



## *ISVS Project Underway!*

The Yard's shiplift provides a photo opportunity for three cutters undergoing mid-life maintenance under the Coast Guard's In-Service Vessel Sustainment (ISVS) project. The 140' icebreaker tugs NEAH BAY (front foreground) and STURGEON BAY (left background) are among nine vessels in the class that will each receive a 12-month overhaul through the ISVS Service-Life Extension Project (SLEP). Upon completion, these two icebreaker tugs will join the 140' Cutters MORRO BAY, PENOBSCOT BAY, and BRISTOL BAY that have already received SLEP at the Yard and returned to the Coast Guard fleet.

The 225' seagoing buoy tender WILLOW (right background) is the second of 16 vessels in the class that will each undergo 14 months of repair under ISVS. The Yard finished mid-life maintenance on the Cutter OAK in November 2016.

ISVS enables vessels to meet or exceed their designed service life through recapitalization of targeted hull, mechanical, electrical, and electronics systems. The Yard's ISVS work began in 2014, and is critical to long term sustainability of the Coast Guard fleet.

ISVS also includes upgrade of the Coast Guard's tall ship Barque EAGLE over a four year service life extension. Since 2014, EAGLE has entered the Yard each fall for repair and departed each spring to return to the Coast Guard Academy and preparation of summer cruises. The Yard will wrap up EAGLE's third year availability this spring.



## The Commanding Officer's Column by Captain Matthew W. Lake



The last two months have been quite productive at the CG Yard. On the waterfront, we've made excellent progress on our In-Service Vessel Sustainment projects, including the renovations of EAGLE, WILLOW, NEAH BAY and STURGEON BAY. This is predominantly the result of tremendous efforts by Yard employees, as well as fruitful partnerships with the crew of EAGLE, the Legacy Systems Sustainment Unit, and our parent Command, Surface Forces Logistics Center. We also continue to deliver 87-foot Coastal Patrol Boats on time as part of the "Bow to Stern" Project, even with a substantial increase in work scope since the start of the

project two years ago.

I am pleased to report that the Industrial Manager, Production Manager, Training Officer, and Baltimore Area Metal Trades Council President visited Puget Sound Naval Shipyard to benchmark their training and recruiting programs. As many are aware, the Yard benefited throughout its history from a thriving ship construction and repair industry in the Baltimore region, which provided a robust pool of skilled trades-people. However, the nature of the industry in the Baltimore area has changed, and we must seek other alternatives to recruit and train skilled shipyard workers. To that end, this benchmarking visit is the beginning of a multi-year effort to overhaul the way we recruit, train and retain qualified civilian employees at the Yard. I'm excited about this effort, because we have the opportunity today to shape the future of the Yard.

The Yard recently began a Fourth Party Logistics Contract (4PL) with the General Services Administration. The 4PL program avoids the Yard holding inventory on our balance sheet

(or physical inventory on base). This enables the Yard to reduce inventory holding costs as well as reduce our stock of hazardous materials, while ensuring we have the right materials we need on-hand when we need them. While this program is still in its infancy, we've already seen some early successes in terms of a large reduction in our paint inventory, and the ability to acquire many commercially available items in less time than in the past. As the program matures, I expect it to have a positive impact on material handling, and reduce our labor costs with regard to material management.

In terms of our installation support operations, it has been satisfying to see the recent efforts by the Military Support and Facilities Divisions to improve the material condition of our Unaccompanied Personnel Housing (UPH) facilities and common spaces. This has included upgraded break rooms, new lighting, furniture replacement/repair, new mattresses, and a "face-lift" of many spaces. These upgrades are important to visiting cutter crews and permanent-party military personnel that reside in the UPH.

### Yard Overhauls MK75 Gun for Cutter DOUGLAS MUNRO



*During exercises on the Alaskan patrol, the 378' high endurance Cutter DOUGLAS MUNRO fires rounds from a MK 75 76mm gun. (Photo courtesy of CGC DOUGLAS MUNRO).*

A seven man road show team from the Yard Ordnance and Rigging Shops travelled to Base Seattle, Washington over the December 25th weekend to perform a change out of the MK75 76mm gun weapons system on the Coast Guard Cutter DOUGLAS MUNRO (WHEC 724). Normally homeported in Kodiak, Alaska, the 378' cutter was in a maintenance/repair status in Seattle and in need of their weapon's installation. The Yard team successfully completed the work one day early on December 27<sup>th</sup> and departed the west coast to catch-up on holiday commitments back home.

CAPT Sam Jordan, Commanding Officer, CGC DOUGLAS MUNRO, expressed gratitude to the road show

“We’re Working On It!”



Barque EAGLE (WIX 327) - Baltimore, MD (Photo by Steve Funk, X44)



CGC BELUGA (WPB 87325) - Galveston, TX



CGC MORAY (WPB 87331) - Cape Canaveral, FL



CGC SKIPJACK (WPB 87353) - Abbeville, LA (Photo by LT Kenneth Au)

## In Sympathy: CAPT Robert Yuhas, Yard Commanding Officer, 1989-1993

Captain Robert Yuhas, USCG (Retired), passed away on January 24, 2017 at his home in Bonita Springs, Florida. He was 76 years old. CAPT Yuhas served as the Yard Commanding Officer from July 1989 to June 1993. He was Chief, Yard Industrial Department from 1979 to 1984.

A native of Cleveland, Ohio, CAPT Yuhas was a 1961 graduate of the General Motors Institute (now Kettering University, Flint Michigan) where he earned a Bachelor of Science Degree in mechanical engineering. He attended Coast Guard Officer Candidate School in Yorktown, Virginia and graduated in 1963. His sea assignments included tours on the Coast Guard Cutters INGHAM, SOUTHWIND, and MELLON. Shore side tours were at Coast Guard Headquarters in Marine Safety and Naval Engineering; Chief, Naval Engineering and Chief, Engineering Division, 17<sup>th</sup> Coast Guard District, Juneau, Alaska, and Chief, Naval Engineering Division, Maintenance and Logistics Command Pacific, Alameda, California.

CAPT Yuhas was a life member of the American Society of Naval Engineers and the American Welding Society. He served on the Board of the U.S. Coast Guard SOUTHWIND Association and was active in the Chamber of Commerce, Boy Scouts, Little League, and American Legion.

Following retirement from the Coast Guard, CAPT Yuhas worked as an engineering consultant and continued to enjoy traveling with his family throughout Europe, South America and Africa, a latter visit that included his love of hunting, boating, and fishing.

CAPT Yuhas is survived by his wife, Karen, and his children, Jennifer and Stephen.



*CAPT Robert Yuhas, USCG (Ret)  
1940-2017*

## Yard Firehouse Crew to Finalize EMT Certification

The Yard congratulates seven members of the firehouse crew for their upcoming certification and registration in the State of Maryland

as Emergency Medical Technicians. The team attended training provided by the Baltimore City Fire Department from September 28, 2016 to December

16, 2016, completing 165 hours of classroom instruction. Over a five week period, firehouse crew members rode on Baltimore City ambulances, assisting with emergency calls that involved ten patient assessments and transports under the supervision of a certified paramedic.

The crew participated in two mock patient assessments and practical exams administered by instructors from the Maryland Fire and Rescue Institute, University of Maryland College Park. They completed the tests and evaluations at Baltimore City and Anne Arundel Community Colleges.

Final licensing for the Yard firehouse crew is anticipated this winter. They will join DCC Richard Demosiuk, Chief, Yard Firehouse, and crew member DC3 Lauren Anderson as licensed emergency medical service providers, not only for personnel and employees at the Coast Guard Yard, but for all citizens in the State of Maryland.



*The Yard firehouse crew pictured left to right are: DC2 Jonathon Landgraff, DCC Richard Demosiuk, DC3 Ian Salata. Not available for the photo: MK1 Anthony Tartaglia, DC1 Laurence Musser, DC2 Perry Summers, DC2 Ryan Bosley, DC3 Nicholas Haar, and DC3 Lauren Anderson.*

# CG YARD

## FY16 Mission Support

### -Service Vessel Sustainment Program

Yard continued design & production of the In-Service Vessel Sustainment (ISVS) Project, including Mid-life Maintenance Availabilities (MMAs) & Service Life Extension Projects (SLEPs), completing 4 availabilities:

- \* CGC PENOBSHOT BAY SLEP \$14.7M 62 wks
- \* CGC BRISTON BAY SLEP \$14.1M 57 wks
- \* CGC OAK MMA \$12.7M 65 wks
- \* CGC EAGLE Phase 2 SLEP \$ 4.0M 26 wks

Yard’s statutory authorities, infrastructure & workforce are optimized for this renovation work, which enables cutters to operate effectively for decades into the future.

**225’ WLB MMA:** Yard completed OAK MMA (hull #1) & began WILLOW MMA (hull #2). WLB MMAs ensure achievement of design service life through obsolete equipment replacement, hull & habitability renovations.

**EAGLE SLEP:** Yard completed SLEP Phase 2 & began Phase 3, including 800 ft<sup>2</sup> hull plate renewal & inspection of 2,000 rivets. Yard performed mast inspections, lead ballast encapsulation, lead paint abatement & habitabil

**140’ WTGB SLEP:** Yard completed PENOBSHOT BAY (hull #2) & BRISTOL BAY (hull #3), achieving significant gains in production efficiency, reducing production labor hours by an average of 4% for each successive SLEP (chart above).



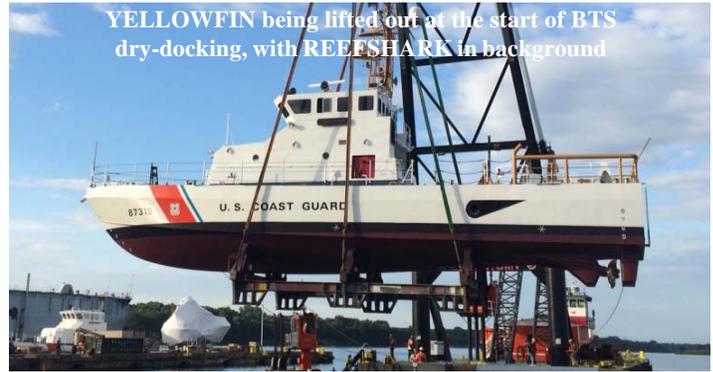
### Unplanned Maintenance Support

The Yard remained the “go-to” resource for the most challenging emergency vessel repairs.

**CGC THETIS Transom Damage:** Yard structural SMEs deployed to Panama within 48 hours to assess hull & stability damage, enabling timely repairs.

**CGC BEAR Rudder Seals:** Yard corrected BEAR’s leaking rudder seals, performing work too costly to perform at a commercial yard. In-water repairs were made to rudder housings, and new seals were installed, yielding \$600K cost & 11 “lost op day” avoidance.

**CGC PENOBSHOT BAY Main Propulsion Generator:** CG Yard successfully conducted a rapid in-water removal, overhaul, and re-installation of the #2 Main Propulsion Generator following a catastrophic flashover. This critical work avoided months of lost cutter availability and saved more than \$0.5M.



YELLOWFIN being lifted out at the start of BTS dry-docking, with REEF SHARK in background

### 87’ CPB “Bow-to-Stern” Dry-Docking

Yard completed the 2<sup>nd</sup> year of the 87’ CPB BTS program, bringing the total to 24 hulls that have been serviced by this innovative depot delivery process. The BTS maintenance process includes standardized work packages, specialized depot infrastructure and equipment, and use of crew swaps between arriving and departing cutters.

**VALUE:** The BTS program continues to save more than \$2M/year in savings & \$0.75M/yr in cost avoidance while improving configuration & material condition of the 87’ fleet. The BTS Joint Vessel Inspection process increases visibility of cutter material condition for all stakeholders and ensures an optimum result for all Operational Commanders transferring custody of PBs in the BTS program. The program also avoids more than 600 dry dock days away from homeport per year for cutter crews.

**SCOPE:** Each BTS dry dock includes a side-scan ultrasound “chart” of the entire UW body, enabling SFLC to address corrosion problems before they become catastrophic. Paint application in special enclosures assures quality & eliminates weather-induced delays.

### Routine & Emergency Availabilities (17)

Yard completed 17 availabilities, totaling \$21.8M.

Availabilities (counts)	Type	Subtotal	Customer
87’ CPB (12)	DD-BTS	\$12.6M	PBPL
87’ CPB (1)	EDD	\$ 0.1M	PBPL
NOAA THOMAS JEFFERSON	DD	\$5.1M	OGA
140 WTGC (1)	UPDS	\$ 0.4M	IBCTPL
75’ WLIC (1)	DD	\$2.8M	IBCTPL
65’ WYTL (1)	DS	\$ 0.8M	ICBTPL

### CG YARD Action Areas

Yard developed 9 Action Areas in 3 categories, to improve service delivery – now and into the future.

**Workforce:** Yard began a multi-year effort to shape the shipyard workforce to improve ISVS schedule performance & lower cost of service. The effort includes improving training programs, bolstering accountability, improving workforce culture, targeted hiring & restructuring.

**Mission:** Yard began transitioning its Quality Management System to ISO 9001-2015, a risk-based standard for service industries. Yard adopted new project management software, and continues efforts with C4ITSC to integrate the system with other IT tools to improve project planning. Yard partnered with FDCC on ship lift modifications to replace the costly OAKRIDGE floating dry dock by FY20.

**Future:** Yard began planning for a 154’ FRC BTS program (modeled after 87’ CPB Bts) to optimize depot-level maintenance for the future fleet of 40 east-coast FRCs.

## Stable & Highly Specialized Workforce Yields Success In Renovation Projects & Repeatable Work

By CAPT Matthew Lake, CO, Yard

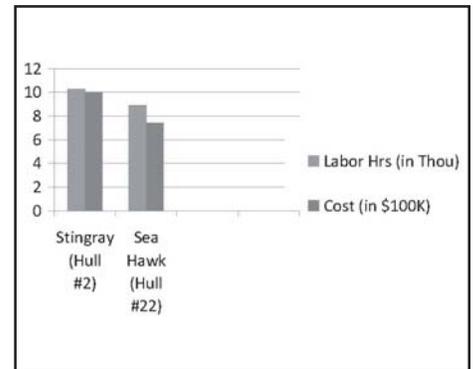
There are only five public shipyards in the U.S. – four operated by the Navy and one by the Coast Guard. Each has its unique role in contributing to the safety and security of our Nation. As the Coast Guard’s only shipyard, the Yard specializes in Coast Guard vessel renovation and repair – enabling the Coast Guard to execute its missions with positive effect throughout the world. In fact, the Yard has serviced nearly every cutter that has put to sea in the last century, and has held a central role in keeping an aging fleet at a high state of operational readiness. While the Yard is capable of a wide range of Coast Guard vessel maintenance and construction, the Yard performs at its best – and provides best value to the Coast Guard - when it is tasked with work that fits within its competitive advantage. The Yard’s competitive advantage is its highly specialized, stable and professional workforce, coupled with its unique integration of engineering design and waterfront production. This competitive advantage enables the Yard to excel at repeatable work, and also perform risky back-fit design and renovations of aging cutters. These include programs such as midlife availabilities, service life extensions, and repeatable repair availabilities, such as the 87’ coastal patrol boat (CPB) Bow-to-Stern program. To highlight these points, it is useful to look back at some recent Yard history.

From 1984 to 1998, the Yard con-



The 87’ patrol boat BELUGA completes a 60-day planned maintenance under the 87’ Bow-to-Stern program. The cutter is the 27<sup>th</sup> vessel to undergo depot-level repair. The graph at right illustrates metrics of reduced labor hours and lower costs achieved from hull #2 to hull #22.

ducted a Major Maintenance Availability (MMA) on 14 of 16 210’ medium endurance cutters (WMECs), providing each an additional 15 years of service life. On average, each 18-month ship renovation was completed with 352,500 labor hours. The Yard redesigned, overhauled and upgraded selected systems and equipment for 1/3 the price of what a new cutter of similar size and capability would have cost the Coast Guard, and did so for less than half the labor hours required for the two commercially-performed 210’ MMAs! Each of the 14 210’s serviced by the Yard in MMA are still sailing today – carrying out operations throughout the world.



The 210’ cutters that underwent MMA at the Yard benefited from consistent and predictable work schedules and optimal task scheduling within trades, along with strong integration of design engineering with waterfront production. Furthermore, the Yard has a particular expertise with the 210’s because four were built at the Yard – and most had been maintained by the Yard routinely since construction.

See **Competitive Advantage**, pg 7

The 140’ ice breaking tug BRISTOL BAY at left is the third cutter to complete service-life extension under the In-Service Vessel Sustainment Program. The bar graph below reflects an improved learning curve achieved by repeatable repair processes.



**Competitive Advantage**, cont from pg 6

From 2005 to 2014, the Yard renovated 44 cutters as part of the Coast Guard's Mission Effectiveness Project (MEP). This modernization program replaced aging systems, improved fleet reliability, and stabilized maintenance costs by using repeatable overhaul processes for each MEP cutter. Selected vessels were among three cutter classes – 210' WMECs, 270' WMECs, and 110' patrol boats (WPBs).

MEP included replacement of more than 100 acres of steel hull plating, tens of thousands of feet of piping and structural steel, enough wiring to stretch from Baltimore to Philadelphia, and production design and retrofit of hundreds of auxiliary and electronics systems. Entailing 4,186,093 labor hours over nine years, these MEP programs were quite successful in terms of cost and schedule performance. Of note, the 110' WPB MEP was completed \$8M under budget, and enabled these aging cutters to perform Coast Guard missions well past their intended service life. Again, the Yard workforce's specialized knowledge of these cutter classes, repeatable and predictable work flow, and the integration of design with production were the recipe for success.

Today, the Coast Guard is leveraging the Yard's competitive advantage by tasking it with performance of the 140' Service Life Extension Program (SLEP), Barque EAGLE SLEP, and 225' Midlife Maintenance Availability, as well as the new 87' Bow-to-Stern Program.

The 140' ice breaking tug MORRO BAY entered the Yard in June 2014 - the first of nine cutters to undergo a 12-month SLEP as part of the Coast Guard's In-Service Vessel Sustainment (ISVS) Program. ISVS provides critical life-cycle repairs for long-term sustainability on select cutter classes. This renovation program enables cutters to meet or exceed their design service life through recapitalization of hull, mechanical, electrical, and electronic systems.



*The Cutter MOHAWK sailed away from the Yard in September 2014 with the distinction of being the last cutter delivered under the Mission Effectiveness Project (MEP). The nine-year MEP modernized fourteen 210' medium endurance cutters, seventeen 110' patrol boats, and thirteen 270' medium cutters, each building on the success of the one before.*



*Yard workers conduct a mid-life overhaul of the Coast Guard Cutter ACTIVE in 1984, the first of fourteen 210' medium endurance cutters to receive an extensive facelift under the 210' Major Maintenance Availability program that concluded in 1998.*

The Yard has completed three 140' vessels thus far, achieving a 97.5% learning curve through reduction of labor hours required for each subsequent vessel under repair.

In 2014, the Yard began the 87' patrol boat Bow-to-Stern project, a four-year continuous maintenance cycle for the Coast Guard Atlantic Area Coastal Patrol Boat fleet of 47 vessels. By using innovative work sequencing, repeatable processes, and new material control methods, the Yard has delivered 27 cutters on-time and within budget, to date. While doing so, the Yard has reduced the labor hours for base work by 28%! This achievement is unprecedented in the Coast Guard's long history of ship repair. It has been made possible by eliminating variability through use of climate

controlled enclosures, specialized work processes, and innovative material handling – all things that are possible because of the repeatable nature of the work.

Furthermore, by incorporating a crew-swap process, the incoming crew drops off their cutter and departs in a just-overhauled cutter. This program avoids holding crews at shipyards during a two-month dry-dock maintenance period, enabling them to return home and perform Coast Guard missions. The evolution improves operational readiness and saves money. Such a process is only possible at the Yard.

As the Yard looks to the future, we are excited at the prospects of new work that will fit within the Yard's competitive advantage – doing the best we can to serve our Coast Guard and Nation.

**Milestones  
Retirements**

Joseph Jackowski  
Electronics Mechanic  
40 Years

Mike Thomas  
Crane Operator Supervisor  
42 Years

**Advancements/Promotions**

DC1 Daniel Sinnott, Firehouse  
SN Eddie Mendenhall, MWR  
Jason Jerrell, Shipfitter (Welding), WG-10  
Marvin Cole, Electrician Helper, WG-5  
Robert Englar, Electrician Helper, WG-5

Timothy Haines, Sheetmetal/Jr. Helper, WG-5  
Abraham Roth, Structural Helper, WG-5  
Donald Piper, Sheetmetal/Jr. Helper, WG-5  
William Hunt, Sheetmetal/Jr. Leader, WL-10 (Temp Prom)  
Julian Arista, Painter Leader, WL-9 (Temp Prom)

**Yard Enlisted Member of the Quarter**



*SN Christopher Roger, Security  
FY 17, First Quarter*

**Yard Civilian Employee of the Quarter**



*Donald Drolet, Paint Shop  
FY 17, First Quarter*

**Road Show**, cont. from pg 2  
tradesmen in a letter written on December 30<sup>th</sup> to CAPT Lake. CAPT Jordan commented, "On behalf of the officers and crew of the Coast Guard Cutter DOUGLAS MUNRO, I would like to extend our greatest appreciation and thanks to your team for their installation of the MK 75. CGC DOUGLAS MUNRO deployed from Kodiak, Alaska in mid-August for a dry-dock in Washington to undergo an extensive charlie period. As you know, our schedule has been hectic. Your team was the epitome of professionalism and worked diligently through the holidays to ensure our gun was installed. Despite missing time with their families, they worked tirelessly to get the gun up and running ahead of schedule. I am extremely pleased and proud to have my MK75 fully operational again. Please pass my gratitude on to your team and thank you for their unbelievable support."

In a customer survey received by the Yard regarding the installation, the Cutter DOUGLAS MUNRO's Weapons Officer commented, "The Yard technicians on scene were the very best DOUGLAS MUNRO has had the opportunity to work with."

Mission Accomplished! "Service to the Fleet"

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The United States Coast Guard Cutter DOUGLAS MUNRO was commissioned on September 27, 1971, at Avondale Shipyard in New Orleans, Louisiana. The tenth of twelve 378-foot cutters, it was the first to be named after a Coast Guard hero - Signalmen First Class Douglas Munro. He is the U.S. Coast Guard's only Medal of Honor recipient who died heroically in World War II while evacuating a detachment of United States Marines under enemy fire on Guadalcanal.

The Cutter's missions include ocean

station patrols, search and rescue, maritime law enforcement, and drug interdiction.

DOUGLAS MUNRO has saved eleven lives in the Bering Sea while homeported in Alaska since 2007. The Cutter has earned the respect of Alaska's maritime community for its expertise in fisheries regulations enforcement, response to search and rescue cases, and medical evacuations - all while embracing the traditions of the Revenue Cutter Service Bering Sea Patrol and living its motto, "Honoring the Past by Serving the Present."

**YARD NEWS**

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Captain Matthew Lake  
Commanding Officer

Dottie Mitchell  
Editor

Jennifer Walter  
Collateral Duty Graphic Designer

**Milestones: Civilian Awards****Special Act**

Applebee, Ronnie	Minor, Thomas
Blueford, James	Mitten, Robert
Andrese, David	Moon, Steven
Arista, Julian	Moylan, Jeffrey
Banaci, Saa	Murray, Justin
Banlaki, Karoly	Nicholson, Kenneth
Baran, Gina	Oakley, Gary
Bare, Charles	Peacock, Russell
Bennett, William	Pelo, Mark
Benson Jr., Donald	Phillips, Henry
Blevins, Jann	Phillips, Robert
Bond, Timothy	Phinney, Larry
Brady, Charles	Pickron, John
Brink, Alexandre	Powers, Matthew
Brophy, Thomas	Puller, Kenneth
Brown, Adam	Regan, James
Brown, Kenneth	Riley, Shawn
Brunson, James	Robinson, Terrence
Carroll, Al	Rockocy, Mike
Chapin Kenneth	Sackalosky, Ryan
Cole, Adam	Scott, Reese
Cote, Joseph	Scott, Stacy
Cress, Richard	Serio, Eugene
Cuffley, Patrick	Shacklock, Heather
Dash, Brian	Sheppard, Timothy
Dash, Melvin	Shields, Donald
Dix, Raymond	Skowrunski, Walter
Dove, Andrew	Stafford, Halson
Downes, John	Stead, Christopher
Driscoll Sr., John	Storm, Donald
Dumsha, Matthew	Strucko, Dale
Ebert, Michael	Thomas, Michael
Ennis, Mack	Tyson, William
Feehley, Paul	Vacchio, Pasquale
Funk, Steven	Viands, Ronald
Galante, Michael	Walker, Timothy
Garrison, Mark	Wells, John
Geoghegan, Richard	Wooden, Christian
Griffin, Douglas	Wyche, James
Hafko, Terry	Zyla, Daniel
Handsom, Michael	Coburn, David
Haney, Jesse	Layton, David
Hare, Richard	Maith, Floyd
Haskins, Michael	Carter, Max
Herd, Leonard	Stevens, Percy
Hill, Bethany	Riley, Shawn P.
Hilte, Robert	Strucko, Dale
Hoehn, James	Jacobson, Travis
Jeeter, Robert	Ransey, Bart
Jones, Akil	Haney, Harold
Jordan, Keith	Turner, Ian
Kawecki, Jacob	Tyson, William
Kozakiewicz, Adam	Nicholson, Kenneth
Legg, Weldon	Danko, John
Loftus, Daniel	Driscol, John
Ludwig, Gary	Hare, Keith
Marinelli, Frank	Phinney, Joseph
McHale, Jeffrey	Young, James
McRae, Harvey	

**On The Spot**

Attiliis, Anthony
Borman, Denise
Abrams, Justin
Bauernschmidt, James
Beetz, Edward
Brown, Bryan
Cholewa, Russell
Cortright, Catherine
Deyo, Jason
Dudley, Matthew
Edmondson, Christopher
Fields, Timothy
Georger, Christopher
Jenkins, Christopher
Johnson, Kenneth
Johnston, James
Maxwell, Dawn
McCarroll, William
McCloud, Lamont
Nader, Michael
Pollock, Leslie
Raker, Richard
Randolph, Alan
Reed, Robert
Rodekohr, Barbara
Sapunar, Nelson
Scanlon, James
Shifflett, James
Souder, Frederick
Stevens, Michael
Stewart, Barbara
Torres, Enidel
Tucker, Danielle
Waszelewski, Barry
Whitacre, Frederick
White, Marie D.
Wickenheiser, Sarah
Williams, Michael
Schard, David
Pickron, John
Sherman, Michael
Burton, Jr. Darrell
Warnick, Jeffrey
Kramer, David
Stevens, Michael
Souder, Frederick
Brunson, James
Bryant, Charles
Gately, Stephen
Jackson, George
Olp, Gerald
Ricktor, Barton
Weddle, John
Justice, James
Stuchinsky, Joseph
MacDonald, Denise

**Time Off**

Bannister, Dorothy	Ferguson, George
Brickell, Kristin	Smith, Kristofer
Bruno, Karen	Dixon, Joshua
Burnham, Thomas	Conrad, Darren
Cahill, Michael	Loftus, Daniel
Camara, Michele	Carey, Bennett
Genco, Lynn	Peterson, Vincent
Hansen, Erin	Tomas, Jr. Nicholas
MacDonald, Denise	Brown, Theodore
McCain, Tracy	Sackalosky, Ryan
Rider, John	Yearwood Jr. John
Robb, Margaret	Meyers, Joseph W.
Washington, Fred	Murray Justin
Lee, Joshua	Cook, Cameron
Foca, Joseph	McKenna, James
Warnick, Richard	Waszelewski, Barry
Hayes, Donald	Dudley, Matthew
Bagshaw, James	Vernacchio, Henry
Smith, Damien	Skowrunski III. Walter
Crider, Christopher	Fleck, Stephen
Murray, Justin	Rosemond, Teddy
Hunt, William	LaPorte, Christopher
Maxwell, Dawn	Horn, Jonathan
Harrell, Sr. Richard	Johnson, Kenneth
Alderman, Clayton	Harris, Robert
Roberts, Richard	Griffin, D'Von
Lee, Darrell	Appolin III Joseph
Ruhling, Shawn	Blueford, James
Alexander, Eric	Jenkins, Christopher
Walston, Sharon	Skillman, Brian
Sturgeon, Brett	Phillips Jr. Henry
Greenfield, III James	Rutherford, Douglas
Stum, Daniel	Jerrell, Jason
Sames, Daniel	Dixon, Joshua
Peacock, Russell	Dorsey, Ivan
Croxtan, Bernard	Kindig, Brian
Wilson, Jr. Leon	Flowers, Kevin
Mark, Jr. John	Welling, Kieran
Noland, Joseph	Mason, Michael
Jones, James	Jarrard, Michael
Kuhn, Alvin	Hayes III. Donald
Kozakiewicz, Adam	Haines, Timothy
Martin, Bryan	Croxtan, Bernard
Bartholomew, Roy	Lunn Jr. Andre
Schucker, Myles	August, Matthew
Brown, Bryan	Ricktor III Barton
Virtue, Michael	Warren, William
Galante, Michael	Stevens, Percy
Cress, Richard	Riley, Shawn
Greenfield, Jr. James	Firestone, Alex
Cole, Adam	Maith, Floyd
Harrington, Willie	Carter, Max
Hoff, Jason	Brown, Adam
Haney, Harold	Hielman, Richard
Porter, Jr. Wilbert	Mitten, Robert
Compton, Robert	Welsh, John
Roberts, James	Storm, Donald
Raymond, Angell	Wills, Trevor
Dobihal, Richard	See <b>Civilian Awards</b> , pg 10

**Civilian Awards**, cont. from pg 9

Bond, Timothy	Torre, Jr. Enidel	Andrews, Theodore	Cortright, Catherine	Brink, Alexandre
Tepper, Donald	Bernacki, Anthony	Harold, Donnell	Genco, Lynn	Pollock, Leslie
Augustyniak, Michael	O'Dair, Michael	Covington, Brian	MacDonald, Denise	Abrams, Justin
Dove, Tyrus	Cade, Daniel	White, Scott	Hanson, Erin	

**Baltimore Area Coast Guard Commands 2017 Diversity Day**



*The Yard hosted the BACG 2017 Diversity Day at the Columbus Recreation Center on January 12, 2017 highlighting the theme, "A celebration of the richness of the power of diversity and inclusion." Mr. Albert Curry, Deputy Assistant Commandant for Engineering & Logistics, USCG served as guest speaker. Festivities included folkloric dance performances by the "Tianyi Dance Team," cultural/mission exhibits, and authentic cuisine samplings. (Photos by PA2 David Marin)*

**Department of Homeland Security  
U.S. Coast Guard Yard**

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Baltimore, MD 21226-1797

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