



CAMPBELL & SPENCER Are Next!

TAHOMA Completes Modernization One Month Ahead of Schedule; HARRIET LANE Wraps Up MEP and Sails One Day Early



The Cutters SPENCER (WMEC 905), left, and CAMPBELL (WMEC 909), right, are currently dry-docked on the Yard's shiplift for modernization under the 270' Phase II Mission Effectiveness Project.

The Cutter TAHOMA arrived at the Yard in May 2012 for modernization under the 270' Phase II Mission Effectiveness Project (MEP). Expected to be here for 11-months, the Yard completed overhaul of the 25-year old cutter 38-days ahead of schedule in March 2013 for return to its homeport in Portsmouth, New Hampshire. TAHOMA's modernization involved 92,200 labor hours and cost \$9.5 million.

RADM Ronald Rábago, Assistant Commandant for Engineering and Logistics, recently wrote about TAHOMA's MEP, "It's been about 3-weeks since departure from the Yard, and TAHOMA is reportedly doing well. Given the 11-month performance period, complexity of the work, and age of the vessel, this was a significant accomplishment...Repeated, large

scale projects (i.e. MEP, SLEP, ISVS), even on older platforms, really let the Yard show they can take advantage of the learning curve. Great team work from the CG-9 project staff, SFLC, and the Yard workforce."

VADM Manson Brown, Deputy Commandant for Mission Support, commented, "Good news on TAHOMA's early departure from MEP as a result of harvesting lessons from a repeatable process."

And VADM John Currier, Vice Commandant of the Coast Guard, remarked, "Fantastic work. A credit to all who made this happen. Bravo Zulu."

The 270' Cutter HARRIET LANE arrived at the Yard in August 2012 for an anticipated 7-month MEP, with completion scheduled for March 1st. Finishing instead in 6-months, the

cutter sailed one day early, leaving the Yard on February 28th for its homeport in Portsmouth, Virginia. HARRIET LANE required 52,700 labor hours and cost \$5.3 million.

Managing MEP on select 210', 110', and 270' cutters since 2005, the Yard has completed modernization on fourteen 210' cutters, seventeen 110' cutters, six (Phase I) 270' cutters, and eight (Phase II) 270' cutters, to date.

The 270' Cutters CAMPBELL and SPENCER are next. CAMPBELL, homeported in Portsmouth, New Hampshire, sailed to the Yard in October 2012, anticipating an 11-month overhaul. SPENCER, homeported in Boston, Massachusetts, arrived in January 2013 for a 7-month modernization under MEP.

The Commanding Officer's Column

by Captain Richard K. Murphy



The Yard family wishes Captain Murphy "Fair Winds and Following Seas"

With the Change of Command and my retirement set for 7 June 2013, this will be my last column. It's certainly hard to believe it's been 3 years since I started my first column with "Well, it's great to be back and rejoin the Yard team for the third time!" My departure from the Yard will coincide with my retirement from the Coast Guard after a remarkably rewarding 30 years - 10 of them right here at the Yard. It's truly a privilege to cap off my Coast Guard career here at the one and only Yard.

I want to start with a huge "Thank You" to each and every member of the Yard team. It's been a tremendous privilege to have been the Yard's 40th Commanding Officer and a small part of the Yard's incredible 114-year legacy. As I said when I assumed Command in 2010, I couldn't think of a more important and critical mission to a maritime service than to be providing Coast Guard men and women with the best and safest "tools of the trade" possible.

In the last 3 years, I've witnessed the Yard team do just that by expertly planning, managing, and executing an impressive 62 major cutter availabilities, including 7 emergency and 16 Mission Effectiveness Projects (MEP) on three cutter classes - over \$280 million of work requiring 2.4 million labor hours. During this period, the

Yard also magnified its positive fleet-wide impact through the extensive use of road shows that traveled worldwide in providing both planned and emergency support to virtually every cutter and boat class, from 418 ft National Security Cutters to 33 ft SPC-LEs.

These accomplishments are all the more impressive given they were done during a period of significant workload and financial challenges as both the workload and workforce transitioned to align with the shift from large scale MEP to more traditional depot level availabilities. It's an impressive resume of accomplishments that ultimately enhanced the capabilities, mission readiness, and operational availability of the Coast Guard's surface fleet. The Yard's success was also made possible through the tremendous support from the SFCL team led by CAPT Haycock and Mr. Burgess, and the CG-45 team led by CAPT Hurley.

I also can't brag enough about the outstanding contributions of the Yard's non-industrial team. This team provided exceptional support to the 1400 military and civilian personnel assigned to the Yard and its tenant commands, as well as the crews of visiting cutters. Fiscal, personnel, facilities, firehouse, security, MWR, and galley/barracks provided consis-

tently outstanding support, always with a strong focus on the customer.

As I said when I assumed command - you, the workforce, are the Yard's most important asset. Throughout the Yard's 114-year storied history, it has had a strong record of success based on efficiently providing timely and high quality workmanship to the Coast Guard and the taxpayer - and it's all been founded upon the dedication and professionalism of each and every member of the Yard team.

The Yard is very well positioned for future success, but this will only happen through your continued dedication, hard work, and mutual respect for each other, and by maximizing everyone's collective ingenuity, resourcefulness, creative and technical talents.

One of my most consistent themes has been that your individual efforts absolutely do make a difference. Each and every member of the Yard team is a Yard ambassador - the individual effort you put forth and your results are known collectively by our customers as "what the Yard did." The quality of our workmanship is the Yard's calling card - please continue to keep that in mind as you start your work each and every day.

A final "Thank You" in advance to all for your work in preparing for the upcoming Change of Command and my retirement ceremony. I realize it's a huge lift and greatly appreciate all you're doing to make it a great day for the Yard. My family and I will be remaining in the area, so I look forward to seeing many of you throughout the coming years, and also to continue to hear about your outstanding support to the fleet.

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

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

“We’re Working On It!”



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



CGC SHRIKE (WPB 87342) – Cape Canaveral, Florida



*CGC STATEN ISLAND (WPB 1345) –
Atlantic Beach, North Carolina*



CGC BAINBRIDGE ISLAND (WPB 1343) – Highlands, New Jersey



CGC MORAY (WPB 87331) – Jonesport, Maine



CGC MAKO (WPB 87303) – Cape May, New Jersey

In Sympathy: CAPT Barry Roberts, Yard Commanding Officer, 1981-1983



*Captain Barry Roberts, USCG (Ret)
1922-2013*

Captain Barry Roberts, USCG (Retired), passed away on February 18, 2013. He served as Yard Commanding Officer from May 1981 to November 1983. He returned in 1992 for a one-year civilian appointment as the Yard's Business Manager.

Captain Roberts was a native of Glen Ridge, New Jersey. He graduated from the Coast Guard Academy in 1956 and the Massachusetts Institute of Technology in 1963 where he earned a Master of Science Degree in Naval Architecture & Marine Engineering and the advanced degree of Naval Engineer.

Captain Roberts' Coast Guard assignments included service aboard the Cutters MINNETONKA and NORTHWIND. He served as Commanding Officer of Coast Guard Loran Station, Pusan, Korea; Chief of Naval Engineering, 17th Coast Guard District, Juneau, Alaska, and Commanding Officer, Group/Base Ketchikan, Alaska. He was stationed at Coast Guard Headquarters on two occasions and held the positions of Assistant Chief, Design Branch, and Chief, Cutter Maintenance Branch.

Captain Roberts had served at the Yard as Chief, Plastics Boatbuilding, New Construction, Repairs and Alterations Divisions and Yard Industrial Manager prior to becoming the 29th Commanding Officer of the Yard.

Captain Roberts and his wife, Pat, of 56 years have four children, six grandchildren, and one great-grandchild. The Captain's interment will be at Arlington National Cemetery.

Lean Update: Yard Charters Team to Improve 87' Patrol Boat Availabilities

By Eric Linton, Yard Business Manager

The Yard has chartered a team to reduce costs and improve schedule performance on 87' patrol boat availabilities. The cross functional team includes members that manage and accomplish all aspects of production on these important projects. Team members include Fred Brady (Project Manager), Adam Cole (X13), Keith Jordan (X42), Dave Brehm (X23), Bill Hoffman (X21), Frank Schwartz (X31), Lee Dix (Planning & Estimating), Wayne Darney (X22), CWO Tim Fields (Ship Superintendent), Cecil Justice (X12), Dave Magrogan (X32), John Wells (X64), Steve Pollard (X32), and Mike Griffith (X11). Currently, the team is benchmarking Yard performance against other shipyards and analyzing areas for improvement.

Among other things, the team is investigating the schedule and cost differences between hydro-blasting and grit blasting, and the affects of weather on production. Coincidentally, the CGC SHRIKE is at the Yard for an availability project. One part of SHRIKE's work package is to apply a prototype paint system on the hull. The new paint requires environmental controls that result in the cutter being shrouded, as shown in the figure at right. The shrouding of the cutter is

related to the Lean event because it also improves production.

Shrouding an 87' patrol boat is estimated to cost about \$13,000. But by reducing the adverse impact of cold weather, the team estimated that the time required to paint the hull was reduced by about 5 days. This is a very good result, especially considering that time related service costs were also reduced by about \$50,000.

Additionally, the team is exploring the benefits of full containment for blasting and painting the 87' cutters. Full containment will allow the Yard to switch to grit blasting that may cut blasting time in half and allow the

entire boat to be spray painted instead of painted with rollers. This would also reduce the painting timeline. These improvements will help the Yard meet the tight production schedules required by our customer and reduce cost.

At the appropriate time, the group plans to expand the team to include members of the SFLC Product Line who can help improve processes through their knowledge of project management, maintenance requirements, commercial processes, and logistics support. By improving the Yard's production processes, the team will improve fleet readiness and stretch the Coast Guard's maintenance dollars a little further.



CGC SHRIKE shrouded on the waterfront's east wall

Baltimore Federal Executive Board to Present 2013 “Excellence In Federal Career Awards”

The Baltimore Federal Executive Board will sponsor the 46th Annual “Excellence In Federal Career Awards” ceremony on Friday, May 3 at the Martin’s West Banquet Center in Woodlawn, Maryland. Five Yard personnel and a Yard team of 33 employees will compete with other nominated federal workers in their respective categories to capture coveted gold medals.

The competition is the “Academy Awards” for civil servants and military personnel in the Baltimore area. Gold, silver, and bronze medals signifying excellence in job performance will be awarded to over 200 winners representing sixteen job categories of competition.

The Yard’s Silver Medal finalists and Gold Medal contenders are pictured at right. They include: Michele Camara, Outstanding Professional/Administrative, Management & Specialist; Adam Cole, Outstanding Trades & Crafts; Joshua Dixon, Rookie of the Year/ Trades & Crafts; Alexandre Brink, Outstanding Administrative/Management Assistant/Individual; Ed Miller, Distinguished Public Service/Community Outreach (Retirees Eligible); BARGUE EAGLE Road Team, Outstanding Para-Professional/ Technical, Scientific & Program Specialist (Team). Team members include LT Matt Keller, Keith Jordan, Charles Bare, Robert Brubach, Eric Alexander, Al Kuhn, Dan Loftus, Justin Murray, Russ Peakcock, Brett Sturgeon, Darren Conrad, Mike Nolan, Josh Dixon, John Downes, Doug Beasley, Keith Hare, Mike Ebert, Dave Keats, Ron Applebee, Brian Dash, William Tyson, Anthony Bernacki, Ryan Sackalosky, Ed Torres, Brian Martin, Fred Washington, Maria Frangos, Damien Smith, Larry Phinney, Victor Fricke, Adam Brown, Chris Wargo, and Shane McLucas.

The Yard’s Bronze Medal winners are: Walt Wujek, Outstanding Supervi-



Michele Camera



Adam Cole



Joshua Dixon



Alexandre Brink



BARGUE EAGLE Road Team (all members not present)

tor/Grade 13 & Above; Kevin Center, Outstanding Supervisor/Trades & Crafts; David Andrese, Outstanding Professional/Technical, Scientific & Program Specialist; Carmen Culling, Outstanding Para-Professional/ Technical, Scientific & Program Specialist; Jeff Moylan, Outstanding Para-Professional/Administrative, Management Analyst; Robert Byrd, Volunteer Service (Retirees Eligible).



Ed Miller

Yard Prepares Stand-By Armature

Repair of CGC BISCAYNE BAY Showcases Coast Guard's Logistics Model; SFLC Fixes Ice-Breaking Tug in Record 44 Days

By Courtney Burnett, Yard Communications Intern

Although much of the country is welcoming the spring season, many of the Great Lakes waterways are still laden with ice. Coast Guard ice-breaking tugs are working on the lakes every day to keep shipping lanes open and functional. Their work keeps critical water pathways clear for merchant vessels, removes hazardous obstructions to navigation, and frees ships stuck in ice. Their mission sustains a bi-national economy and keeps maritime crews safe.

This year's ice-breaking season has been a busy one – filled with successful missions and a few unexpected challenges. One of the latter was a major electrical failure on board the 140' ice-breaking tug BISCAYNE BAY, homeported in St. Ignace, Michigan. While this would be a lofty challenge to overcome, centralized depot maintenance – resulting from modernization of the Surface Forces Logistic Center (SFLC) – repaired BISCAYNE BAY in a record 44 days.

An ice breaker breaks down

It's a nightmare of every ship's crew: the ship breaks, you don't have the parts on board to fix it, and you can't complete your mission. Coast Guard engineers train and labor for thousands of hours, working day in and day out to maintain proficiency and keep the ship running. Coast Guard crews take immense pride in their work, but some casualties are big enough that they need to entrust their ship into someone else's hands for repair.

CGC BISCAYNE BAY suffered a catastrophic casualty on January 2nd in the frozen Straits of Mackinac, Michigan, preventing the cutter from completing its primary missions. BISCAYNE BAY is one of nine cutters expected to perform in the yearly domestic ice-breaking mission alongside other U.S. and Canadian ice-breaking cutters in the Great Lakes. The casualty threatened to relegate the ship and its crew to the sidelines,

where no good cutterman wants to be. **Single point of contact, 24/7 support**

BISCAYNE BAY quickly reported the casualty to the SFLC Icebreaker, Buoy, & Construction Tender Product Line in Baltimore, where they quickly sprang into action. They tasked Naval Engineering Support Unit Cleveland to send a maintenance augmentation team to test BISCAYNE BAY's main motor. The ship's crew anxiously awaited the news. The results were exactly what they feared: BISCAYNE BAY's main motor armature was broken.

The 140' ice-breaking tug class is a single-shaft cutter powered by one main motor. Suffering a casualty to a component of the main motor impairs the BISCAYNE BAY's ability to get underway on its own power, rendering the tug not fully mission capable.

The Michigan-based icebreaker CGC MACKINAW escorted the wounded tug south through frigid

See BISCAYNE BAY, pg 7



CGC BISCAYNE BAY breaking ice and escorting ships on the Straits of Mackinac during the 2013 ice-breaking season. (USCG photo courtesy of CGC BISCAYNE BAY)

BISCAYNE BAY, cont from pg 6
Michigan waterways to Sector Detroit, a one-week trip. That was the easy part. Any seafarer knows critical repairs require extensive skill, knowledge, and patience by engineers, contractors, and ship's crew. And every day that the BISCAYNE BAY sat at the pier meant another day that the rest of the region's cutters would shoulder an increased workload to keep cargo moving across the lakes.

Communications and coordination

The geographically dispersed SFLC communicated and coordinated rapidly. The Industrial Operations Division (IOD) in Norfolk, Virginia,

tasked Industrial Production Facility (IPF) Detroit with preparatory work to remove the main motor. BISCAYNE BAY's sister ship, the ice-breaking tug CGC BRISTOL BAY, loaned its 120-foot crane to remove machinery blocking external access to BISCAYNE BAY's engine compartment. Tradesmen at IPF Detroit cut a hole in BISCAYNE BAY's deck, disassembled the main motor, and worked with the ship's crew to remove the broken machinery on January 24th.

While the engine was taken apart and removed in Detroit, the SFLC contracting staff secured a commer-

cial vendor and scheduled shipment of the armature for refurbishment by an Ohio motor repair contractor. Meanwhile, the Yard inspected a stand-by main motor armature and manufactured a shipping crate as a backup plan, in case the original armature could not be repaired.

Thanks to seamless coordination between several SFLC offices across the United States, the original armature was repaired within a week and returned to Detroit for installation on February 1st. Engineers completed operational tests on the main motor and ensured compliance with safety standards. IPF Detroit tradesmen welded closed the hole through which the armature had been removed.

On February 12th, the ice-breaking tug departed for sea trials and three days later, the ship returned to its duties. The cutter was now ready to assume domestic ice-breaking, bringing closure to a dramatic chapter in the 34-year history of BISCAYNE BAY.

In forty-four days, the SFLC restored an incapacitated Coast Guard asset to a fully functional ice-breaking tug. When the ship's commanding officer, LT Tom Przybyla, looked at his boat and thought of what was so quickly accomplished, he swore he saw BISCAYNE BAY smiling, happy to be back breaking ice on Michigan's waterways.



*"When you're smiling, keep on smiling; the whole world smiles with you."
(USCG photo courtesy of CGC BISCAYNE BAY)*

Glimpse of the Past

Southwest view of the Yard taken in 1944, 45 years after LT John Moore, USRCS, arrived in April 1899 aboard the side-wheeler COLFAX and established the Revenue Cutter Service Depot, today's Coast Guard Yard.



Yard Enlisted Member of the Quarter



DC3 Joshua Pollock, Firehouse
FY 13, First Quarter

Yard Civilian of the Quarter



Carmen Culling, Fiscal Department
FY 13, First Quarter

Milestones

Retirements

MEC Fred Dolbow
Yard Chief of Police
21 Years

Harvey Wells
Heavy Mobile Equipment Mechanic
33 Years

William Jefferson
Structural Worker
21 Years

Promotions

Clayton Alderman, Sheetmetal Joiner Leader,
to WL-4717-10

Stephanie Carver, Accounting Tech,
to GS-525-7

Stephen Ferguson, Electronics Tech,
to GS-856-10

Edward Quarles, Accounting Tech,
to GS-525-7

Ron Applebee, Marine Machinery Mechanic Leader,
to WL-5334-10

Stephen Fleck, Assistant Docking Officer,
to GS-301-12

Mike Battle, Sandblaster,
to WG-5423-7

Jacob Kawecki, Shipwright Leader,
to WL-5220-10

Marino Dona, Sandblaster,
to WG-5423-7

Ryan Sackalowsky, Rigger,
to WG-5210-10

William Malone, Sandblaster,
to WG-5423-7

Anthony Bernacki, Rigger,
to WG-5210-10

James Young, Ordnance Mechanic,
to WG-6641-11

Darren Conrad, Structural Inspector (Ships),
to WG-3801-11

James Greenfield, III, Sheetmetal Mechanic (Boatjoining),
to WG-3806-10

Donald Storm, Structural Inspector (Ships),
to WG-3801-11

HAPPY 114TH BIRTHDAY, COAST GUARD YARD

APRIL 26, 1899 - APRIL 26, 2013

Yard Team Receives Coast Guard Meritorious Team Commendation

The Commandant of the Coast Guard recently honored five members of the Yard's Electric (X31) and Electronics (X32) Shops, and Electronics & Ordnance Project Management Branch (EPOMB) with a Coast Guard Meritorious Team Commendation. Admiral Robert Papp cited Bart Ramsey, X31; Dontae Mariano and Joe McCloud, X32, and Rick Heilman and Rich Geoghegan, EOPMB, for their exceptional meritorious service while serving as part of the Coast Guard Patrol Forces Southwest Asia (PATFORSWA) Patrol Boat (WPB) Shipboard Command and Control System (SCCS) Installation Team.

From May 2010 to September 2011, the team retrofitted six 110' WPBs in Bahrain with SCCS. Their effort improved the tactical and navigation features of these critical Coast Guard assets, vital to maritime domain awareness in the Middle East.

The Yard tradesmen demonstrated ingenuity, teamwork, and perseverance to overcome significant technical and logistical challenges to insure



LCDR Shane Bridges (left), Chief, EOPMB, and CAPT George Leshar (right of LCDR Bridges), Yard Industrial Manager, congratulate the Yard PATFORSWA 110' WPB SCCS Team on receipt of the Coast Guard Meritorious Team Commendation. Team members pictured left to right are: Rich Geoghegan, EOPMB; Dontae Marino, X32; Bart Ramsey, X31; Joe McCloud, X32, and Rick Heilman, EOPMB.

successful installation of the system. Within 16 months, they logged over 220,000 travel miles conducting site surveys, training, installing SCCS, and testing the equipment.

The team's tireless efforts substan-

tially enhanced the operational capabilities of the PATFORSWA 110' patrol boats, assuring increased crew safety, efficiency, and maritime mission effectiveness.

Congratulations on a job well done!

U.S. Navy League Honors MST1 Vidal

2013 "Baltimore Area Coast Guard Enlisted Person of the Year"

The U.S. Navy League named MST1 Monica Vidal the "Baltimore Area Coast Guard Enlisted Person of the Year (EPOY)" during ceremonies held at the Yard Dry Dock Club on April 4, 2013. Petty Officer Vidal is a First Class Marine Science Technician

and Leading Petty Officer in Sector Baltimore's Prevention Department, Port Safety and Security Branch.

The EPOY Award began in 1981 at the initiation of the State of Maryland U.S. Navy League to recognize the achievements of outstanding Baltimore

area Coast Guard personnel. Nominations from all the Baltimore area Coast Guard commands concentrate on members' demonstration of leadership, Coast Guard rating skills, knowledge and core values, personal and work ethics, teamwork, and community service. The Yard has hosted the recognition ceremony for the past 32 years.

MST1 Vidal graduated from Marine Science Technician "A" School in December 2004. She served tours of duty in Sector Los Angeles/Long Beach, Port State Control Branch where she was a Situation Unit Watchstander and was stationed at Sector San Juan before coming to Sector Baltimore.

In addition to her current duties, MST1 Vidal was a Team Leader in the 2012 Multi-Agency Strike Force

See EPOY, pg 10



U.S. Navy League Annapolis Council President Bernard Quibilan (right) presents a Certificate of Recognition to MST1 Monica Vidal (left), the 2013 "Baltimore Area Coast Guard Enlisted Person of the Year," during ceremonies held on April 4th at the Yard. (Photo by SN Hernan Alvarez Leon, Sector Baltimore)

Arrival of Spring 2013 and the Easter Bunny!



The Easter Bunny (played by Sonia Kendall, Coast Guard Headquarters) made a surprise appearance and stopped for a quick pose with Coast Guard dependent twins Connor (left) and Liam (right) Kreutzkamp while delivering Easter eggs at the Baltimore Area Coast Guard Easter Egg Hunt on Saturday, March 16. The Greater Baltimore Area Coast Guard Spouses Association sponsored the annual event at the Yard's picnic grove. (Photo courtesy of Sonia Kendall and permission to publish received from Gina Kreutzkamp)

EPOY, cont. from pg 9

Operations, an exercise conducted to increase information sharing and cooperation among the various federal, state, and local agencies within the Port of Baltimore.

Petty Officer Vidal is a member of the Coast Guard Enlisted Association and Baltimore Area Spouses Association. She volunteers her off-duty time with community service at Kennedy Krieger Institute assisting children with disorders of the brain and spinal cord; tutoring at Meade Middle School, and working at Sarah's House, a homeless shelter in Anne Arundel County.

MST1 is currently a part-time graduate student pursuing her Master's Degree in Health and Wellness Coaching & Nutrition.

Congratulations, MST1 Vidal, from the Yard family!

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