



DEPARTMENT OF HOMELAND SECURITY  
U.S. COAST GUARD

# YARD NEWS

BALTIMORE, MARYLAND

AN EQUAL OPPORTUNITY EMPLOYER

VOLUME 62 NUMBER 04 JULY/AUGUST 2013

***Awesome!***

## *Yard Docks Two 225' Seagoing Buoy Tenders On Shiplift*



*The 225' buoy tenders JUNIPER (left) and HOLLYHOCK (right) rest on the Yard's shiplift this summer for needed repairs and upgrades.*

The stern-to-stern positioning of the 225' Cutters JUNIPER and HOLLYHOCK on the Yard's shiplift provides a unique, majestic view spanning over 450 feet as the two buoy tenders recently entered the Yard for repair availabilities.

The JUNIPER arrived at the Yard on June 3<sup>rd</sup> for an anticipated 15-week availability that includes overhaul of the CPP, shafting, door and hatches, and crane and deck equipment; underwater body paint, and work on the bow and stern thruster, and rudder removal. JUNIPER will depart the Yard in mid-September and return to its homeport in Newport, Rhode Island. There, the cutter's missions include buoy tending; search & rescue; environmental protection, and maritime law enforcement.

The HOLLYHOCK travelled from Port Huron, Michigan on the Great Lakes through the St. Lawrence Seaway and into the Atlantic Ocean, reaching the Yard on July 10<sup>th</sup>. An anticipated 11-week availability includes shafting, CPP, doors and hatches overhaul; rudder removal and inspection, and freeboard and underwater body painting. HOLLYHOCK will return to the Great Lakes in mid-September. The cutter is responsible for maintenance, removal and replacement of buoys; search & rescue; environmental protection, and ice-breaking.

*The U.S. Coast Guard Yard*

*Since 1899, Servicing The Fleet That Guards Our Coasts*

# The Commanding Officer's Column

by Captain George A. Lesher



Greeting, Shipmates! Wow, seems like the summer passed so quickly and fall approaches. Welcome to all of our new military personnel who joined us this summer and farewell to those who retired and moved on to their next assignment.

We have had a lot of visits to the Yard campus this summer including the Department of Homeland Security Next Generation of Leaders class, the CG Office of Civil Rights, CG Maritime and Transportation congressional sub-committee members, Senator Barbara Mikulski of Maryland, and the Senate Appropriations committee members. There are a numbers of reasons for all the visits – interest in

seeing the real Coast Guard and its assets along with interest in the aging cutter fleet and what is being done to maintain and upgrade them.

This is particularly important to us here at the CG Yard as we enter the next phase of anchor projects known as the In Service Vessel Sustainment (ISVS) program. This begins with the 140' WTGB Service Life Extension Program due to start in August of 2014 with the CGC MORRO BAY; follows up with another Service Life Extension Program on the 225' WLB fleet (begins FY15), and a Major Maintenance Availability (MMA) on the CGC EAGLE (begins FY15).

As usual, there is lots of activity on the waterfront, and I appreciate everyone's hard work in completing the availabilities, supporting the crew, and getting the cutters and crews back out doing their mission. It has been a challenge to sequence all the cutters on the syncrolift – sometimes resulting in having to fleet (put back in water and take it right out) a cutter in order to undock one that was

blocked, but is ready earlier.

In addition to the cutters, we have been working to repair the drydock known as OAKRIDGE and return her to operations. She has a colorful history;

- Built for USN in 1943; earned Battle Star in WWII – hit by Japanese “Tojo” airplane in Subic Bay, Philippines
- Decommissioned 1949
- Reactivated & refitted in 1963 – served to late 1990s servicing submarines in Mediterranean & later in Groton, CT
- Transferred to CG YARD in 2002
- Sank at pier in 2011 (corrosion related failures)

Rumor has it, the ghost of the Japanese airplane pilot is still seen inside the docks crew's quarters.

Thanks for all you do,

*Semper Paratus!*



CELEBRATING “SEMPER PARATUS”  
FOR 223 YEARS  
AUGUST 4, 1790 - AUGUST 4, 2013

**“We’re Working On It!”**



*CGC SENECA (WMEC 906) – Boston, Massachusetts*



*CGC HOLLYHOCK (WLB 214) – Port Huron, Michigan*



*CGC PENOBSCOT BAY (WTGB 107) –  
Bayonne, New Jersey*



*CGC BELUGA (WPB 87325) – Virginia Beach, Virginia*



*CGC JAMES RANKIN (WLM 555) –  
Baltimore, Maryland*



*CGC CAMPBELL (WMEC 909) –  
Portsmouth, New Hampshire*

## U.S. Senator Barbara Mikulski Congratulates Yard Workforce

U.S. Senator Barbara Mikulski of Maryland visited the Yard on August 8<sup>th</sup> to congratulate the Yard workforce on their efforts to provide quality service to the fleet and to convey her

continuing support for the Yard's accomplishments that keep the Coast Guard's ships seaworthy and mission capable. The Senator cited exceptional work performed by the Yard on

the nearly decade long Mission Effectiveness Project and relayed her confidence in the Yard for upcoming vessel sustainment projects.

While addressing members of the Baltimore Area Metal Trades Council (BAMTC), Senator Mikulski commented: "Your work here is a win-win. The Coast Guard needs ships to protect our coasts, and the taxpayer needs value for their dollars. The Yard gives the Coast Guard and America what it needs!"

In the photo at left, Walter Brooks, (left), BAMTC President, presents the Senator (right) with a plaque of appreciation for her valued support and for taking time to visit the Yard this summer.



### CGC MOHAWK To Wrap-Up MEP Next Year

#### Final 270' Phase II MEP Cutter Arrives

The Cutter MOHAWK sailed into the Yard on August 15<sup>th</sup> from its homeport in Key West, Florida. With the arrival, MOHAWK marked its place in history as the final 270' Phase II Mission Effectiveness Project (MEP) cutter and the last MEP modernization to be completed at the Yard – a project that began in 2005 and concludes in 2014. When the Mission Effectiveness Project ends, the Yard will have completed modernization on fourteen 210' cutters, seventeen 110' cutters, and thirteen (Phase I and Phase II) 270' cutters.

Each MEP cutter's overhaul eliminates obsolete and unsupportable equipment, improves reliability, and reduces operating costs. Each MEP cutter's modernization ensures mission effectiveness until new ships are delivered and are operational. The

MEP has consistently achieved its goal on time and on budget throughout the past eight years.

MOHAWK's MEP is anticipated to span 11 months, finishing up in July 2014.



*Cutter MOHAWK pulls into port at the Yard*

## A Note of Thanks - "Service to the Fleet"

The Yard Commanding Officer recently received the following note of thanks from the Commanding Officer of the Cutter JEFFERSON ISLAND expressing his gratitude for the Yard's successful work on a five-month unscheduled availability. The 110' patrol boat is homeported in Portland, Maine.

*On behalf of the officers and crew of USCGC JEFFERSON ISLAND (WPB 1340), I would like to extend my heartfelt thanks for the hard work and dedication demonstrated by yourselves and the members of your shops during JEFFERSON ISLAND's recently completed emergency dry dock contract.*

*Unlike most availabilities assigned to Coast Guard Yard, JEFFERSON ISLAND arrived to the Yard under tow by another Coast Guard asset, following the cancellation of a commercial availability in Maine. With no shafts or propellers, inoperable rudders and stabilizer fins, and several other major shipboard systems in a state of partial disassembly - not to mention the several doubler plates concealing the severe electrolytic corrosion that took the cutter out of action in the first place - the pending repairs to JEFFERSON ISLAND presented a significant drain on the Yard's workforce, even as you were already stretched to complete scheduled availabilities on several other 110' and 87' WPBs including STATEN ISLAND, BAINBRIDGE ISLAND, BELUGA, SHRIKE, MORAY, MAKO, and HAWK.*

*Over the course of the past five months, you and your shop personnel not only repaired the disabling effects of the runaway electrolysis and the removal and re-installation of the associated interferences including both shafts, propellers, rudders, stabilizer fins, main diesel engines, ship's service diesel generators, all of aft berthing, and much of the aft head, but you also assisted us with many other shipboard work items and performed additional work/troubleshooting on several other shipboard systems including a tune-up of both MDEs, installation of two new potable water pumps, and assistance with the cutter's R/O system. While the contracted work could have been done at any commercial shipyard, it is the willingness of the employees of Coast Guard Yard to go beyond the contracted specification and work closely with the cutter's crew that allowed us to accomplish so many additional work items, and ultimately resulted in JEFFERSON ISLAND's on-time and on-budget departure from the Yard in a condition significantly better than we arrived.*

*As we once again near our homeport of Portland, ME after nearly 7 months absence, I could not be happier with the work that has been accomplished over the past 5 months at Coast Guard Yard, and the ship is running like a top!*

*Please pass my sincere thanks to the members of your shops.*



*The 110' patrol boat JEFFERSON ISLAND docks on the Yard's shiplift in January 2013 to undergo critical repairs.*

v/r,

*LT Eric S. Burley, USCG  
Commanding Officer  
USCGC JEFFERSON ISLAND (WPB 1340)*

## New Managers Report to Yard

*The Yard welcomes three new managers in key leadership positions-CDR Matt Lake, Yard Industrial Manager; CDR Brian Melvin, Chief, Project Management, Industrial Department, and CDR Stephen Roncone, Chief, Yard Facilities Engineering Department. Welcome Aboard!*



**Commander Matt Lake**  
Yard Industrial Manager

CDR Matt Lake serves as the Yard's Industrial Manager, responsible for all Yard industrial operations.

CDR Lake's prior afloat assignments include Student Engineer, Damage Control Assistant and Assistant Engineer Officer on Coast Guard Cutter MIDGETT, and Engineer Officer on Coast Guard Cutter NORTHLAND. His shore-based assignments include duty in the Naval Engineering Division of Maintenance and Logistics Command Atlantic, Sector St. Petersburg Logistics Department Head. He later served as the Small Boat Product Line Engineering Chief at Surface Forces Logistics Center, responsible for engineering, configuration management, maintenance, and repair of the Coast Guard's boat fleet.

CDR Lake's most recent assignment was Deputy of the Coast Guard's Office of Budget and Programs, where he was responsible for formulation of the Coast Guard's \$10 billion budget, as well as negotiation and defense of the budget with the Department of Homeland Security, White House Office of Management and Budget, and Congressional staffs. Additionally, he was responsible for providing counsel to Coast Guard

See CDR Lake, pg 7



**Commander Brian Melvin**  
Chief, Project Management  
Industrial Department

CDR Brian Melvin is a native of Herndon, Virginia. He is a 1993 graduate of the Virginia Military Institute with a Bachelor of Science in Mechanical Engineering and minor in Mathematics. In 2002, he graduated from the University of Rhode Island with a Masters of Science in Mechanical Engineering. He is a licensed Engineer in Training in the Commonwealth of Virginia, and has earned a Program Manager Level II Certification from the Department of Homeland Security.

CDR Melvin started his Coast Guard career by enlisting in the Coast Guard Reserve in 1991. After advancing to Port Securityman Third Class, he was accepted to Officer Candidate School and was promoted to Ensign in May of 1995. Upon graduation, he reported on board the CGC DALLAS (WHEC 716) as an Engineer Officer in Training. In 1997, he was assigned to the Maintenance and Logistics Command Atlantic. Upon graduation from the University of Rhode Island in 2002, he reported on board the CGC POLAR SEA (WAGB 11) as the Assistant Engineer Officer. Two years later, he was assigned as the Engineer Officer on board the CGC LEGARE (WMEC 912) until 2006 when he took com-

See CDR Melvin, pg 7



**Commander Stephen Roncone**  
Chief, Facilities Engineering  
Department

CDR Stephen Roncone came to the Yard from Washington, DC where he served in the U.S. Department of Transportation's Office of the Secretary. During this period as a budget & program reviewer under the leadership of the CFO, he was the focal point for formulation and execution of the budget for the Federal Railroad Administration including Amtrak, St. Lawrence Seaway Development Corporation, the Office of the Secretary, Research and Innovative Technology Administration, and the Surface Transportation Board. Prior to that, he served three years as a program reviewer in the Office of Budget and Programs (CG-821) shaping surface and air operations programs as well as human resources and training systems.

The Commander's first shipboard assignment was as a deck watch officer aboard the CGC MOHAWK (WMEC-913) followed by Commanding Officer of the Coast Guard Cutter POINT BROWER (WPB-82372) in San Francisco, the last of the "Point Class" vessels active in the Coast Guard. During that period, POINT BROWER conducted law enforcement and search and rescue operations from the Oregon border to Mexico. While CO, Commander Roncone was

See CDR Roncone, pg 7

**CDR Lake**, cont. from pg 6  
senior leadership on Service-wide policies and resource issues.

CDR Lake is a 1995 graduate of the U.S. Coast Guard Academy, where he earned a Bachelors Degree with High Honors in Naval Architecture and Marine Engineering. He earned both a Master's degree in Mechanical Engineering and a Master's Degree in Naval Architecture and Marine Engineering in 1999 from the University of Michigan.

CDR Lake has been awarded four Meritorious Service Medals, Coast Guard Commendation Medal (with Operational Distinguishing Device), Coast Guard Achievement Medal (with Operational Distinguishing Device), Permanent Cutterman's Pin, and several unit awards. He is a recipient of the 2010 American Society of Naval Engineers Perry Award, 2007 Coast Guard Chief Financial Officer's Team Award for financial stewardship, and was awarded by the Secretary of Homeland Security in 2013 for outstanding performance of duty.

**CDR Melvin**, cont. from pg 6  
mand of the Coastal Patrol Boat Project Resident Office Lockport, LA. In 2008, CDR Melvin transferred to CG Headquarters to be the Executive Assistant for the Program Executive Officer of the Acquisition Directorate, CG-93. Two years later in 2010, he took command of the Naval Engineering Support Unit Portsmouth, VA.

CDR Melvin has been awarded one Meritorious Service Medal, two Coast Guard Commendation Medals, two Coast Guard Achievement Medals both with the Operational Distinguishing device, and one Commandant's Letter of Commendation.



**CDR Roncone**, cont. from pg 6  
the on-scene commander leading several assets in fighting a devastating nine-hour fire on Santa Barbara's historic Stearns Wharf that caused nearly \$10 million in damage.

CDR Roncone's engineering assignments include construction manager and planner at CEU Miami and Facilities Engineer at Air Station Miami, the Coast Guard's busiest air station. During his time at Air Station Miami, CDR Roncone prepared for and led the restoration efforts following some of the largest hurricane's in South Florida, including Hurricane Frances, Jeanne, Ivan, Rita, and Wilma.

CDR Roncone is a 1995 graduate of Coast Guard Academy where he earned a Bachelor of Science Degree in Civil Engineering. He also attended the University of Illinois for a Master of Science in Civil Engineering and Master of Business Administration.

CDR Roncone was awarded a Meritorious Service Medal, two Coast Guard Commendation Medals, an Achievement Medal (with Operational Distinguishing Device), and several unit awards.

### Lean Update: New Paint Complex (Again)

By Eric Linton, Yard Business Manager

Last issue, we talked about how the new paint complex reduced grit waste by automatically capturing it and recycling it. This greatly reduced cleanup costs by about 95%. Well, we have continued our experiments with the new complex, and the results continue to impress us.

For the first time, we blasted some anchor chain with the new automatic blasting machine. In our old process,

based on older technology, it would take us about 8 hours to blast a shot of anchor chain, and this would be followed up by some touch up blast to get the spots the machine missed. With the new machine, a chain can be completely blasted in about 4 hours. So, we are producing a better product in less time!

Remember your Goldratt books and the Theory of Constraints? Of

course, you do. Goldratt told us that improving throughput could only be done if the process bottleneck was improved. Most often in ship repair, the Paint Shop is the bottleneck, and this new facility increases the bottleneck's capacity. Great news! Now we have freed up a blaster, so we can move on to the next job - a sewage tank!



*Before blasting: Anchor Chain (rusty and nasty)*



*After blasting: Anchor Chain (bright and shiny)*

**Enlisted Member of the Quarter**



*FS2 James Mitchell, Dry Dock Club  
FY 13, Second Quarter*

**Civilian Employee of the Quarter**



*Charles Konerth, Structural Shop  
FY 13, Second Quarter*

**Milestones**

**Retirements**

Walt Wujek  
Supervisory Mechanical Engineer  
24 Years

**Advancements/Promotions**

LCDR Miles Randall, Deputy Project Manager,  
Industrial Department

Jacob McCullough, Painter Helper,  
to WG-4102-3

Douglas Rutherford, Structural Helper,  
to WG-3801-3

Adam Russell, Structural Helper,  
to WG-3801-3

Kareem Stanley, Pipefitter Helper,  
to WG-4204-3

Destin Hartman, Marine Machinery Mechanical Helper,  
to WG-5334-3

Brandon Vernon, Electrical Helper,  
to WG-2805-3

Seth Raymon, Electrical Helper,  
to WG-2805-3

Eugene Williams, Pipefitter,  
to WG-4204-10

Edward Cuffley, Pipefitter,  
to WG-4204-10

Adam Brown, Pipefitter,  
to WG-4204-10

**Certifications**

James Bauernschmidt, Lead Internal Auditor (Collateral Duty), Yard ISO 9001-2008 Internal Audit Team

**Yard Police News**

By SN Krysten Gillespie

Greetings from the Coast Guard Police Department (CGPD). First, I would like to thank everyone here at the Yard for their patience during the inevitable morning traffic delay. We try to keep everyone rolling as quickly as possible, and we appreciate your

understanding.

While doing patrols, we have noticed that there seems to be a rising number of vehicles that are parked on the piers. CGPD would like to remind anyone who is expecting visitors to let them know to refrain from parking on

the piers as it is an industrial zone. A waterfront parking lot is located by the CGC JAMES RANKIN and CGC SLEDGE for any necessary waterfront parking.

With all the visitors that the Yard

See *Yard Police*, pg 9

## LT Ashley Crouch Takes Command of Yard Homeport Cutter JAMES RANKIN

LT Ashley Crouch assumed command of the Yard's homeport Cutter JAMES RANKIN during ceremonies held pier side on July 10, 2013. LT Crouch took command from LT Russell Zuckerman who is reporting for graduate studies at Harvard University. CAPT Lonnie Harrison, Chief, Prevention Division, Fifth Coast Guard District, served as Presiding Officer for the Change of Command ceremony.

Originally from Watkinsville, GA, LT Crouch attended the Georgia Institute of Technology for one year before transferring to the U.S. Coast Guard Academy, graduating in 2006 with a Bachelor of Science degree in Marine and Environmental Science. For her first tour, she served aboard CGC JUNIPER (WLB 201), a 225' ocean-going buoy tender homeported in Newport, Rhode Island. JUNIPER's mission included Aids to Navigation from New York City to Boston, fisheries law enforcement, and alien migrant interdiction in the Straits of Florida.

In 2008, LT Crouch transferred to the Coast Guard Academy, where she served as a Nautical Science Instructor, teaching cadets navigation and deck watch officer fundamentals. While still serving at the Coast Guard Academy in 2010, she was selected to serve as the Military Aide to the Superintendent. As the Military Aide, she coordinated all international and VIP visits to the Academy, including multiple visits by the Commandant, two visits from the Secretary of Homeland Security, and one visit from President Obama during Commencement 2011.



*LT Ashley Crouch (right) relieves LT Russell Zuckerman (left) of his command of the Cutter JAMES RANKIN during Change of Command ceremonies held at the Yard on July 10<sup>th</sup>. CAPT Lonnie Harrison (center), Chief of the Fifth Coast Guard District Prevention Division, presides. (Photo courtesy of CGC JAMES RANKIN)*

In summer 2011, LT Crouch transferred to CGC HOLLYHOCK (WLB 214), homeported in Port Huron, MI, where she served as the Executive Officer. HOLLYHOCK's missions included Aids to Navigation in Lakes Huron, Erie, and Ontario, domestic ice-breaking, and law enforcement/maritime security. The assignment of Commanding Officer, CGC JAMES RANKIN is LT Crouch's first ship command.

LT Crouch enjoys reading, snow sports, road and mountain biking, rock climbing, and triathlons. Most of her spare time is spent doing those activities with friends or visiting family in Georgia and California.

The CGC JAMES RANKIN is a 175' Keeper Class coastal buoy

tender. Commissioned in 1999, the cutter is responsible for the maintenance of over 400 buoys that mark major shipping channels in the upper Chesapeake Bay, and from the entrance of the Potomac River north to Baltimore. With a 23 member crew and two officers, the JAMES RANKIN supports the Coast Guard missions of homeland security, search & rescue, marine environmental protection, maritime law enforcement, and domestic ice breaking.

The JAMES RANKIN joins the Cutter SLEDGE, a 160' construction tender, and the Cutter CHOCK, a 65' harbor tug, making up the fleet of cutters homeported at the Yard.

Welcome aboard, LT Crouch!

### Yard Police, cont. from pg 8

has, there may be confusion as to where they should park. If a person mistakenly parks in your parking spot, please contact the Main Gate immediately, so we can contact that individual. If they do not move in a timely fashion, park in a visitor spot. This way you are not taking someone else's spot. Also, if you are expecting a visitor for the day, remember to submit a visitor request, and make sure to tell your

visitor to have their ID and registration out and ready so we can get them through as quickly as possible.

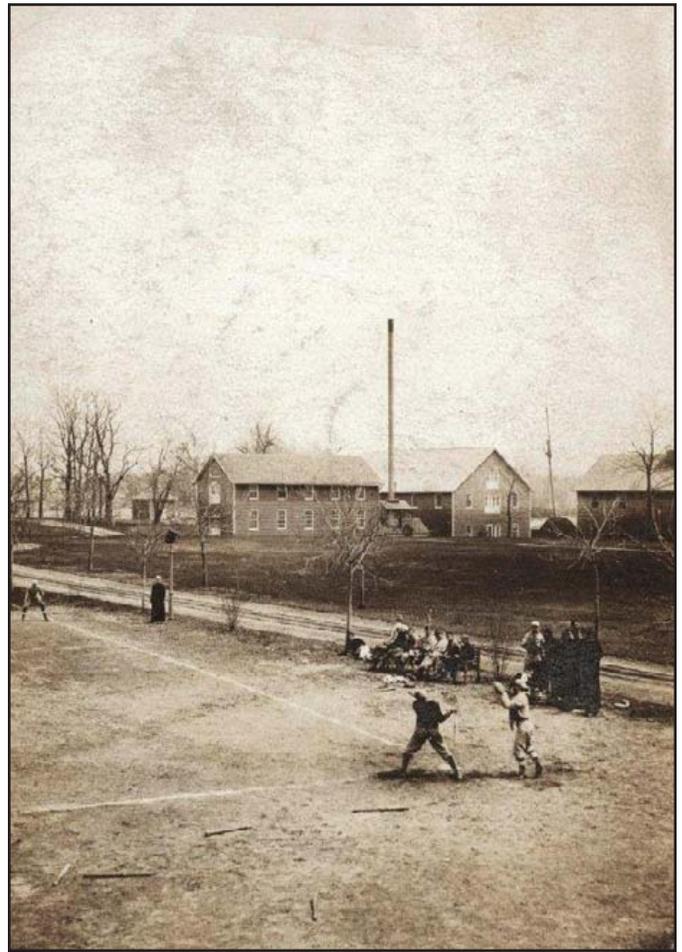
Due to our new traffic changes, a reminder is needed to make a complete stop at the end of the North Lot and by the Main Gate. This is for your safety and the safety of others. The drive out of the North Lot remains a one way street; there will be no right hand turns into the North

Lot from the stop sign at the Credit Union.

We extend a big Welcome Aboard to several shipmates from the U.S. Coast Guard Honor Guard who have come to work with us until departure for their "A" schools. Their knowledge and professionalism are a great asset to the Police Department.

**“Take Me Out to the Ball Game”**

With the 2013 World Series only weeks away, Yard baseball fans recollect games played over a century ago here at Arundel Cove. In the photo at right, the United States Revenue Cutter Service (USRCS) baseball team competes with the St. John's Annapolis baseball team at the Yard in the early 1900s. Final score: USRCS-11; St. John's-2. "Let's root, root, root for the home team...at the old ball game!"



<b>YARD NEWS</b>	
Printed on Recycled Paper 	
The YARD NEWS is an authorized publication published bi-monthly for active and retired employees of the U.S. Coast Guard YARD and selected Coast Guard offices. The views and opinions expressed are not necessarily those of the Department of Homeland Security nor the U.S. Coast Guard. Address contributions and inquires to: Editor, YARD NEWS, U.S. Coast Guard YARD, 2401 Hawkins Pt Rd, Baltimore, MD 21226; Tel. (410) 636-7238; <a href="mailto:dottie.e.mitchell@useg.mil">dottie.e.mitchell@useg.mil</a>	
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U.S. Coast Guard Yard**

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