



A Different "Point of View"

The photo below gives a unique view of the Yard's shiplift from the marina at Arundel Cove. The Cutters IDA LEWIS (left) and CAMPBELL (right) are secure in their dry-dock berths for needed repairs and modernization.

The Yard received a Casualty Response from IDA LEWIS, homeported in Newport, Rhode Island, on January 23rd. The buoy tender was experiencing an oil leak. The cutter departed for the Yard, entering on February 1st for an emergency repair of the port z-drive. Yard trades-

men performed a detailed inspection and replaced the lower prop seal and upper steering seal.

IDA LEWIS was undocked on February 8th, and the Cutter returned to New England shortly after.

The Cutter CAMPBELL, homeported in Portsmouth, New Hampshire, is a 270-foot medium endurance cutter undergoing modernization under the 270' Phase II Mission Effectiveness Project (MEP). Work started in October 2012, with anticipated completion in September 2013. Major overhaul plans include blasting

and painting of underwater body, freeboard, super structure and various decks; stacks and mast prep and painting; upgrade of the propulsion and monitoring systems; installation of new fuel and lube oil purifiers and tank level indicators; repair and preservation of decks, bilges and tanks; fuel tank and piping cleaning; controllable-pitch propeller fine tuning, and installation of a boat davit and cradle on the fantail.

CAMPBELL will be the ninth 270' Phase II MEP cutter completed at the Yard since 2010.

*The U.S. Coast Guard Yard
Since 1899, Servicing the Fleet
That Guards Our Coasts*



The Commanding Officer's Column

by Captain Richard K. Murphy



Greetings! As I write this, the news is dominated by federal budget discussions and the various strategies to best address the significant financial challenges that face the country. Although we can't control how this will play out, we can use it as a clear reminder of the critical need to always aggressively seek ways to optimize the Yard's support to the surface fleet. Challenging budgets will force a critical re-examination of how and where Yard funds are used. It also reminds us of our need to continually seek ways to wring out inefficiencies. The Coast Guard, and taxpayers alike, need to know that the Yard is a place that gets the maximum mission impact possible on every dollar we execute. This will only happen when each and every one of you applies your collective ingenuity, resourcefulness, creativity, and talents.

Please don't be complacent and accept inefficient practices or behavior as an inevitable fact of life – they're not! Please consider it to be both a personal and professional challenge to do things better,

smarter, and cheaper! Yes, some changes/improvements will require considerable time and effort to put into place. And yes, there are some processes that we'd all like to change, but can't because they're required by law or statute. On the other hand, I do know that these are clearly outnumbered by improvements and changes that can be fairly quickly implemented with your drive, focus, and attention. Please keep this in mind as your go about your job each and every day. The Yard can only improve through the power of your collective desire to make it happen. Never forget that the Yard, through your actions, has a direct impact on the success of the Coast Guard's mission.

It's that time of year when new assignment messages come out. 2013 will be a year of many personnel changes in the military ranks. Congratulations to CAPT George Leshner on being selected as my replacement. As our Industrial Manager (IM) since Oct 2011, CAPT Leshner is well versed in Yard waterfront activities, and brings with him a wealth of naval engineering and afloat operations experience. He's a perfect choice to lead the Yard for the next three years. I will be retiring after 30 years of service. The Change of Command date will be on Friday, 7 June.

I'm also very pleased to announce that CDR Matt Lake will be the next Industrial Manager. CDR Lake is currently the Deputy, Office of Budget & Programs (CG-82d) at Coast Guard Headquarters and

brings with him the ideal mix of experience and knowledge. CDR Brian Melvin, currently CO, NESU Portsmouth, will be replacing CDR Steve Hendershot in the Industrial Department as the Chief, Project Management. We wish CDR Hendershot all the best as he retires in April after 23 years of dedicated service. And finally, CDR Steve Roncone will be reporting aboard to replace CDR John Barresi as the Chief, Facilities Management. CDR Barresi is headed off to Alaska to be the Commanding Officer, Civil Engineering Unit Juneau.

Waterfront workload continues at a very aggressive pace. This is a welcomed challenge to ensuring timely, cost effective, and quality workmanship. Meeting this challenge will require every bit of your skill, professionalism and dedication. A special note of thanks to all who completed EAGLE's very successful \$3.3M dock-side in Groton, CT, despite mother nature's best (Sandy and a Nor'easter) and a very aggressive work package. Also, great job by the entire Yard team, including LSSU, on completing HARRIET LANE's \$5M, 6 month, MEP ahead of schedule. Finally, the Yard also showed our relevance and responsiveness by completing the IDA LEWIS's unplanned dry dock in 7 days, 3 days ahead of her 10-day schedule and in time for post storm operations.

As always, thanks for all you do to keep the Coast Guard's surface fleet Semper Paratus!

***The Yard - Proud History...
Bright Future!***

Baltimore Coast Guard Commands Experience Inauguration History

On January 21, 2013, America watched as President Barack Obama was sworn in

for a second term as the 44th President of the United States on the steps of the U.S.

Capitol. Following his Inaugural Address, the traditional Inaugural Parade proceeded through the streets of Washington, D.C. before a crowd of nearly 1 million. And several military members from the Yard and its tenant commands were there for support.

See **Inauguration**, pg 4



Members of the U.S. Coast Guard march past the U.S. Capitol during festivities of the 57th Inaugural Parade on Inauguration Day, January 21, 2013. The Coast Guard team includes SK2 Lisa Pique of SFLC. (Official USCG photo)

“We’re Working On It!”



CGC SHRIKE (WPB 87342) - Cape Canaveral, Florida



CGC SPENCER (WMEC 905) - Boston, Massachusetts



CGC TAHOMA (WMEC 908) - Portsmouth, New Hampshire



CGC JEFFERSON ISLAND (WPB 1340) - South Portland, Maine



CGC BELUGA (WPB 87325) - Virginia Beach, Virginia



CGC CAMPBELL (WMEC 909) - Portsmouth, New Hampshire

Inauguration, cont from pg 2

Although not at the parade's "epicenter," ME3 Chrissy Taylor and SN Kyrsten Gillespie of the Yard Police Department augmented security for the Incident Command Post (ICP) held at Coast Guard Station Washington, D.C. Their mission involved vehicle and ID checks within a secured high traffic area, being ever mindful of critical ICP operations throughout Inauguration Day.

"This was a great opportunity to extend law enforcement skills and security measures while playing a-part in this historical Presidential Inauguration," commented ME3 Taylor.

Back at the National Mall, five members

of C3CEN Baltimore participated in a Joint Service street cordon on the west side of the White House. Personnel included ETC Richard Keller, ETC Joseph Williamson, ETC Kenneth Trawick, ET3 Aaron Gutierrez, and ET3 Rick Jerez.

Five Coast Guardsmen from the Legacy Sustainment Support Unit including EMC Dino Federico, EMC James Petrick, GM2 James Omenitsch, MK2 Daniel Hockaday, and FN Parker Wall joined a Joint Service cordon on the east side of the U.S. Capitol. Other Baltimore Area Coast Guardsmen serving in the same street cordon included MKC Christian Grunden and MKC Dennis Myers from SFLC.

All the street cordon volunteers from the Baltimore Area Coast Guard Commands arrived at the Pentagon at 6 a.m. on Inauguration Day, attended two parade rehearsals, and dispersed to their assigned posts for the momentous occasion. They stood at parade rest in their respective street cordons until called to attention; then saluted as President Obama and colors passed.

"During this event, we were under the Department of Defense Command in Secret Service jurisdiction," commented EMC Federico. "It was a privilege to represent the Coast Guard with our fellow military service members."

Lean Update:Hydroblast to Save \$1-2M

By Eric Linton, Yard Business Manager



Hydroblast Lean Team members included (left to right): Ron Hawkins, Barry Appolin, Rick Hare, Larry Phinney, Lamont McCloud, Ron Almond.



Hydroblasting an 87' WPB at the Yard.

The Yard recently completed a Lean event to examine ways to reduce hydroblasting costs. Historically, we have contracted for hydroblasting services, but because of increasing costs and quality issues, we thought there might be a better alternative.

Last year, we rented hydroblast equipment and used it to complete several projects using shop personnel. Renting equipment addressed schedule and quality concerns, but the rental was still considered too high. Because of the high rental cost, we considered buying hydroblast equipment, but because we didn't understand all the costs associated with buying the equipment, we were reluctant to commit to procurement.

The Yard chartered a Lean improvement event to examine the hydroblasting process and propose improvements. The team examined contract, rent equipment, and buy equipment alternatives. The team's goal was to identify the hydroblasting process that was the most effective for the Coast Guard.

Larry Phinney and Lamont McCloud from the Paint Shop, Barry Appolin from Planning and Estimating, Ron Almond from Procurement, and LCDR Robitaille from Project Staff

Fiscal Department Receives Three Coast Guard Meritorious Team Commendations

The Commandant of the Coast Guard recently presented three Coast Guard Meritorious Team Commendations to the Yard Fiscal Department for participation on the Accounts Payable (AP) Audit Remediation Team, the Operating Materials &

Supplies/Repairable Spares (OM&S/RS) Audit Remediation Team, and the Coast Guard Management Control Program Team during the period October 2010 to November 2011. Seven members of the Fiscal Department were honored for their meritori-

ous service that resulted in improved fiscal health of the U.S. Coast Guard and Department of Homeland Security.

Bob Hayden, Leslie Pollock and Barb Stewart were key players on the AP Audit Remediation Team. Dianne White, Michele Camara, and Denise MacDonald were valued members of the OM&S/RS Audit Remediation Team. And John Bowerman contributed groundbreaking initiatives to the Management Control Program Team.

In an All-Yard message on December 10, 2012, Captain Murphy congratulated the Fiscal Department and commented, "As is typical of the fiscal world of work, much of what they do is behind the scenes. Rest assured their efforts are absolutely invaluable to the health of the Yard and the Coast Guard, particularly in today's financial environment. The ability to track funding and comply with the ever more challenging and detailed financial rules is not only required but builds confidence with regulators and Congress. Nicely done!"

Congratulations from the Yard family!



Fiscal Department Team members include: (front row - left to right) Leslie Pollock, Denise MacDonald; (back row - left to right) Bob Hayden, Barb Stewart, Michele Camara, Dianne White, John Bowerman.

Cutter OAK Departs Yard; Plays Key Role In Drug Interdiction

The 225' sea-going buoy tender OAK came to the Yard in April 2011 for an extensive repair availability. Work was completed, and OAK departed the Yard in June 2011 for its homeport in Charleston, South Carolina. Seven weeks later, the cutter was involved in a high profile drug interdiction case in the western Caribbean.

On July 13th, the SENECA (a modernized 270' cutter under the Mission Effectiveness Project at the Yard) seized a drug smuggling self-propelled semi-submersible (SPSS). The craft sunk during the interdiction with a large quantity of cocaine still on-board.

Built in the jungles of Colombia, the typical SPSS is less than 100 feet in length, with four to five crewmembers, and carries up to 10 metric tons of illicit cargo for distances up to 5000 miles. Drug traffickers design SPSSs to rapidly sink when they detect law

enforcement intervention, thereby making contraband recovery difficult. SPSSs are responsible for the movement of nearly one-third of all cocaine in the transit zone.

A search for the sunken vessel began with SENECA, the Cutter OAK, and assistance from Coast Guard fixed wing aircraft, the U.S. Navy, FBI dive teams, Customs and Border Protection officers, and the Joint Interagency Task Force South.

Using side-sonar equipment, OAK located the small submarine that had

drifted several miles away. The OAK crew recovered nearly 15,000 pounds of cocaine, worth an estimated street value of \$180 million, from the sunken semi-submersible.

In January, 2013, the Commandant honored the OAK crew for the role they played in the 2011 cocaine seizure - the first interdiction of an SPSS in the Caribbean Sea and the first underwater drug removal from an SPSS.

OAK's success story is also a success story for the quality work of the Yard - **"Service to the Fleet!"**

Crewmembers from the Cutter OAK off-load 15,000 pounds of seized cocaine at Coast Guard Base Support Unit Miami in the summer of 2011. (USCG photo by Petty Officer 3rd Class Tara Molle.)



Coast Guard's Drug Bust Is a Yard Touchdown

On Top of Their Game

By Courtney Burnett, Yard Communications Intern

The Baltimore Ravens football team claimed victory at Super Bowl XLVII, but the “coaches” of the Yard have produced a winning team of their own at the 113-year-old shipyard. The Yard’s Production Manager and four General Foremen serve as “head coach” and “assistant coaches” for nearly 400 industrial employees, the skilled “players” of select marine trades who make up the Yard team. Their “game” is a daily one to construct, repair and renovate Coast Guard ships and boats, literally keeping the Coast Guard fleet afloat to provide maritime safety, law enforcement, environmental protection, and national security to America.

Relentless – a popular term to describe the sports teams of Baltimore – is the unifying slogan of the Yard. If you take a look around the shipyard, you see the field set for competition. The Coast Guard ships are lined up at the waterfront. Their age and rugged years of service make a tough defense for the Yard team to repair and

renovate these cutters. The goal is modernization and renewal of each ship by Yard tradesmen who refuse to let anything bring them down. There are no sacks or three and outs. They achieve a touchdown when repairs and renovations are completed, and the ships sail to their homeports to accomplish Coast Guard missions.

As a testament to the work of this relentless Yard team, the 110-foot Coast Guard Cutter SAPELO, homeported in San Juan, Puerto Rico, was the lead Coast Guard asset in a drug interdiction case off the coast of Dominican Republic. The Coast Guard and other federal agencies seized 2,800 pounds of cocaine, with a street value of \$34 million. SAPELO left the Yard in June 2011 after an extensive overhaul under the Coast Guard’s Mission Effectiveness Project, a modernization initiative on the cutter that spanned 12 months, cost approximately \$8 million, and required over 80,000 labor hours. SAPELO’s role in this drug interdiction case was a

touchdown for the Yard Production team and shipyard workers knowing their skilled hands allowed the Coast Guard to do its job and protect American citizens.

The Yard boasts of some of the best workers and management in the maritime industry. With its talented roster, the Yard has a long heritage of wins, like SAPELO’s modernization, to keep the Coast Guard fleet operating and accomplish vital missions.

At the Yard, a team of dedicated coaches are behind the shipyard team. The Production Manager, the “head coach,” and four General Foremen, the “assistant coaches,” provide workers with essential leadership and support needed to be successful. Each man works in a specialized sector and brings his own game plan to the table to help create a winning organization.

Charles Zerbe, a 47-year Yard veteran, is the Yard’s Production Manager and “head coach.” He is

See **On Top of Their Game**, pg 7



The Coast Guard Cutter CAMPBELL (at left), a 270’ medium endurance cutter, is dry-docked on the shiplift for overhaul at the Yard. The Cutter serves as back-drop for the Yard Production Team. Pictured left to right are: Rodger Pugh, Donald Shields, John Downes, Ron Viands, and Charles Zerbe.

On Top of Their Game, cont from pg 6

Riggers at the Yard return the Coast Guard Cutter SAPELO to sea to begin the final phase of the patrol boat's modernization in April, 2011. Upon completion of work at the shipyard, SAPELO returned to its homeport in San Juan, Puerto Rico, to support Coast Guard operational missions.

responsible for the producers of the Industrial Department and oversees the General Foremen. As leader of the team, Zerbe manages expectations of productivity and maintains a schedule that includes getting ships out on time. He accounts for various obstacles that can range from limited availability of parts to unpredictable weather. Though the challenges are certainly there, Charles Zerbe believes it's all worth it in the end.

"One of the best rewards is seeing the finished product and knowing the customer is happy with it," he said.

With the Yard's winning record, Zerbe maintains a tight offense. Punting isn't an option, and if most of the day's work can be done in the first half, then there is a buffer if bumps come along in the second half. Accomplishment at day's end is the goal.

Donald Shields has worked at the Yard for 32 years and currently serves as General Foreman of the Yard Mechanical Group that is responsible for overhaul of all shipboard machinery. From engine repair to fin installation, Shields and his team help put together the "guts" of Coast Guard ships that go out and save lives.

"I really do think that we provide good value here, and I really believe that when I send something down the creek, I would be willing to jump onboard," he says. "The Yard contributes to the ship's mission. That's important to me. That's what I get to say to my kids later on."

Rodger Pugh, a 23-year Yard veteran, is General Foreman of the Yard Structural Group and responsible for the Welding, Shipfitting, Sheetmetal, and Joiner Shops. With limited manpower, an aging fleet, and a tight budget, Pugh can get creative in his methods to provide for the ships trusted in his care. One of the best rewards that comes from his job is getting something old and making it work again. Even a simple piece of furniture might take him across the country to salvage and retrieve. In his tight-knit group, Rodger Pugh considers communications to be the most effective tool to keep his team a winning one.

"I like what I do. I like doing things with my hands, and now it's helping people," he says.

John Downes has worked at the Yard for 30 years and is now General

Foreman of the Yard Services Group that is responsible for the maintenance of heavy equipment like cranes, a syncrolift, and forklifts. These tools are used to lift cutters – some weighing up to 3000 long tons – out of the water for necessary repairs and painting. Downes and his team work hard to not only complete their various tasks on time, but also perform in a manner to protect the environment. As the coach of the Services Group, John Downes brings a winning game plan to the team by "planning for upcoming jobs while ensuring all necessary materials have been ordered and inspected."

Ron Viands is a 22-year Yard veteran, but the newest member of the "assistant coaching team," being promoted to General Foreman of the Yard Electro Group in December 2012. Since then, he has hit the ground running. Responsible for the Electronics, Electrical and Ordnance Shops, Viands leads his team under the philosophy of reverse engineering. "I start plotting backwards. Here's my deadline; here's when I need to be finished...so I like to know where my deadlines are and what I need to do ahead of those deadlines." This "working with the end in mind" style of management helps put ships out on time and gives the team a winning mindset.

Nothing is better to Ron Viands than watching young workers improve and mature. "Seeing someone develop and become your next work leader, your next trouble shooter is extremely gratifying," he commented, "and many come to the Yard right out of high school."

So, on Sunday, February 3rd, when the victorious Baltimore Ravens Super Bowl champions raised the Lombardi Trophy ceremonially bringing this football season to an end, the other Baltimore team of men and women at the Coast Guard Yard were preparing to go to work on Monday morning. Three seconds...two seconds...one. It's game time!

Yard Welcomes New General Foreman of Electro Group



*Ron Viands, General Foreman,
Electro Group*

Ron Viands is General Foreman of the Yard Electro Group that includes the Electric, Electronics, and Ordnance Shops. He oversees 91 employees who work on the repair and installation of equipment and systems on a variety of Coast Guard vessels that come to the Yard. He is responsible for a busy "road show" schedule accomplishing electrical, electronics, and ordnance installs and repairs, as well as casualty responses, on the Coast Guard fleet world-wide.

Ron Viands came to the Yard in 1991, starting out as an apprentice and progressing to mechanic, work leader, supervisor in both electronics and electric shops, and to his current position as General Foreman in December 2012.

He is a veteran of the United States Army, specializing in electronic warfare and Morse Code interception. When he can catch leisure time, Ron is a season ticket holder for the Baltimore Ravens football team and enjoys college lacrosse. He loves playing indoor soccer with his adult children and is a former soccer coach.

Milestones

Retirements

(Celebrating 117 Years of Combined Service)

Michael Swank Sheetmetal Mechanic (Boat Builder) 41 Years	Jeff Lurz Structural Supervisor 38 Years	Charlie Householder Sheetmetal Mechanic (Boat Builder) 31 Years	Stanley Hodges Sheetmetal Joiner Worker 7 Years
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Promotions

Ron Viands, Electro General Foreman, to WS-2801-8	Aneisha Vester, Marine Machinery Helper, to WG-5334-5
Richard Heilman, Planner/Estimator (Electronics), to WD-2604-8	Eugene Williams, Pipefitter, to WG-4204-10
Stephanie Carver, Accounting Tech, to GS-525-7	Joseph Appolin, Structural Leader, to WL-3801-10
Thomas Clyburn, Machinist (CNC), to WG-3414-11	Mike Griffith, Structural Leader, to WL-3801-10
Vincent Peterson, Shipfitter (Welder), to WG-3820-10	Adam Brown, Pipefitter, to WG-4204-10
Raymond Andreoli, Pipefitter, to WG-4204-10	John Smith, Pipefitter, to WG-4204-10
Barry Burnett, Pipefitter, to WG-4204-10	Phillip O'Neill, Pipefitter, to WG-4204-10
Terrence Gardner, Pipefitter, to WG-4204-10	Daniel Mallonee, Structural Helper, to WG-3801-5
Adam Cole, Structural Supervisor, to WS-3801-11	Dawn Maxwell, Sheetmetal Joiner Mech, to WG-4701-10
Jason Eberle, Pipefitter Helper, to WG-4204-5	Steven Behan, Electrical Helper, to WG-2602-5
Patrick McKenna, Pipefitter Helper, to WG-4204-5	Thomas Maszczenski, Electrical Helper, to WG-2602-5
Mark Daniels, Pipefitter Helper, to WG-4204-5	Jerry Boggs, Production Controller to GS-1152-12

Yard Enlisted Member of the Quarter



*DC3 Joshua Pollock, Firehouse
FY 12, Fourth Quarter*

Yard Civilian of the Quarter



*Adam Cole, Structural Shop
FY 12, Fourth Quarter*

Lean, cont from pg 4

were assigned as members of a cross functional team tasked with improving the process.

The team developed a cost model to measure the effectiveness of the different alternatives. Input data included contractor rates for hydroblasting and the cost of renting and using equipment. The cost of procuring and maintaining equipment was obtained through market research. The team used a fish bone

(Ishikawa) diagram to identify pros and cons for each alternative; then developed an assumed production year consisting of 20 availabilities for evaluation of the alternatives.

The team determined that, without significant reorganization, the Yard did not have the capacity needed to complete all hydroblasting requirements. They recommended a hybrid approach. This would include maintaining the ability to contract out

for hydroblasting and procuring hydroblast equipment to reduce costs. These recommendations will maximize Yard flexibility and improve cost effectiveness.

The Yard is now proceeding with procurement of hydroblasting equipment. When implemented, the overall cost of surface preparation at the Yard should be reduced by \$1-2M each year that will directly reduce the cost of Yard projects.

Grand Re-Opening of Waterfront Cafe

The Waterfront Café is now open under new management. The Café is located on the 1st floor of Building #68 and operates from 6 a.m. to 3 p.m. Monday thru Friday. The Waterfront Café is under the operation of Maryland Blind Industries. Come down and take a look! Bon appetit!



The Yard held an informal ribbon cutting on January 23rd. Participating were (left to right): Captain Murphy, Don Marnell of Marnell Food Services, and Bart Peebles, Director, Maryland Business Enterprise Program.

Yard Joins Baltimore's Celebration - Thanks, Ravens!



**Coast Guard Yard
Retirees Association
"Wants You"!**

The Coast Guard Yard Retiree's Association would like to extend a warm invitation to all employees - those actively working, newly retired, and those who are enjoying retirement - to join us for our monthly luncheon at Sunset Restaurant, 625 Greenway, Glen Burnie, Maryland 21061. Our luncheon is held every third Thursday of the month at 1 p.m. The luncheon is a fantastic way to socialize with old friends and is filled with wonderful reminiscing of times past.

The cost of membership to the Yard Retirees Association is \$8 per year. Please contact George Wieland, 410-255-3327; Harry Suit, 410-768-3644; Gary Stacey, 410-789-4291 or Bob Byrd, 410-636-6277 for membership information.

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