



Yard Begins 87' "Bow-to-Stern" Dry-Dock Program

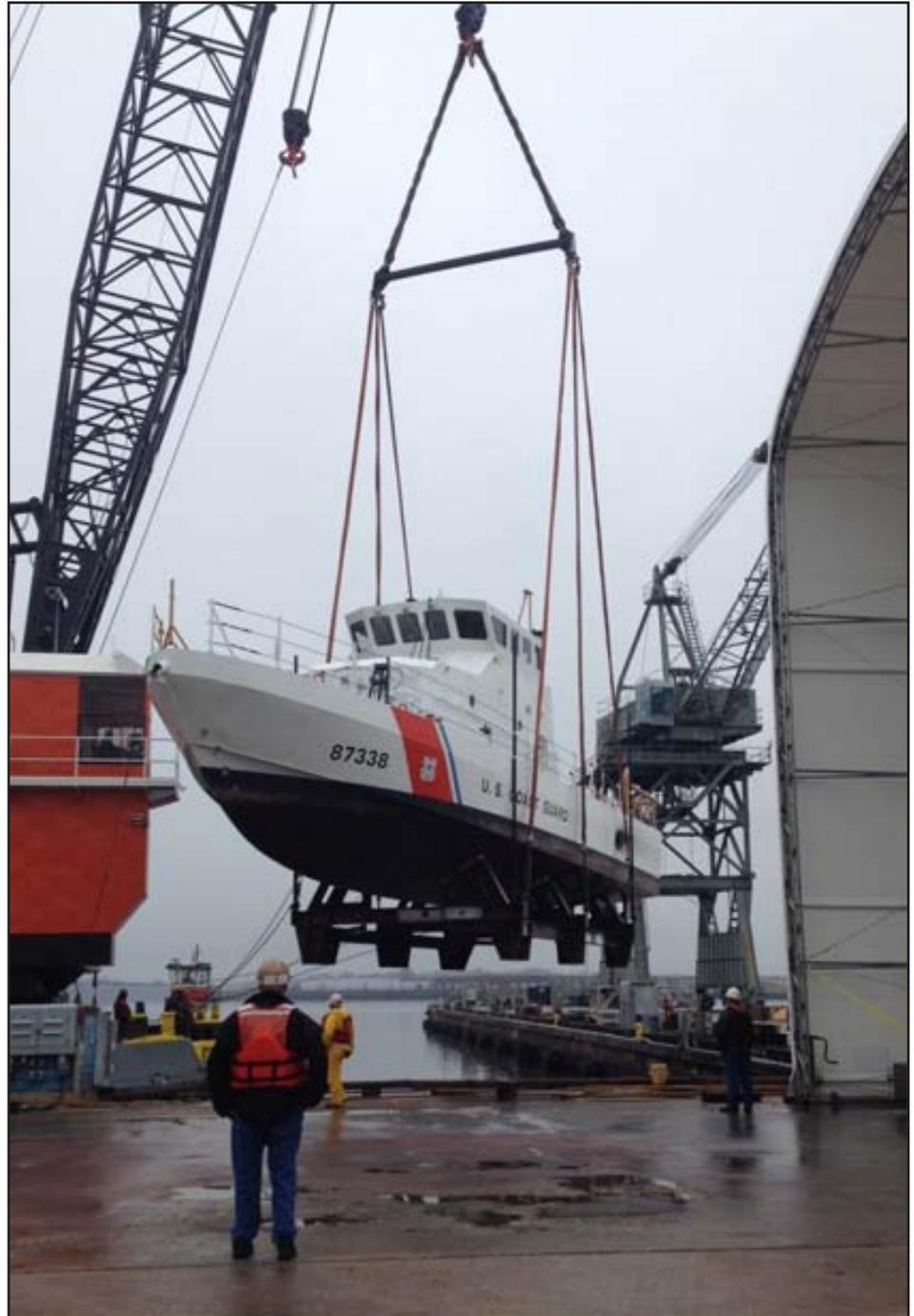
The 87' "Bow-to-Stern" initiative is a \$49M, 4-year recurring maintenance cycle for the Coast Guard Atlantic Area 87' coastal patrol boat fleet. The program boosts the predictability of fleet operational schedules, eases personnel tempo by having crews drop off their cutter for repair and transit home with a completed replacement boat, and saves the Coast Guard \$2.2M annually with no reduction in fleet operational hours. In addition, the Yard benefits with consistent and predictable work schedules and optimal task scheduling within trades.

Traditionally, Coast Guard dry-dock specifications for patrol boats were customized for each cutter and awarded to either a commercial contractor or the Yard. The maintenance specifications were not tailored to a specific facility. The dry-dock period could take over two or more months while the crew berthed locally. Operational, personnel, and funding impacts compounded if growth work caused dry-dock extensions.

The Yard and the SFLC Patrol Boat Product Line teamed to design a new approach for 87' patrol boats' dry-dock availabilities. The concept includes individual cutter scheduling for repair, allowing one 87' boat to enter the process every 30 days with each new boat beginning a 60-day maintenance period. The crew drops off their cutter to begin "bow-to-stern," picks up a newly completed vessel that is fully mission capable, and sails to homeport. This eliminates operational inefficiencies by having the crew wait to depart after dry-dock completion.

The Yard will be working simultaneously on three 87' patrol boats.

See "Bow-to-Stern," pg 5



The Yard lifts the 87' patrol boat IBIS, homeported in Cape May, New Jersey, to begin the first 60-day dry-dock availability under the inaugural "Bow-to-Stern" project. The 87' cutters STINGRAY from Mobile, Alabama and HAMMERHEAD from Woods Hole, Massachusetts are next in line for "bow-to-stern" maintenance at the Yard through early spring 2015.

The Commanding Officer's Column

by Captain George A. Lesher



Greetings Shipmates! Hope everyone had a wonderful holiday season and took some well deserved time off to be with friends and family. By the time you read this, we will have started the New Year 2015 so as is the tradition, let's take a look back at some of the highlights of the year past.

2014 featured completion of 28 availabilities; two were 270' WMEC Mission Effectiveness Projects, two

were emergency drydocks – JUNIPER and CAPSTAN, and the remaining were regularly scheduled drydocks. In September, we celebrated completion of the 110' WPB, 210' and 270' WMEC Mission Effectiveness Projects. Just the 270' WMEC portion of the project finished with \$14M in direct savings, an average growth of less than 10% and nearly all of the cutters were delivered ahead of schedule or on time.

We started the In Service Vessel Sustainment project with work currently underway on the EAGLE and MORRO BAY. Both vessels are progressing well despite a significant amount of structural growth on EAGLE - no surprise for an 80 year old cutter!

We continue to work on improving our process efficiency each end every day. This issue highlights the 87' WPB

Bow to Stern program which mimics the helicopter depot level overhaul production line while applying the cutter specific opportunity to reduce crew cost and ease personnel tempo for the sailors. We have made another significant change which is an organizational re-alignment of our project management staff. There are now 4 asset lines and associated program managers: LRE/MEC, IBCT, PB/SB and C4IT. These managers; Al Carroll, Fred Brady, LCDR Randall and LCDR Bridges are the Yard POC's for all work on the associated assets. Last but not least, we entered the social media age with our own CG Yard Facebook page detailed on page 6. Check it out.

Thanks for all you do.

Semper Paratus!

IBIS: A Panoramic View



The 87' patrol boat IBIS is lifted into a tented dry-dock under the new 87' "bow-to-stern" project. The program uses a two-piece plastic wrapped scaffolding system for cutter repair, controlling weather conditions to support work schedules. When the boat is in place, two separate scaffold pieces join together as one enclosed work space. The Yard has two tented scaffold systems on the waterfront to accommodate simultaneous "bow-to-stern" maintenance.

“We’re Working On It!”



CGC STINGRAY (WPB 87305) - Mobile, Alabama



CGC CAPSTAN (WYTL 65601) - Philadelphia, Pennsylvania



CGC WILLOW (WLB 202) - Newport, Rhode Island



CGC SHEARWATER (WPB 87349) - Portsmouth, Virginia



CGC EAGLE (WIX 327) - Baltimore, Maryland



CGC HAWSER (WYTL 65610) - Bayonne, New Jersey

Spread the Good News!



JUNIPER (WLB 201)

Emergency Availability –

November 17 – November 30, 2014

“We departed Coast Guard Yard on time this morning and thus far, all is well. Just wanted to say thank you for all the work that went into getting us back up and running. From the time we reported the shaft seal failure right up until we departed this morning, your staffs have been absolute professionals. Equally important was their flexibility during the Thanksgiving holiday; members of the crew that wanted to go home were able to do so. Please pass along my appreciation to everyone involved.”

*CDR A. Brian Caudle,
CO, JUNIPER*



GANNET (WPB 87334)

Planned Maintenance Availability &
Prototype Installation

June 10 – September 22, 2014

“Can you please pass to all the folks that assisted with CGC GANNET my deepest respect and appreciation for all their hard work to get the prototype generators in and working. It did not go unnoticed the pride your folks put into their jobs. They all put in long hours to get the cutter and crew home. The Electrical Shop putting in the long hours to get things wired and rewired; the Pipe Shop and the Machine Shop pulling an all-nighter to get the fuel system mod ready for sea trials the next day. Outstanding!! Mr. Coburn

See *Spread the Good News*, pg 5



NANTUCKET (WPB 1316)

Routine Availability

May 14 – September 26, 2014

“The NANTUCKET, all said and done, was a successful availability that closed out under budget and was delivered 2 days ahead of schedule.”

*David Layton,
Ship Superintendent*

In Sympathy: VADM Benedict Stabile, Yard Commanding Officer, 1975-1977

Vice Admiral (VADM) Benedict Stabile, USCG (Retired), passed away on July 28, 2014 at his home in Lancaster, PA. He died of natural causes at the age of 86. VADM Stabile was the 26th Commanding Officer in the history of the Yard, serving as Commanding Officer from 1975 to 1977.

VADM Stabile was promoted to Vice Admiral and served as the fourteenth Vice Commandant of the United States Coast Guard from 1982 until his retirement in 1986. From 1979 to 1982, he served as Commander of the Seventh Coast Guard District, headquartered in Miami, FL. As Seventh District Commander, he directed maritime forces during the Mariel Boatlift of 1980. To this day, the Mariel boatlift remains the largest and most complex mass migration incident in United States history. Over 125,000 Cuban migrants attempted to reach U.S. shores during a six month

exodus in which Coast Guard, Navy, and interagency personnel saved thousands of lives.

A 1950 graduate of the Coast Guard Academy, VADM Stabile completed postgraduate studies at the Massachusetts Institute of Technology, earning a Masters Degree in Naval Engineering. He held various engineering positions in the Fifth and Eighth Districts. A permanent cutterman, VADM Stabile commanded the Coast Guard Cutter MELLON in Honolulu, HI and also served on Cutters UNIMAK, CASTLE ROCK, RELIANCE, and EASTWIND.

VADM Stabile's awards included the Distinguished Service Medal, the Legion of Merit, the Meritorious Service Medal, and the Coast Guard Commendation Medal. A native of Brooklyn, NY, he is survived by his wife, the former Barbara Adele Thompson of Flushing, NY and four children.



*Vice Admiral Benedict Stabile,
USCG (Ret)
1928-2014*

Spread the Good News, cont. from pg 4

did a great job coordinating everyone, sometimes at the last minute. Everyone did a great job. I know the crew appreciates all that the Yard accom-

plished to get them home with no further delays. I am tremendously grateful for all that your folks have done to get this prototype going.”

*CWO Tom Burkee,
SFLC-PBPL-BALTIMORE,
Engineering Section*

“Bow-to-Stern,” cont from pg 1

The 87’ “Bow-to-Stern” program consists of a standard work item package that addresses operationally degrading maintenance items. To accommodate work projects, the Yard determined it necessary to control atmospheric conditions and create a system that allows tradesmen to continue work without interruption by Baltimore’s often unpredictable weather.

plastic wrapped scaffolding systems that are joined together to provide a climate and humidity controlled work space with proper ventilation, heating and lighting. The atmosphere allows machinists to conduct close-tolerance readings without negative impact from environmental fluctuations and permits painters to apply professional grade color and coatings systems regardless of wind, rain or snow outside.

project, the Yard can effectively schedule 10 ½ weeks worth of maintenance into a 60-day dry-dock availability, returning the 87’ patrol boat fleet back to sea to conduct critical Coast Guard operational missions in the Atlantic Area.

(Thanks to LCDR Miles Randall, Yard, and Kevin Lyons, SFLC PBPL, for their contributions to this article.)

The Yard constructed two, two-piece

By taking weather issues out of the

SEASONS GREETINGS



Cutter TAHOMA Collaborates With Yard and Local Fire Departments To Enhance Fire Protection Procedures

By LTJG Christine Case, CGC TAHOMA Operations Officer

During the Coast Guard Cutter TAHOMA's repair availability at the Yard this past summer, the ship's crew collaborated with the Yard Fire Department and the local fire companies of nearby Anne Arundel County, Baltimore City, and the Baltimore City Operations Command to conduct a first-time joint fire drill for a visiting cutter.

During a ship's maintenance period at the shipyard, the ship's crew is responsible for initial emergency response. The Yard Fire Department provides fire fighting support to the crew during the work day and coordinates with local fire company responders after normal work hours.

Traditionally, ships' crews live off-

site during the Yard maintenance period. TAHOMA's availability, however, was of short duration, and its crew lived on-board for a portion of the time while the cutter was in dry-dock. As fleet commanders require a ready response to fire emergencies, TAHOMA and the Yard recognized the crew's unfamiliarity working with Yard firefighters and local emergency first responders and planned a joint fire drill.

The drill took place to coincide with local fire departments' training day routine. Twenty-nine first responders participated in the exercise with TAHOMA's crew to familiarize themselves with shipboard fire fighting at the Yard.

Thanks to the professionalism and enthusiasm from everyone involved, the successful fire drill resulted in increased crew familiarity with the Yard's emergency procedures and exposure to fire fighting techniques of local fire companies. In addition, the Yard reviewed its emergency response plan to provide continued fire safety for current and future Yard customers.

After a successful 10-week planned maintenance that included enhanced fire protection procedures for visiting cutters at the Yard, TAHOMA departed Baltimore in October for its homeport in Portsmouth, New Hampshire.



The Yard Fire Department and firefighters from local fire departments in the Baltimore area meet with TAHOMA's training team to discuss details of the joint fire drill, followed by an on-board exercise on the 270' medium endurance cutter. (Photos courtesy of CGC TAHOMA)

“Like Us” on Facebook!

The Yard introduces its first Facebook Page. Readers can view the Page on www.facebook.com/uscoastguardyard Social media presents the Coast Guard with increased opportunities to educate and engage internal and external audiences. Social media tools offer direct two-way engagement with the American public, allowing the Coast Guard to inform its constituents and listen to concerns through feedback. The Yard's Facebook Page will focus on Yard mission accomplishments, military and civilian personnel news, workforce climate concerns, special emphasis programs, special events, VIP visits, etc. The Yard's Communications Office manages the Yard Facebook Page (dottie.e.mitchell@uscg.mil; 410-636-7238). YN2 Christopher White, Yard SPO, is the Yard's primary social media spokesperson (christopher.e.white@uscg.mil; 410-636-4095). Register with Facebook and “Like Us”!

YARD NEWS

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Captain George Leshner
Commanding Officer

Dottie Mitchell
Editor

Jennifer Walter
Collateral Duty Graphic Designer

Yard Enlisted Member of the Quarter



*SN Shawn Eskins, Yard MWR
FY 14, Fourth Quarter*

Yard Civilian of the Quarter



*Anthony Schumacher, Engineering Division
FY 14, Fourth Quarter*

Milestones

Retirements

FSCS Philip Ngo
23 Years

Robert Brubach
Boat Joiner Mechanic
27 Years

Charles Seekford
Information Security Specialist
26 Years

Michael Smith
Heavy Mobile Equipment Mechanic
25 Years

Grady Bosheers
Ship Superintendent
27 Years

Earl Wingate
Structural Leader
25 Years

Robert Bittner, Sr.
Electrician
14 Years

Robert Knott
Machinist
35 Years

Rickey Alston
Pipefitter Worker
22 Years

Joe Evans
Sheetmetal/Joiner Mechanic
8 Years

Advancements/Promotions

Ivan Dorsey, Structural Worker, WG-3801-8
George Ferguson, Structural Worker, WG-3801-8
Jeffrey McHale, Electrical Engineering Tech, GS-802-11
Donald Riddle, Secretary, GS-318-5
Lamont McCloud, Quality Assurance Spec, GS-1910-11

Jann Blevins, Painter, WG-4102-9
Reese Scott, Painter Supervisor, WS-4102-9
Tim Behan, Marine Machinery Mech, WG-6641-11
Matthew Dumsha, Painter Leader, WL-4102-9
Karen Bruno, Travel Program Manager, GS-340-9

Happy New Year!



A Look Back in Yard History**—Yard workers build a 36' 8" motor life boat in the Boat Shop during the 1950's. In the pre and early post WWII era, the Yard constructed an average of 300 small wooden boats annually ranging from 10' dinghies to 52' buoy boats, including the world famous Coast Guard 36' 8" self-bailing, self-righting life boats. This new construction series began in 1937, with the last 36' 8" boat rolling off the production line in 1956. **Service To The Fleet!

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

Mail Stop #5
2401 Hawkins Point Road
Baltimore, MD 21226-1797

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