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U.S. COAST GUARD

YARD NEWS

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AN EQUAL OPPORTUNITY EMPLOYER

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Historic Snowfall Hits Yard!



The biggest recorded snowfall in Baltimore's history fell from Friday, January 22 to Sunday, January 24, 2016, blanketing the Yard and surrounding communities with 29.5 inches of snow. Baltimore snowfall records date back to 1892.

The Weather Channel termed the blizzard, "Winter Storm Jonas"; the Washington Post called it, "Snowzilla." The snowfall covered seven mid-Atlantic and northern states affecting over 103 million people, putting a "freeze" on most daily activities.

The Yard weathered the historic snowfall with phenomenal support from the Facilities Management and Industrial Departments. Thirteen industrial and three facilities employees, along with 50 contractors, devoted 2500 hours over the weekend to clear roads, walkways, and industrial areas to ready the Yard for the workforce return to work on Tuesday, January 26th. By the time blue skies re-appeared, over 3.4 million cubic feet of snow had been cleared at the Yard – enough to roughly fill 39 Olympic size pools or cover 29 football fields 30 inches high.

In the photo above, a serene waterfront embraces Mother Nature's "gift" as the clock strikes midnight on Saturday, January 23rd. Let the clean-up begin! (Photo by LT Kristopher Kidd, Facilities Maintenance Officer)

The Commanding Officer's Column by Captain George A. Leshner



Greetings, Shipmates! As I write this, spring is right around the corner – we can tell because the EAGLE just sailed having completed Phase II (of IV) of her Service Life Extension Project (SLEP). Thanks to everyone who helped complete this work, resulting in an on-time departure. EAGLE will be back again in the fall for Phase III which will be a major dry

dock availability.

On March 1st, we welcomed our second National Oceanic and Atmospheric Administration vessel, the THOMAS JEFFERSON. This project is being completed under an inter-agency agreement with the major work items being some underwater hull work and tank reconfiguration. She will depart later this summer.

Our 140' SLEP project is moving along with delivery of the second cutter, PENOBSCOTT BAY, coming up in April.

On the promotion and advancement front, it was a pleasure to be present for the 2015 trades training graduation. This class started when I came here as the Industrial Manager, and I have watched many of them become the “go to” people here at the Yard. As

the Production Manager, John Bragaw said during the graduation, you represent the future of the Yard.

And lastly, on that note, we congratulate our first trades training graduate to reach the level of Structural Group General Foreman, Adam Cole.

Congratulations!

Thanks for all you do,

Semper Paratus!



Yard Welcomes New Structural Group General Foreman

Adam Cole (at right) is the newly appointed General Foreman of the Yard Structural Group. He replaces Rodger Pugh who retired in December 2015 with 25 years federal service. Adam supervises the Shipfitting, Sheetmetal, Welding, and Boat Joiner Shops consisting of over 100 employees. His group repairs, renovates, and refurbishes Coast Guard vessels.

A graduate of Northeast High School, Pasadena, MD, Adam began his employment at the Yard in 2002 as a WG-1 Sheetmetal Trainee as part of his high school work study program. Two years later, he transferred shops and entered the Yard Trades Training program as a WG-3 Shipfitter/Welder Helper. Adam completed multiple college courses and pursued his on the job training until he graduated from the program in 2008 as a WG-10 Shipfitter/Welder. He continued to progress through his career as a Ships Inspector, Structural Leader, and Structural Supervisor before receiving



his current promotion to General Foreman. Adam is an AWS QC1 Certified Welding Inspector and Certified Welding Supervisor.

"My congratulations to Adam for pursuing this challenging opportunity at a critical point in the Yard's history...as many potential and planned projects will involve major structural work...to deliver repair and renovated cutters into the fleet," commented Captain Leshner.

Adam is one of four Yard General

Foreman who report to John Bragaw, the Yard Production Manager. Adam joins Donald Shields, Mechanical Group; Ron Viands, Electro Group, and John Downes of the Services Group who are masters of their trades as well as skilled managers, responsible for keeping the Coast Guard's surface assets afloat.

Congratulations, Adam, from the Yard family!

“We’re Working On It!”



CGC OAK (WLM 211) - North Charleston, SC



CGC RIDLEY (WPB 87328) - Atlantic Beach, FL



CGC CROCODILE (WPB 87369) - Cape May, NJ



CGC PENOBSCOTT BAY (WTGB 107) - Bayonne, NJ

CG Yard FY15 Mission Support

Photo: BRISTOL BAY, EAGLE, OAK, PENOBSCOT BAY



In-Service Vessel Sustainment Program

YARD ramped up production under the In-Service Vessel Sustainment (ISVS) Program, which supports Mid-life Maintenance Availabilities & Service Life Extension Projects (SLEPs) for the fleet. ISVS was launched at CG YARD in FY14, because YARD's workforce & infrastructure are optimized for such renovation work. In FY15 Yard completed two ISVS availabilities:

- CGC MORRO BAY DD \$15.1M 60 wks
- CGC EAGLE Phase 1 DD \$7.4M 33 wks

140' WTGB Service Life Extension Project (SLEP):

Nine 140' Ice-Breaking Tugs are scheduled to receive an additional 15 years of service life. The project re-capitalizes mission-critical systems and increases crew accommodations from 18 to 21. The YARD completed MORRO BAY (hull #1) in Aug '15 and began work on PENOBSCOT BAY and BRISTOL BAY (hulls #2 & 3).

EAGLE Service Life Extension Project (SLEP):

EAGLE completed the 1st of 4 SLEP phases in May '15. During this DD availability, YARD completed Phase 1 with 64% growth, replacing 800 ft² of deteriorated hull plating, resolving immediate safe-to-sail issues. Phase 2, a 6-mo Dockside Availability, commenced Sep '15 and includes a main mast baseline inspection, lead paint abatement, and cadet berthing area renovations.

22K Hrs of ISVS Engineering & Program Support:

In FY15, YARD provided 22K hours of engineering and program support to ISVS projects. YARD engineers support all current ISVS projects through the detailed design development stage. While it is best to complete detailed design work prior to production, timing of ISVS funding forced the pursuit of ISVS design work concurrently with production. YARD's flexibility to deal with over-lapping design & production was a key advantage that made YARD the right choice for launching ISVS.

Other Government Agency (OGA) Work

USS Constellation: The historic U.S. Navy museum ship in Baltimore's Inner Harbor required repairs to its under-water hull and YARD had the only dry dock open in Maryland to assist her. YARD cross-trained "trades" in the art of wooden ship hull repair during 4-mo DD.

NOAA Ferdinand Hassler: NOAA, as part of the U.S. Nat'l Fleet, requested YARD's assistance in conducting vessel repairs and maintenance as an alternative to a commercial availability. YARD entered into a 5-year MOA with NOAA to conduct limited DS and DD availabilities. Hassler was the first vessel maintained under the MOA, completing an 8-wk Dockside availability.

87' CPB "Bow-to-Stern" Dry-Docking

The YARD successfully completed the 1st year of the "Bow-to-Stern" dry-docking program (DD-BTS), maintaining the original 12-mo schedule & delivering 12 cutters w/in the required 1 yr period. The work scope of BTS DDs is larger & more rigorous than commercial DD's for 87's of the same duration (9-wks), providing the following key benefits to 87' fleet service life:

- 100% Exterior & Lazarette Preservation
- Significant Engine Room Bilge Preservation
- 100% Renewal of Props, Shafts, Rudders & U/W Seals
- Full hull/freeboard side-scan to benchmark condition
- Repairing all hull problems identified by side-scanning
- Improved Configuration Management

Routine/Unplanned Availabilities (31)

31 availabilities were completed: 12 Planned Dry-dockings (DD); 12 DD-BTS for 87' CPBs; 4 Emergency Dry-dockings (EDD); & 3 Dockside Availabilities (DS); totaling \$46.2M.

| Availabilities (counts) | Type | Subtotal |
|--------------------------|--------|----------|
| MEC Product Line | | |
| 210' WMEC (1) | DD | \$4.1M |
| 270' WMEC (4) | DD | \$14.6M |
| IBCT Product Line | | |
| 65' WYTL (2) | DD | \$2.1M |
| 75' WLIC (1/1) | DD/EDD | \$2.9M |
| 100' WLIC (1) | DD | \$2.5M |
| 175' WLM (2/1) | DS/EDD | \$1.2M |
| 225' WLB (1/1) | DD/EDD | \$3.5M |
| PB Product Line | | |
| 87' CPB (12) | DD-BTS | \$11.0M |
| 87' CPB (1/1) | DD/EDD | \$1.9M |
| Other Govt Agency | | |
| USS Constellation | DD | \$1.2M |
| NOAA Ferdinand Hassler | DS | \$1.2M |

Other Highlights

YARD Dry Dock Capacity Sustainment: The FY16 DHS appropriation provides \$26M to construct additional land-based transfer platform area to replace Yard's WW2 era floating dry dock capacity. Design work has commenced and the project team plans to start construction in FY18.

International Ordnance Overhauls: With discontinuation of the MK75 Gun Weapon System (GWS) by the U.S. Navy, the YARD is the only U.S. facility certified to overhaul the MK75 GWS. The Polish Navy still uses the MK75 and arranged funding for MK75 overhauls at the YARD via the Foreign Military Sales program; the added MK75 work helps to maintain proficiency at YARD's ordnance shop.

Milestones
Retirements

Louis Yowell
Pipefitter
16 Years

Gilbert Cook
Painter
6 Years

Advancements/Promotions

DC2 Mitchell Iavarone, Yard Firehouse
Michael Hamdsom, Marine Machinery Mech Leader, WL-5334-10
Bryan Martin, Sheetmetal/Joiner Leader, WL-4701-10
Joseph Appolin, Structural Supervisor, WS-3801-11
Thomas Maszczenski Jr., Electrician, WG-2805-10
William Blickenstaff, Electrician, WG-2805-11
James Justice, Electrician, WG-2805-11
Leon Wilson Jr., Sheetmetal Joiner Leader, WL-4701-10
Kareem Stanley, Pipefitter Worker WG-4204-8

Robert Kaloc, Pipefitter Worker, WG-4204-8
Destin Hartman, Marine Machinery Repairer, WG-5334-8
Anderw Dove, Marine Machinery Mechanic, WG-5334-10
Aneisha Vester, Marine Machinery Mechanic, WG-5334-10
James Bagshaw, Sheetmetal/Joiner Worker, WG-4701-8
Robert Hilde, Painter, WG 4102-9
Tyrus Dove, Painter Worker, WG-4102-7
Stephen Campbell, Painter Worker, WG-4102-7
Jacob McCullough, Painter Worker, WG-4102-7
Stacy Scott, Painter, WG-4102-9

Devon Feiner, Rigger Worker, WG-5210-8
Rodger Pugh Jr., Rigger Worker, WG-5210-8
David Scharf II, Rigger Worker, WG-5210-8
Enidel Torres Jr., Rigger Worker, WG-5210-8
Kristopher Smith, Shipfitter (Welder), WG-3810-10
Shawn Ruhling, Sheetmetal Mechanic (Boat Joiner), WG-3806-10
George Ferguson, Shipfitter (Welder), WG-3820-10
Daniel Loftus, Structural Leader (Ship/Welding), WL-3810-10
James Blueford, Structural Leader (Ship/Welding), WL-3801-10

EAGLE Crew Names Chris Jenkins, X10, "Yard Worker of the Month"

The crew of Barque EAGLE selected Chris Jenkins, Yard Structural Group, the "Yard Worker of the Month." The welder/shipfitter worked countless hours making structural repairs and pad welds to degraded water tight bulkheads and deck plating; installing brackets for new fan cooling units; removing old air ports and installing new port lights for the berthing area rehab project, and removing/installing numerous scuttles, hatches, and doors throughout the Coast Guard's 79-year-old training vessel.

Adam Cole, Yard Structural Group General Foreman, commented, "Chris worked well with the other Yard shops and ship's personnel in successfully achieving this work effort. He incorporated safety into every aspect of his daily routine. His pleasant demeanor and can-do attitude is in keeping with the expert service that EAGLE crew

has grown accustomed to throughout their 2015-'16 dock side availability at the Yard."

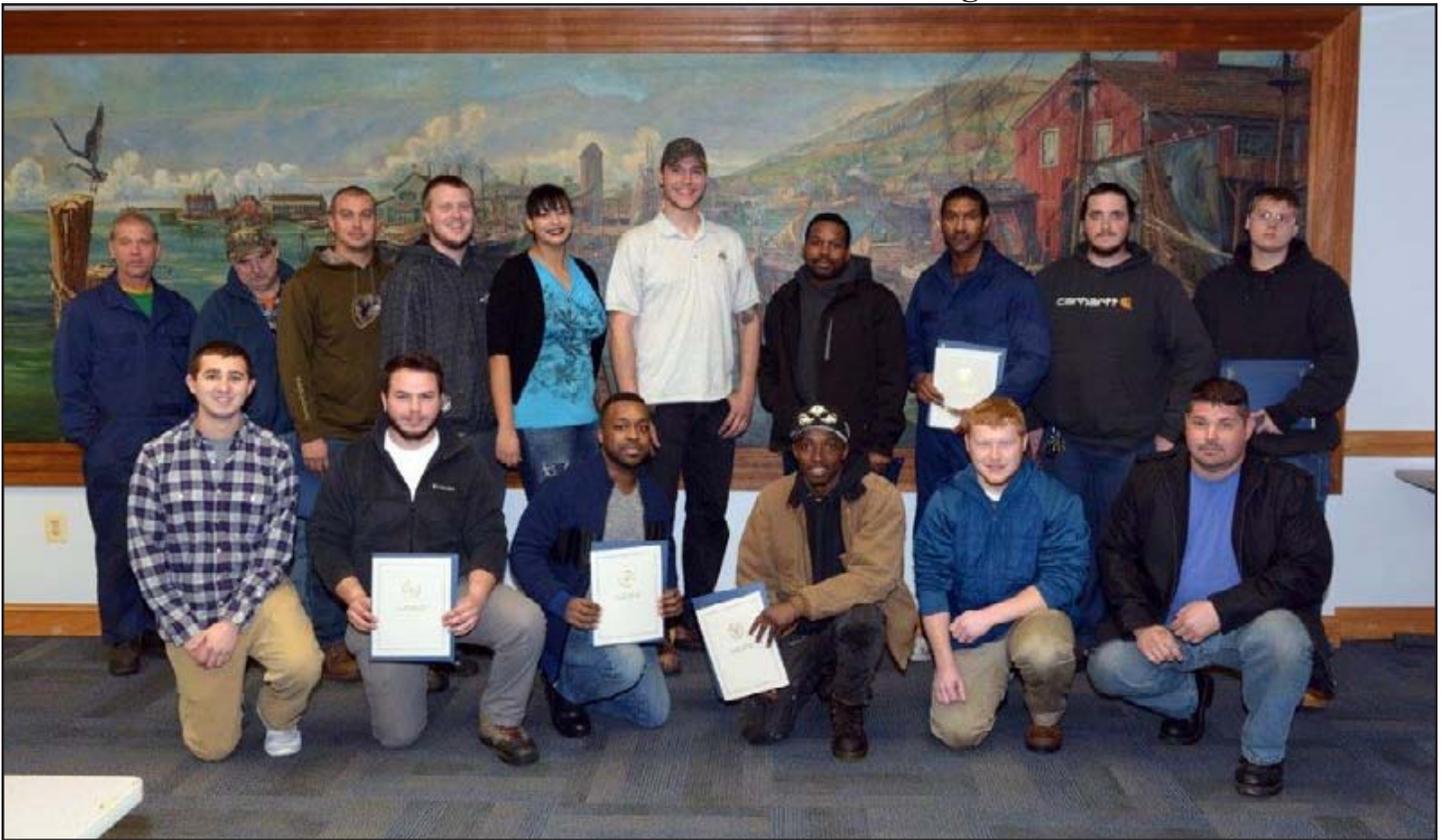
In the photo below, CAPT Matthew Meilstrup (left), Commanding Officer

of Barque EAGLE, congratulates Chris Jenkins (right) on his selection of EAGLE's "Yard Worker of the Month."

Congratulations from the Yard family!



Yard Graduates Fifth Trades Training Class



Trades Training Class of 2015

Front row (left to right): Thomas Maszczenski, Jason Eberle, Kristofer Smith, George Ferguson, James Justice, Robert Hilde.

Back row (left to right): Patrick McKenna, Mark Daniels, Jason Jerrell, Shawn Ruhling, Aneisha Vester, Colin Hart, Ivan Dorsey, Stacy Scott, Steven Behan, William Blickenstaff. Not present for photo: Andrew Dove.

The Yard graduated its fifth Trades Training Class during ceremonies held on January 27, 2016 in Berry Hall. Seventeen students completed four years of academic classes and on-the-job training in trades within the Yard's Structural/Mechanical/Electro/Services Groups.

John Bragaw, Yard Production Manager, commented, "We are celebrating the graduation today of highly trained journeymen and a journeywoman who are the future of the Yard. The outlook for our shipyard is positive, but we need your knowledge and your leadership skills to continue the Yard's dedication to the Coast Guard fleet. Today is a huge achievement for each of you!"

The current average age of the Yard workforce is 47-years-old. Trades training strives to "assure the Yard's future" through development of highly skilled students who will become Coast Guard oriented journeymen. Partnering with the Community College of Baltimore County, trades training employees receive 39 college credits towards their Associate of Arts Degree, in addition to extensive trade theory education over a four year commitment to the program. Work experience on board a ship or in a shop provides hands-on instruction in the student's respective trade. Upon graduation, new graduates are promoted to WG-09 and WG-10 journeymen.

The Yard initiated the Trades Training Program in 2004. There have been five classes with 81 graduates over the past 11 years. A sixth class of 15 students anticipates graduating in 2017.

It is tradition at the Trades Training graduation ceremony to bestow the T.K. Turner Award to the graduate with the highest Grade Point Average (GPA). This year, two graduates shared the Award. Aneisha Vester (Outside Machine Shop) and James Justice (Electric Shop) each attained a final 3.61 GPA, both receiving the T.K. Turner Award. The Award is posthumously named in honor of Yard retiree Thomas K. Turner who was instrumental in creating the Trades Training program and served as an instructor.

Congratulations, Class of 2015!

Hollywood Motion Picture Highlights Yard History

The Disney movie “The Finest Hours” premiered in theatres throughout the United States on Friday, January 29. The film features a daring Coast Guard rescue in 1952 by the crew of the Coast Guard 36-foot motor lifeboat #36500. The wooden hull boat, built at the Yard in 1946, was constructed to only hold 12 passengers. During the perilous rescue, the craft carried a four-man crew and saved 32 of 33 crewmen from a sinking tanker off the Massachusetts coast. The tanker had broken into two, caught in a horrific northeaster with winds of 70-knots and reported 40-60 foot waves and heavy snow.



Rescue of 32 survivors of the SS Pendleton on February 18, 1952 by #36500. (Photo by Richard Kelsey; Courtesy of Orleans Historical Society)

RADM Daniel Neptun, USCG (Ret) composed a narrative about CG #36500’s famous rescue that provided the basis for the current film. The article was published in the February 18, 2012 edition of “CG Compass.” It reads:

“It was Feb. 18, 1952, when Coast Guardsmen from the 1st Coast Guard District responded to a maritime disaster. During the height of a winter nor’easter, two World War II era tankers, SS Fort Mercer and SS Pendleton, split in half placing the lives of their 84 crew members in jeopardy. Motor lifeboat crews from Cape Cod and Nantucket Island stations responded, as well as cutters Eastwind, Unimak, Yakutat, Acushnet and McCulloch, and various aircraft from nearby air stations. Together, they rescued 70 persons from the foundering ships. Thirty-two of those were saved by one motor lifeboat alone.

After a busy day of rounding up fishing vessels that had slipped their moorings in foul weather in Chatham Harbor, Mass., Petty Officer 1st Class Bernie Webber, Petty Officer 2nd Class Andy Fitzgerald, Seaman Ervin Maske, and Seaman Richard Lively returned to the station to warm up and relax, believing that they had put in a pretty full day. It was only beginning... Upon arrival to the station, they were directed to get underway, cross the Chatham bar in the venerable CG-36500, and look for survivors from the Pendleton.

From the outset, the odds were stacked against this crew. Webber identified his three willing, but still cold, volunteers to get underway with him from crewmembers remaining at the station, as the first boat was underway responding to Fort Mercer’s mayday. As they readied the CG-36500 to get underway, one of the local fishermen shouted out, “You guys better get lost before you get too far out.”

See CG #36500, pg 8



*Coast Guard Boat #36500 was a double-ended, self-righting and self-bailing motor lifeboat, designed to withstand severe sea conditions. The Yard averaged construction of over 300 small, wooden craft, including the 36-foot lifeboats, annually from 1937 to 1956 - **some of the Yard’s “finest hours”!** The photo shows Yard tradesman constructing a 36-foot motor lifeboat in the Yard’s Boat Shop in the 1950’s.*

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CG #36500, cont from pg 7

That advice was offered because the fisherman knew that the Chatham bar was breaking in full fury, and the chances of getting across the bar safely were remote. Sure enough, the CG-36500 ran into trouble on the bar. The windshield on the coxswain flat was broken into a thousand pieces, and the thrust of the breaking swells tore the compass from its mounts.

Webber felt compelled to continue on the rescue mission, not only because a radio call from the station ordered them to continue out to sea, but also out of a sense of duty to the potential survivors on the Pendleton. The only useful tool available to assist the crew in locating anyone in the darkness was their trusty searchlight that continued to light their path and their own senses.

The crew of the CG-36500 strained to hear anything over the roar of the storm that might lead them to the stricken ship, and they

were eventually drawn to the sound of twisting metal from the broken Pendleton as it shifted in the stormy seas.

Bringing a wooden 36-foot motor lifeboat alongside a freighter in mountainous seas is nearly impossible without placing your crew in grave danger. Yet, that is exactly what Webber and his crew did. With the light from the small searchlight and timing the movement of the swells as they rolled through, Webber and his crew approached the stern of the floundering vessel more than 30 times to extract the survivors, one by one.

Amazingly, they rescued 32 crewmembers. During the last attempt to extract the final crewmember, a swell pushed the 36-foot motor lifeboat against the hull of the Pendleton, crushing a survivor. He was quickly lost in the darkness of the stormy night. Despite their overall success, that one loss haunted Webber and his crewmembers for many years.

With all survivors aboard, the crew of CG-36500 turned west, hoping to find safety by landing on one of Cape Cod's sandy beaches. Miraculously, they found their way across the Chatham bar and into safe harbor. Local citizens listening to this rescue story unfold via radio met the CG-36500 at the pier and immediately helped them remove the survivors and drive them to the warmth of the station.

It was truly the greatest small boat rescue in Coast Guard history!"

Shortly after the rescue, the four-man crew of CG #36500 was awarded the United States Treasury Department's Gold Life-Saving Medal for their heroic efforts. Added to the National Historic Register in 2005, Coast Guard Boat #36500 today is owned and operated as a floating museum by the Orleans Historical Society. The craft is berthed at Rock Harbor in Orleans, Massachusetts, and hosts various special events throughout the region.

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