



Yard Delivers CGC TYBEE 35-Days Ahead of Schedule



TYBEE under repair at the Yard



TYBEE officers and crew pose for a photo in Arundel Cove with Captain Leshner (third from left), CDR Matthew Lake, Yard Industrial Manager, (fifth from left), and Yard shop personnel before departure to homeport in time for the holidays.

The Yard knew on December 9th when it wrapped up ultrasound testing and returned the 110' patrol boat TYBEE back-to-sea ten days ahead of schedule, that the "writing was on the wall." Yard tradesmen were confident they would complete the cutter's routine repair availability and get TYBEE back to its Woods Hole, Massachusetts, homeport for the 2013 holiday season. The prediction proved true as the patrol boat departed the Yard on December 20th and reached homeport on Christmas Eve.

TYBEE arrived at the Yard last August for work that included bilge preservation and painting, renewal of sea valves, and generators' change-out. The task at hand was to sustain TYBEE's hull and keep the patrol boat operational for assigned missions in the Coast Guard's First District.

The Yard accomplished the tasks with not only early delivery of TYBEE, but delivery of a product that has brought positive recognition and increased awareness of the value the Yard.

RADM Daniel Abel, Commander, First Coast Guard District, wrote a message to RADM Ronald Rábago, Assistant Commandant For Engineering & Logistics, on December 20th that read:

"I offer my sincere appreciation to CG-4 staff, the Patrol Boat Product Line, and the Coast Guard Yard for delivering CGC TYBEE 35 days

The Commanding Officer's Column

by Captain George A. Lesher



Greetings, Shipmates! This has been one of the toughest winters in recent history with 5 snow days and several delayed openings over the last two months. I appreciate the efforts to continue our operations and production schedule despite the unpleasant conditions. Particularly, I want to thank the waterfront workers as well as our facilities department who have spent much time and many very early mornings working to get the base ready for the workday. We even had to ask the Coast Guard Cutter CHOCK to break ice back in the cove a couple times! Hopefully,

spring has finally started to arrive by the time you read this.

While I am on the topic of winter weather, this issue shows a picture of the Philadelphia based Coast Guard Cutter CAPSTAN which completed an emergency dry-dock in the Yard when her grid cooler failed during operations breaking ice over five feet thick. The 65' WYTLs have been busy this year breaking ice, the magnitude of which hasn't been seen for 10 years. The dry-dock was completed in record time restoring the cutter for operations in less than 24 hours.

In early February, the Yard hosted a gathering of the senior naval engineers and our primary stakeholders from throughout the country. This included the SFLC Command, product line managers, deputies, share service division chiefs and deputies, base Naval Engineering department heads, the program management office, cutter forces, boat forces, and the

area commands, just to name a few. The event highlight was the Naval Engineering awards dinner held at the Drydock Club and made possible by our outstanding MWR staff.

The Yard also hosted the Baltimore Area Officer's Association meeting in February. This association is open to CG Commissioned and Warrant Officers (active, reserve, and retired); USPHS, Civilians GS-9 and above, and CG Auxiliary in the local Baltimore area. This group has been dormant for a few years, and we are hoping to revitalize the camaraderie and networking of the many eligible personnel who live and work in this area. If you or someone you know is interested, please attend or pass the word to them. The next meeting is tentatively set for mid-March at the Drydock Club.

Thanks for all you do.
Semper Paratus!

TYBEE, cont. from pg 1

ahead of schedule! Returning TYBEE to service early greatly benefits First District operations as we exclusively utilize WPBs as our multi-mission response cutters during the winter months. From a workforce perspective, out of the yards for the holidays is quite a gift to the crew and their families. They plan to moor homeport (Woods Hole) on Christ-

mas Eve.

Based on reports from the cutter, many people are responsible for the early delivery. Specifically, I would like to recognize the efforts of Mr. Charlie Zerbe. His leadership and professional expertise as the Yard Production Manager fueled the outstanding service TYBEE received in Baltimore. Additionally, the indi-

vidual Yard workers deserve a great deal of credit. They demonstrated tremendous initiative by coordinating overtime schedules at the deck-plate level to ensure the most efficient use of their time and skill sets. The synergy between the shops and TYBEE's crew yielded a superb end product, ahead of schedule. Please pass along my gratitude."

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

“We’re Working On It!”



Pictured (left to right): CGC VIGILANT (WMEC 617) – Port Canaveral, Florida; CGC CAPSTAN (WYTL 65601) – Philadelphia, Pennsylvania; CGC MOHAWK (WMEC 913) – Key West, Florida; CGC SAPELO (WPB 1314) – San Juan, Puerto Rico.



CGC DOLPHIN (WPB 87354) – Miami Beach, Florida



CGC MOHAWK (WMEC 913) – Key West, Florida



CGC CAPSTAN (WYTL 65601) - Philadelphia, PA



CGC PEA ISLAND (WPB 1347) - Key West, Florida

Back In Business



The Yard dry-docked the Cutter FORWARD in OAKRIDGE (center of photo) during early December to begin an anticipated six-month modernization of the 270' medium endurance cutter under the Mission Effectiveness Project (MEP). Upon expected completion this June, FORWARD will take its place in Coast Guard history as the final MEP cutter among all Coast Guard assets (270', 210', 110') modernized under MEP at the Yard since 2005. (Program note: Due to production scheduling, the Cutter MOHAWK will be the last MEP vessel to be delivered.) FORWARD's homeport is Portsmouth, VA.

The Yard accomplished over \$3 million in temporary repairs on the 69-year-old dry-dock OAKRIDGE in 2013. Arriving at the Yard in 2002 and accomplishing its first lift of the Cutter GALLATIN a year later, OAKRIDGE was intended to temporarily supplement the Yard's shiplift for vessel dry-docking and did so thru 2011. But due to its age and need for repair, OAKRIDGE has been out of service for the past 26 months.

Yard tradesmen were tasked with accomplishing in-house repairs on the dry-dock and in December 2013, OAKRIDGE received certification to renew safe dry-docking operations for another 3-5 years.

Built in 1944 by the Pacific Bridge Company in Alameda, California, OAKRIDGE is a steel floating dry-dock capable of lifting a 7500 ton vessel. Seeing service in World War II, OAKRIDGE was inactivated in 1949, reactivated in 1962, and struck from the Naval Vessel Register in 2001 for intended disposal. But a year later, the Navy and Coast Guard completed a title transfer for OAKRIDGE for use at the Yard as a stop-gap solution to increase the shipyard's dry-dock capacity.

Meeting dry-dock demands is an essential part of the Coast Guard's vessel sustainment strategy. Repairs by the Yard are critical for emergency

dry-dockings, "high technical" risk availabilities, failed commercial availabilities, and a diminishing commercial manufacturing base.

Discussion is currently underway about the future of OAKRIDGE, the cost of additional maintenance, and its ability to retain current capacity to support present and future operational missions of Coast Guard assets. But in the meantime, OAKRIDGE is back in business at the Yard, accomplishing dry-dock repairs and returning Coast Guard cutters to sea.

Coast Guard Achieves Remediation Goal at Yard

By Yard Facilities Engineering

The U.S. Coast Guard recently achieved a rare distinction in environmental protection. After more than 11 years of investigation and cleanup activities, the Yard has completed environmental remediation work and, in the upcoming months, will be removed from the National Priorities List (NPL) of the country's most hazardous waste sites. This significant accomplishment required the collective efforts of the U.S. Environmental Protection Agency (EPA), the Maryland Department of the Environment (MDE), the Coast Guard, the prime contractor (Tetra Tech Inc.), and representatives of the local community.

For over 100 years, the Yard has built, renovated, and repaired Coast Guard ships with pride and distinction. Very little regulations, however, existed in the 20th century to protect our land, sea, and air environment from industrial activities. In fact, the EPA wasn't created until 1970, and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) was not passed until 1980.

The CERCLA program, otherwise known as the Superfund program, identified a total of 13 areas (sites) at the Yard needing evaluation for potential environmental impacts. These areas of low level contamination were not the result of current business practices, but the result of past practices going back over a century to the beginning of the Yard in 1899 as well as the predominate maritime activities of the World War II era. The mindset

for environmental protection in the past was far different than today.

Each identified site at the Yard went through a formal, very prescriptive process of investigation and review. The results were used to determine actions necessary to protect human health and the environment. During the comprehensive, multi-year environmental program, four sites were solely petroleum release areas and exempt from CERCLA, while five other sites were determined to have no significant chemical contamination. The remaining four sites were found to have contaminated soil and groundwater from operations dating back to the early days of shipbuilding and maintenance and required active cleanup measures. These measures involved on-site groundwater treatment and the excavation and proper disposal of thousands of tons of soil and waste containing lead and polychlorinated biphenyls, commonly referred to as PCBs (chemicals previously used in transformers and other electrical components, but now banned). At a few isolated areas, contaminated soil extended under buildings, roads and other infrastructure. These areas are managed in place and actively monitored to ensure Yard employees are protected by any activities that would otherwise disturb the area.

The Coast Guard successfully achieved their goal of completing the base-wide cleanup ahead of schedule and at a significant reduction in anticipated costs due to the coopera-

tive efforts among all stakeholders. Over the 11 year period, the Coast Guard's Environmental Compliance and Restoration (EC&R) account funded more than \$15 million towards the project.

An EPA Record of Decision was signed during a formal ceremony held at the Yard last May, documenting that the last site at the shipyard had been cleaned, and the process would begin to remove the Yard from the NPL. Mr. Shawn Garvin, EPA's Region III Administrator, summed up the dedicated efforts and excellent work from the Coast Guard by saying, "The stellar work that the Coast Guard has done at this site, which included green remediation in its cleanup, represents the fastest cleanup of a Federal Facility Superfund site in the State of Maryland and the second fastest in all of EPA Region III."

Commander Roncone, the Yard's Facility Engineer responsible for overseeing activities, commented on the benefits stating, "This achievement embodies the Commandant's sustainability, environmental, and energy policy by reducing our environmental impact and promoting the health of our workforce."

The anticipated removal of the Yard from the National Priorities List is a major milestone and ensures a healthy environment for the over 2000 people working at the Coast Guard Yard, neighbors in the community as well as protection of the vital ecosystem of the nearby Chesapeake Bay.



Site #9 Before Clean-up



Site #9 After Remediation

Tenant Command Feature

LSSU's "Bridge to the Fleet of

As one of several tenant commands at the Yard, the Legacy Sustainment Support Unit (LSSU) is being highlighted in this issue of the "Yard News" to recognize the roles and support it provides for the Coast Guard. The word *unique* swiftly comes to mind when examining this small unit.

A Coast Guard Acquisition Directorate (CG-93), Program Management field unit, and Naval Engineering Command dedicated to the execution of Acquisition, Construction and Improvement (AC&I) funded projects, LSSU is just like a Project Resident Office (PRO) tasked with the project execution and support of the Surface Project Manager, CG-9323. As onsite representative for the Mission Effectiveness Project (MEP) and overall In-Service Vessel Sustainment Program (ISVS), LSSU has an all military crew of just over twenty supporting and

executing the crew-less depot level maintenance strategy, affording the cutter's crew to return to their home port and deploy on other cutters. The crew must routinely take on the responsibilities of larger cutters' crews, inspecting hundreds of multiple MEP cutter work items, equipment tag outs, system testing procedures, and sea trials. LSSU's dedicated crew conducts all Quality Assurance inspections, while supporting the Surface Force Logistic Center's (SFLC) Medium Endurance Cutter (MEC), Icebreaker, Buoy, and Construction Tender (IBCT) Product Lines, and Engineering Services Division (ESD) ISVS Cell, and key project stakeholders. Some of these roles include: onsite production Availability Project Management and Port Engineer representative to the Program Depot Maintenance Branches, as well as Contracting Officer Representative,

and Budget Analyst for AC&I obligation work authorization. These efforts ensure cutters entrusted with LSSU's oversight are in the best possible condition as the Yard continues to deliver upgraded systems and equipment to improve the cutter fleet's mission capability. CDR Christopher Webb is the Commanding Officer of the LSSU.

What is the role of the LSSU?

CDR Webb: The ISVS Program, and the current 270' MEP project that is closing out this year, is growing with new project starts for the 140' WTGB Ice Breaking Harbor Tug Service Life Extension Project (SLEP), the USCGC EAGLE (WIX 327) SLEP, the 47' Motor Life Boat (MLB) SLEP, and the 225' WLB Seagoing Buoy Tender Mid-Life Maintenance Availability (MMA), among others in planning. LSSU's role for these projects, from the beginning of the 110'

See LSSU, pg 7



The Legacy Sustainment Support Unit (LSSU) provides critical In-Service Vessel Sustainment and Mission Effectiveness Project oversight, inspection, & project administration. LSSU's crew is pictured on the Yard's syncro-lift with Coast Guard Cutters (left to right) VIGILANT, MOHAWK, and SAPELO in the background. Back row, left to right: MK3 Smith, MK2 Labar, GM2 Omenitsch, EMI Thrift, EMC Federico, CDR Webb, LCDR Hillman, LTJG Dufault, LT Burnett, CWO4 Collins, CWO3 Miller. Front row, left to right: MK2 Hockaday, SN Stammer, SK1 Hodges, BM1 Torell, LT Eustace, LTJG Warner, LTJG McCrohan, FN Barrow, MK3 Glover.

Tomorrow” Is Here For the Long-Term

By Courtney Burnett, Yard Communications Intern

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MEP and 210’ MEP in 2006, to now and the future, is oversight for quality assurance, inspection, and administration for CG-9323 during work item and project execution while cutters are in production here at the Yard. Additionally, we manage and track project work flow and provide multiple SFLC Product Lines with technical data, information support, and configuration management of equipment and Time Compliant Technical Order (TCTO) completion. This is done while monitoring the performance of the project’s three pillars of cost, schedule, and performance.

The LSSU’s role is really three-fold. It’s: 1) Overseeing the ISVS projects while here at Yard. CGC MOHAWK is the last to be delivered for the 270’ MEP planned for August 2014 delivery; 2) Project oversight, monitoring, integration, and administration including the conduit and focal point for MEP lessons learned and facilitating SFLC’s “A-Team” process; 3) Inspecting and quality-assurance roles go with each of the projects’ work items and activities that are being executed in project production. Additionally, we do multiple things the crew would normally do in a repair availability that are invaluable and avoid many costs for the Coast Guard. LSSU is onsite through the entire procurement cycle during project execution. For example, in comparison to that of new construction projects, LSSU takes on the multiple roles and functions as both a Project Resident Office (PRO) and a Primary Crew Assembly Facility (PCAF), conducting all major phases of pre-arrival/cutter offload, arrival, production, end of industrial work, testing, trials, delivery, and post-delivery. We also coordinate the Hull, Safety, Security Teams (HSST), perform all COR functions for AC&I and OE work items while providing specification feedback and distribution



LSSU’s leadership team is pictured on OAKRIDGE, the Yard’s floating dry-dock, with the Cutter FORWARD undergoing MEP in the background. From left to right: EMC Federico, Chief Inspector; LT Burnett, ISVS Section Chief; CDR Webb, Commanding Officer; LCDR Hillman, Executive Officer; and LT Eustace, MEP Section Chief

to SFLC’s Availability Team process. *What is it like to be a tenant command at the Yard?*

CDR Webb: As a career Naval Engineer and Acquisition Professional, simply put, it is absolutely awesome! Our unit on the top floor of Building #68 is directly next to the Yard’s shiplift and dry-docking platforms. The sound of crane movement sirens and machinery on a daily basis at the Coast Guard’s only operating shipyard is, in my opinion, the best job in Naval Engineering. During my Engineering Officer tour, we were home ported out of Portsmouth Naval Shipyard in Portsmouth, New Hampshire. While that was a great and new experience, much of the industrial activity was submarine/Navy nuclear and re-fueling focused, and, as such, was seemingly closed-off. To be here at the Yard working on the waterfront and getting on cutters every day, meeting with the crews of all the cutters that come here as well as the Yard’s proud workforce are tremendous experiences and

opportunities to serve the Coast Guard. Being our own unit, we’re also unique in regards to our chain of command through the Project Office and Surface Acquisition Program of Headquarters in DC, while providing oversight of ISVS work at the Yard and functioning as a tenant unit of the shipyard. We help with the performance and delivery of the great work that is executed here. The structure of our command is primarily all naval engineers, with the exception of a few of our crew fulfilling independent duty roles.

CAPT Leshner, all of the Yard staff, SFLC, and Sector Baltimore, along with the other tenants, have been extremely collaborative and supportive of us as a tenant command. This support, like any great relationship, is mutual and is a partnership that starts with great communication. All of the commands meet to discuss ongoing and upcoming events and information exchanges. We join together for Coast Guard Partnership-In-Education

LSSU, cont. from pg 7

projects, leadership symposiums, guest speaker engagements, brown bag lunches, joint training opportunities, morale events, and other planning topics. So it's great being here, and seeing the "products" that go into the delivery of the cutters. The support services are phenomenal like the gym, exchange, Servicing Personnel Office (SPO), health/medical clinic, and barracks - all are customer focused and very accessible.

From my vantage, however, these are support functions like any base. The core competency of the Yard, seeing what I have seen, is the industrial capability of the production workforce, shops, and overhaul facilities in terms of the product.

What are some of the biggest challenges the LSSU faces?

CDR Webb: At the door of challenge is the door of opportunity. Resources are always brought up and that gets into things externally that are beyond our control with the AC&I CIP and out-year budgets. For example, ISVS is a long-term program for the Coast Guard and the Yard. Oversight of these projects makes LSSU a "long buy" (as investment guru Jim Cramer says).

An external challenge is the budget. The good news is, with the demand and need for recapitalizing our aging fleet along with other cutter classes that continue to age and move up or down as an overall ISVS program of record, we're here for the long-term.

In terms of internal challenges, two years ago a challenge that was a risk (and risk with a likelihood of becoming an issue) was with our billets. These were due to expire as part of LSSU's allowance. Through a foresighted effort, CG-93 and CG-9 developed a staffing plan to address project resource needs and priorities across the entire Acquisition portfolio, and we are already seeing Coast Guard wide benefits to this programmatic initiative and approved effort for FY-14 and AY-14. Two years ago, we had five non-rated personnel; all have gone on to A-

Schools with two remaining and re-programmed billet fills with Chief Petty Officers and/or First Class Petty Officer's to augment our job qualification requirements, proficiency, and inspection expertise.

The great thing is seeing the direct link with our mission support to the operational fleet. With us basically being the crew of the cutters during MEP, this proficiency is boding well for members departing LSSU being assigned most recently afloat and to EPO, XPO, and EO jobs at the LT and LCDR level. And first time ever at LSSU (again we're only 8-years-old this year), challenges are further reduced or overcome with a strong service rapport and alignment to supporting the operational commander. As such, we're having incoming Chief Petty Officers and E-6 coming in AY-14 from cutters with LSSU in top assignment desires. It's a great place to improve Naval Engineering proficiency while gaining Acquisition/project experience. Most/all of these challenges, and I suspect future ones, are best overcome with continued stakeholder communication, aligning to customer expectations, and managing them to shared results.

What are some of the future projects?

CDR Webb: The CGC MORRO BAY, the first 140' to be induced to the ISVS 140' SLEP, will arrive in late June. Right after MORRO BAY, and no less a priority arriving in September 2014, is the USCGC EAGLE for the first of four planned six month SLEP phases as part of the tall ship's home port shift to Baltimore. The 47' Motor Life Boat (MLB) SLEP is planned to have the prototype conducted at the Yard as well in 2015. Other projects include 225' MMA with CGC OAK planned for 4th Quarter 2015 project start. These are some of the hardware or "anchor" AC&I ISVS future projects, at least that I am aware of.

We concurrently work and track multiple other "future projects." Some include assisting both SFLC IBCT

Product Line, SFLC ESD ISVS cell, and other CG-93 Surface Projects and IPT's. Just recently, we had three of my ISVS Section team up with ESD ISVS for the entire week to work on 140' SLEP specification development. This is a great example of effort that will pay off while working design and specification, providing critical MEP lessons learned during technical assistance, and understanding requirements during production.

We work as part of the long-lead material procurement team and Technical Evaluation Team (TET) for both the 140' SLEP and 225' MMA and meet weekly with IBCT Product Line on the design and project IPT. I believe the opportunity on the front-end work of these projects can only benefit the project and ultimately our end-user customers on the back end.

With resources and challenges in the Coast Guard, the best thing we can do now is enable our expertise across organizations that have common goals and really ask the question, "Can we give a hand?" And if asked, ensure we really look at our capacities towards supporting "future projects" because it's a way that we all can be more relied upon.

If we focus on delivering our shared competencies to the equation, there is enormous value to relaying information and doing so as effectively and efficiently as possible to get things done. For example, if a catcher can help out the pitcher with velocity of movement in order to get more outs with less pitches or go longer in innings or win the game, he doesn't need to wait or have the general manager tell him to do so. Conversely, if that same pitcher can improve that catcher's batting average or on-base percentage, he needs to ensure he is listening, open, and responsive to change.

Following this same challenge, the LSSU team is proud to live its mission "The Bridge to the Fleet of Tomorrow" with a proven track record and future formula for success.

2013 Holiday Memories

“Not a Creature Was Stirring; Not Even a Mouse”

Building #1 was “Always Ready” to host guests to the Yard during the holiday season.



Wreaths Across America Day



In support of the 2013 “Wreaths Across America Day,” FSCS Donald Welch (left), Yard Command Enlisted Advisor, participated in a joint service ceremonial wreath laying at the Crownsville Veterans Cemetery near Annapolis, Maryland, on Saturday, December 14th. The Maryland Civil Air Patrol organized the event in support of “Wreaths Across America,” an annual holiday wreath laying project begun 21 years ago by a national non-profit organization.

The project coordinates the holiday wreath laying at Arlington National Ceremony with over 800 veterans’ cemeteries throughout all 50 states in the United States and at national veterans’ cemeteries overseas. Since the initiative began, over one million wreaths have decorated the graves of our nation’s veterans. Using donated wreaths, the project’s goal is to eventually place a wreath on every grave of every American veteran around the world each year in the month of December.

In the photo at left, FSCS Welch joins a fellow U.S. Marine to place a wreath on the grave of a veteran from the Vietnam War. The Senior Chief, other armed forces members, and the Maryland Civil Air Patrol placed over 225 donated wreaths on graves at Crownsville during the 2013 “Wreaths Across America Day.”

Electro Group “Sparks” Holiday Excitement; “Lights Up” Faces of Children In Need

For the past twenty years, the men and women of the Electro Group (at right) have adopted local needy families to donate children’s gifts and food for the holidays. The 2013 season continued the Group’s tradition with delivery of toys and holiday dinner to three families and eleven children in the Baltimore area on Monday, December 23rd.

Yard Electrician Chuck Thompson dressed as Jolly Old St. Nick and, with his team of six co-workers, knocked on doors until they emptied the sack of wrapped packages on Santa’s list.

“This is an excellent event for morale knowing we are helping those in need,” commented Ron Viands, Electro Group General Foreman. “Helping families to have a better holiday is rewarding for all us.”

The nearly 100 employees of the Electro Group’s Electric, Electronics, and Ordnance Shops estimate they have supported over 60 needy families and scores of children residing in Anne Arundel County, Baltimore County, and Baltimore City with their annual Season’s gift giving since the program began in 1993.



LEAN Update: SCBA Test & Repair Lab Ensures Safety for the Fleet

By Eric Linton, Yard Business Manager

Working with the SFLC Engineering Services Division, the Yard has established a Self-Contained Breathing Apparatus (SCBA) Testing and Repair (STAR) lab in Building #79, next to the Yard Firehouse. SCBAs are used on Coast Guard ships to fight fires and are vital fleet safety equipment. OSHA regulations and manufacturer instructions state that SCBAs are only safe to operate for one year after they have been properly maintained. The SFLC Engineering Services and Asset Logistics Divisions and the Yard worked together to develop and implement a SCBA support strategy to maintain and test SCBAs, to ensure they are functioning properly before distribution to the field.

The lab has three workstations, a washroom, receiving area, and a compressor that supplies breathable air. Each workstation is equipped with a computer controlled test stand that verifies safe SCBA operation. Every

SCBA is unpacked, disassembled and inspected, sanitized, reassembled and tested, and repackaged for delivery to the fleet. The lab was arranged to optimize work flow, and, along with maintenance personnel, was certified as capable of meeting OSHA and manufacturer requirements.


Every SCBA is identified by a serial number to track configuration changes and ensure that the device's service life has not been exceeded. Currently, the lab is changing out o-rings in response to a manufacturer field change.

The lab provides the capability for the SFLC to physically control SCBA configuration. Finally, by consolidating SCBA maintenance into one facility, maintenance and travel costs are reduced.

The STAR lab maintains 6 to 10 SCBAs each day, supporting 143 cutters. When fully staffed, the STAR lab is capable of maintaining more than

20 SCBAs per day. By the end of Fiscal Year 2015, the lab is expected to be fully utilized and support 250 cutters with 2,700 SCBAs. The STAR lab is a great example of the benefits achieved by SFLC and Yard integration.



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