scalia, Michael J.	ADPL 1-Jun-26	SFLC IBCT PORT ENGINEER SEC
Bacher, Michael E.	ADPL 1-Jun-26	OL-SFLC-PORTSMOUTH VA
Johnson, Justin L	ADPL 1-Jun-26	OL-SFLC LRE APM3-ALAMEDA
Jacobs, Brandon E.	ADPL 1-Jun-26	SFLC FUNDS MGMT & EXEC SEC
Coffey, Jeremy C.	ADPL 1-Jun-26	SFLC PB SUPPLY BRANCH
Marsh, Michael V.	ADPL 1-Jun-26	SFLC FUNDS MGMT & EXEC SEC

CWO-3

Engelman, Jerry	ADPL 1-Jun-26	SFLC ESD ELECTRONICS SEC
Buckley, Andrez S.	ADPL 1-Jun-26	OL-SFLC-KETCHIKAN AK
Carr, Patrick J.	ADPL 1-Jun-26	OL-SFLC PB APM3-NORFOLK VA
Temple, Matthew C.	ADPL 1-Jun-26	OL-SFLC LRE AMS-ALAMEDA
Triepke, Brandon M.	ADPL 1-Jun-26	OL-SFLC PB APM2-NORFOLK VA
Thomas, Corry D.	ADPL 1-Jun-26	SFLC LRE SYS AND EQUIP SEC
Guthrie, Richard W.	ADPL 1-Jun-26	SFLC SB ASSET MANAGEMENT
Rodriguez, Andrew J.	ADPL 1-Jun-26	SFLC LRE SYS AND EQUIP
Labianca, Nicholas F.	ADPL 1-Jun-26	OL-SFLC-PENSACOLA FL
Ladd, Donald N.	ADPL 1-Jun-26	OL-SFLC-SEATTLE WA

LTJG

Saldarriaga, Marcos A.	ADPL 5-May-26	SFLC IBCT ENG ASSET MGMT SEC

LT

Oyeyemi, Olalekan O.	ADPL 19-Apr-26	OL-SFLC-NORFOLK VA
Hernandez-Rivera, Jesus	ADPL 13-May-26	SFLC LRE SYS AND EQUIP SEC 2
Sullivan, Daniel J.	ADPL 18-May-26	OL-SFLC-BOSTON MA
Johnson, Nolan P.	ADPL 18-May-26	SFLC SB PRGM DEPOT MAINT SEC
Kirvelevicius, Rasa	ADPL 18-May-26	OL-SFLC-SAN JUAN PR
Krupa, Matthew S.	ADPL 18-May-26	OL-SFLC-SAN PEDRO
Hartman, Bethani J.	ADPL 18-May-26	OL-SFLC-ALAMEDA CA
Willis, Cooper E.	ADPL 18-May-26	OL-SFLC-KEY WEST FL
Wingate, Javon M.	ADPL 18-May-26	OL-SFLC LRE APM2-ALAMEDA
Wassei, Luke R.	ADPL 18-May-26	OL-SFLC IBCT APM2-ALAMEDA
Gould, Summer	ADPL 18-May-26	OL-SFLC-ALAMEDA CA
Kowenhoven, Benjamin	ADPL 18-May-26	OL-SFLC-BOSTON MA
Johnson, Serheni'te P.	ADPL 18-May-26	SFLC LRE SYS AND EQUIP SEC 3
Grieco, Raphael C.	ADPL 18-May-26	OL-SFLC-BOSTON MA
Cottrell, Matthew L.	ADPL 18-May-26	SFLC LRE SYS AND EQUIP SEC 2

CAPT

Laird, Sarah H.	ADPL 18-Jun-26	OL-SFLC-SEATTLE WA

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

SFLC Enlisted Advancements (EPAA Numbers 3-6)

01MAY

DCCS Bigelow Joel	OL-SFLC-CHARLESTON 1050 REGISTER ST NORTH CHARLESTON SC	

Enlisted Retirements

ASHNESS	PAUL	MKC	OL-SFLC-KEY WEST FL	04/30/2026
DUNFEE	DUSTIN	WEPS3	OL-SFLC-NORFOLK VA	04/30/2026
HUTCHINSON	JOSHUA	ENG3	OL-SFLC-NEW ORLEANS LA	05/31/2026
SPECHT	ERIC	ENG4	OL-SFLC-HONOLULU HI	03/31/2026
HILL	RICHARD	MKC	OL-SFLC SBPL AMS1-ALAMEDA	05/31/2026
HARRIS	JOSEPH	ENG2	AWL-SFLC IBCT ENG-YORKTOWN VA	05/31/2026
SANDER	CHARLENE	SKC	SFLC INTERNAL CONT AUDIT SEC	05/31/2026
THOMPSON	ROBERT	MK1	SFLC LRE SYS AND EQUIP SEC 2	04/30/2026
RIASCOS	CARLOS	MKC	OL-SFLC-CHARLESTON	05/31/2026
POPE	DAVID EMC	SFLC SB ASSET MANAGEMENT SEC 2		04/30/2026
CARABALLO	JAMES EMCM	OL-SFLC IOD ASSIST SEC2-ALAM		04/30/2026
RIVERA	JUSTIN ENG2	OL-SFLC-MIAMI FL		05/31/2026
COWARD	STEPHEN	MKCS	OL-SFLC-SAULT STE MARIE MI	06/01/2026
LUBBERS	KURT ENG3	OL-SFLC-CHEBOYGAN MI		05/31/2026

Reporting

SMITH	HUNTER	LT	OL-SFLC-GALVESTON TX	05/02/2026
KAMALO	MATTHEW	DVCM	OL-SFLC LRE PROJ-HONOLULU	05/02/2026
VANCE	JEAN	DC2	SFLC LRE SYS AND EQUIP SEC 2	04/08/2026
JONES	BRYAN	MK1	OL-SFLC-NORFOLK VA	05/01/2026
COOPER	JOHN	ME1	YARD MIL SUPPORT OPS DEPT	04/27/2026
COOPER	JOHN	ME1	YARD MIL SUPPORT OPS DEPT	05/08/2026
MARABLE	SHAUN	LTJG	SFLC MOBILE LOGISTICS BR	04/01/2026
BOZZUTO	JOHN	ME1	YARD MIL SUPPORT OPS DEPT	04/27/2026
BOZZUTO	JOHN	ME1	YARD MIL SUPPORT OPS DEPT	05/08/2026
STANCO	CHRISTIAN	LCDR	OL-SFLC IOD M&W BR-NORFOLK VA	04/24/2026
MIOTTISILVA	GUSTAVO	YN3	SFLC WSD MILITARY MGT BR	04/18/2026
LOMBARDI	DANIELLE	ME2	YARD MIL SUPPORT OPS DEPT	04/15/2026
SMITH	BRANTLEY	SN	YARD MIL SUPPORT OPS DEPT	05/01/2026
CRUZCAMACHO	JAYBRIEL	ME3	YARD MIL SUPPORT OPS DEPT	05/04/2026
JONES	JANIQUE	LCDR	OL-SFLC-NORFOLK VA	05/01/2026

New Employees

Michael Dykema	Logisitics Management Specialist	MEC
Nicholas Craddock	Mechanical Engineer	ESD
James Brewbaker	General Engineer	MECPL

Promotions

Marlyn Bober	Logistics Management Spec	ALD
Russell Cholewa	Equipment Specialist	SBPL
Jessica Stevens	Program Specialist	WSD
Matthew Ches	Mechanical Engineer	ESD
Colleen Gellert	Program Analyst	BOD
Akhila Wijayaratne	Mechanical Engineer	LRE
Christiana Rolack	Contract Specialist	CPD
Stephanie Garity	Purchasing Agent	CPD
Jesse Perez	Purchasing Agent	CPD
Ayanna Broom	Contract Specialist	CPD
Tiffany Miller	Inventory Management Specialist	LRE

Retirements

Anissa Windsor	Logistics Management Specialist	IBCT
Kevin Lyons	Supervisory Logistics Mgt Specialist	PBPL
Leonard Forbes	Material Handler	ALD

CEOQ

Qtr 1 (2026)	Level I	Charles Garnett	ESD

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

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

LTJG Zayd Latheef, 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:

Editor, SFLC Newsletter
2401 Hawkins Point Road
Baltimore, Maryland 21226
571-607-3327
Zayd.Y.Latheef @uscg.mil