



Coast Guard Cutter OAK Sails Away!

Yard Completes First 225' ISVS Program Cutter

The Coast Guard Cutter OAK (WLB 211) departed the Yard on November 3, 2016 as the first 225' buoy tender completing Mid-life Maintenance Availability (MMA) under the Coast Guard's In-Service Vessel Sustainment (ISVS) Program. The seagoing buoy tender entered the Yard in July 2015 to get ready for a 14-month overhaul that included recapitalization of targeted hull, mechanical, electrical, and electronic systems.

The ISVS program provides critical vessel overhauls for the long term sustainability of select classes of Coast Guard cutters. Specific work items on OAK involved overhaul of deck equipment and weight handling gear, updates to the machinery control system, HVAC systems and propellers; topside preservation, and stability assessment. Routine maintenance included dry-docking, painting, plate renewal, and renewal of worn-out machinery parts and rusted steel.

The Coast Guard Cutter WILLOW (WLB 202) entered the Yard in May 2016 as the second 225' vessel to undergo ISVS renovation. The Yard anticipates finishing WILLOW's MMA this spring.

Commissioned in 2003, OAK is equipped with a single controllable pitch propeller and a bow and stern thruster that gives the vessel the maneuverability it needs to tend buoys offshore and in restricted water. The cutter services floating aids to navigation, conducts homeland security operations, clears waterways impacted by Atlantic coast hurricanes, assists oil spill clean-ups, and conducts search and rescue, among other Coast Guard missions.



OAK returns to its new homeport in Newport, Rhode Island after completing overhaul under the In-Service Vessel Sustainment Program. The Maryland State Highway Administration captured its departure from the Yard as the 13-year old seagoing buoy tender traversed the interstate bridge. OAK will conduct the Coast Guard missions of buoy tending and ice breaking along the New England coast. (Photo courtesy of Nancy Chandler, Maryland State Highway Administration)



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



December 7th 2016 marked the 75th anniversary of the attack on Pearl Harbor. Following this attack, the U.S. and its allies went to war to eradicate tyranny and injustice, ultimately restoring peace throughout the world. In this 75th anniversary year, it is worthwhile to pause and reflect on the Coast Guard Yard's contributions to the war effort.

Leading up to and throughout World War II, the Yard workforce was comprised of more than 3,100 employees, enabling the shipyard to operate with three full permanent shifts, 24 hours a day, 7 days a week. During that time the Yard built the 255-foot medium endurance cutters, a 180-foot

buoy tender, and numerous patrol craft up to 110-feet in length. The Yard also designed and built hundreds of boats for search and rescue, law enforcement and other Coast Guard missions. Concurrently, the Yard made repairs to a tremendous number of U.S. and allied ships and submarines, some of which had been damaged while fighting in the Battle of the Atlantic.

The Yard was also home to a Recruit Training Center (Boot Camp), at which thousands of "Coasties" were inducted into the Service – later serving around the globe. At the time, the Yard filled an important niche – designing and building Coast Guard-specific vessels, while rapidly expanding to meet the ship repair capacity and training demands associated with the U.S. war effort.

The Yard has certainly changed over 75 years, but we still fill an important niche – cutter renovation work, repairing and maintaining Coast Guard unique weapons systems and other equipment, and carrying forward our new Patrol Boat "Bow to Stern" program. More than 95% of our work

this year is focused on these niche areas. From my perspective, we are exactly in the position we should be – working on projects and programs that are repeatable and take full advantage of our specialized workforce, capital equipment and infrastructure. The statistics prove this out; in 2016 our workforce productivity levels were the highest they have been in more than a decade. Our price inflation was less than half of the industry benchmark rate, and our schedule performance is the best that it has been in years. This is possible because we are focused on the "right work" – the work that enables us to be most efficient and effective in supporting Coast Guard operations. Ultimately, however, our success is only possible through the exceptional efforts by our military and civilian workforce – both conducting shipyard operations, and base support activities. Their daily accomplishments make coming to work a humbling and exciting experience for me.

I wish you happy holidays, and thank you for your enduring support of our Coast Guard Yard.

Sarah Wickenheiser Selected "2017 Coast Guard Engineer of the Year"

Congratulations to Sarah Wickenheiser, Naval Architect, Yard Hull Engineering Branch, on her selection as the "2017 Coast Guard Engineer of the Year"! The prestigious award recognizes her educational, professional, and personal achievements in the field of engineering. A graduate of the Webb Institute, Sarah has worked at the Yard since 2013 and is a Registered Professional Engineer in the State of Maryland.

This past year, Sarah provided technical engineering solutions to several Yard projects. During recent modification to the NOAA vessel THOMAS JEFFERSON, she identified design deficiencies in the ship's structure that could have resulted in catastrophic hull failure. Her structural vulnerability analysis was used in the construction and addition of new liquid storage tanks, allowing for a 50% improvement in vessel operating efficiency. Additionally, to avoid hull damage to Barque EAGLE while dry-docked for sequential shell plating renewal, Sarah developed an innovative protocol using finite element analysis to validate segmented sections of EAGLE's hull.

In addition to her professional credentials listed above, Sarah has served as the Membership Chair of the Chesapeake Section of the Society of Naval Architects and Marine Engineers. She will receive official recognition from the Commandant for her "Coast Guard Engineer of the Year" award during an awards ceremony held in Washington, DC on February 17, 2017.

Kudos from the Yard family!

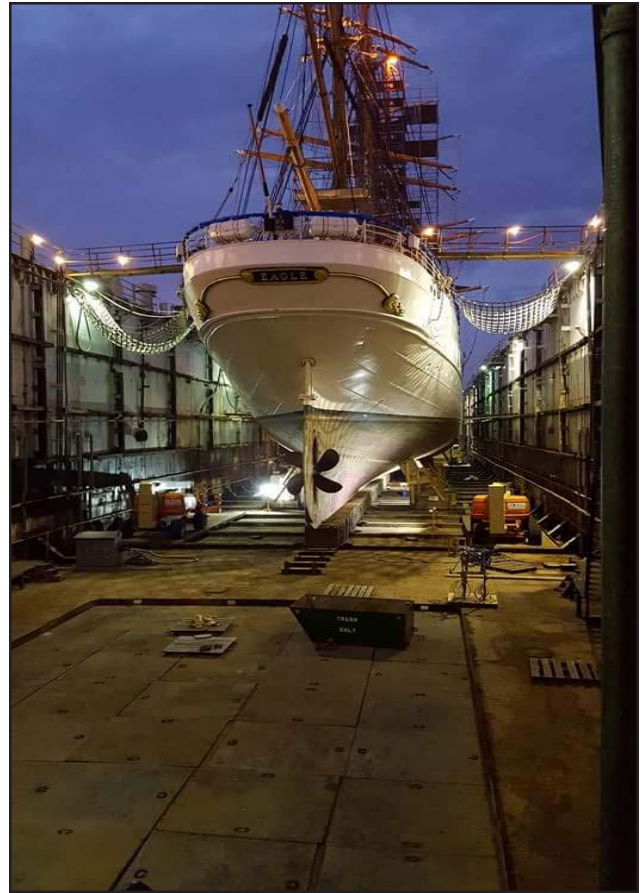


Sarah Wickenheiser

“We’re Working On It!”



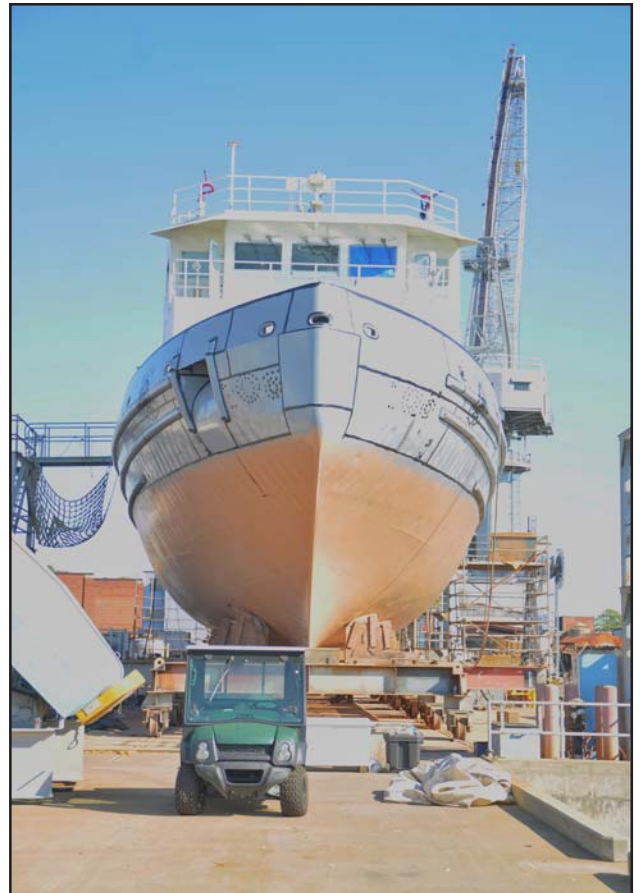
CGC WILLOW (WLB 202) - Newport, RI



Barque EAGLE (WIX 327) - Baltimore, MD



CGC AMBERJACK (WPB 87315) - Jonesport, ME



CGC NEAH BAY (WTGB 105) - Cleveland, OH

Yard's Innovation Leads to Shorter Maintenance Times

By LCDR Miles Randall, SBPL/PBPL Asset Program Manager

Crews at the Yard have been doing some innovative things since 2014 when they began work on the Bow-to-Stern project. The results have been impressive: shorter maintenance times and cost savings in the millions.

In 2014, the Yard began the 87-foot patrol boat Bow-To-Stern (BtoS) project; a four-year recurring maintenance cycle for the entire Coast Guard Atlantic Area's Coastal Patrol Boat fleet of 47 vessels.

Through the use of innovative work sequencing (drawing upon best practices from industrial engineering), repeatable processes and new material control methods, crews who work on the BtoS project have contributed to the on-time and within budget delivery of 25 cutters to date.

By incorporating a crew-swap process, the incoming crew drops off their cutter and sails away in a just-overhauled cutter. Using this quick turn-around method, a total of 336 operational days have been returned to

Coast Guard operational commanders. Crew cross-decking has helped facilitate an immediate savings of \$2.2 million annually since fiscal year 2015, and avoids holding crews at shipyards during their two-month dry-dock maintenance periods; therefore they are able to return to conducting their Coast Guard missions.

A new "maintenance due" cutter arrives every 30 days. Each cutter is at the Yard for a two-month maintenance period. A rail-based enclosure houses the cutter after it is hoisted and lowered onto a reinforced pier. The enclosure provides a climate controlled environment to perform critical path work items such as welding and painting, minimizes environmental impact, and eliminates weather-induced schedule variability.

"The men and women of the Yard are exceptionally proud of their contributions to operational readiness and the missions of the U.S. Coast Guard," said Captain Lake. "For more than a century, nearly every cutter

that has put to sea, and the crews that sail them, have received service from members of our Yard family. The BtoS program is clear evidence that this proud legacy lives on."



From April to June 2016, the Yard conducted planned maintenance on the 87' patrol boat CORMORANT, becoming the 19th cutter completed under the Bow-To-Stern project.



The 87' patrol boat BLUEFIN departs the tented, plastic wrapped scaffolding system concluding a 60-day planned maintenance under the Coast Guard's 87' Bow-To-Stern (BtoS) project. Work throughout the repair period was accomplished irregardless of outside weather conditions. (Photo by LCDR Miles Randall)



The Yard lifts the Cutter BLUEFIN (right) after completion of repairs. The Cutter SAWFISH (left) waits pier side to begin BtoS repairs. (Photo by LCDR Miles Randall)

A Thank You Note: FLYINGFISH Bow-to-Stern

1 December 2016

Hello CAPT Lake, CAPT Schofield & CDR Pecora,

I've learned that today all went well with the power trials of CGC FLYINGFISH & tomorrow we will welcome her home to Sector Hampton Roads. I had the great experience to be at the CG Yard when FF was placed in the water last Wednesday. What an incredible process! I was impressed by the professionalism of all involved. (I was in awe of the crane, the slings/strongback/cradle, the whole rig...very interesting;)

It was a pleasure to speak with you, CAPTs. Sincerely, we are grateful for your support of BMCM Dean and his crew while at the CG Yard. Thank you for your unwavering dedication & commitment to continuous improvement. In my brief visit, I was very impressed by Wes Patrick (PBPL) & LTJG Kevin Wissner, the ship sup. Wes, especially, took great pride in showing me the process, and walking me through the many improvements realized through BTS.

Thank you very much. I'm optimistic about our BTS experience with CGC COCHITO~ next on deck for us.

Best wishes~ please let me know if I can ever reciprocate your hospitality down in SE VA.

V/R,

CDR Peggy Britton, Response Chief
Sector Hampton Roads



The Yard lifted the Cutter FLYINGFISH on September 30, 2016 to begin a 60-day planned maintenance on the patrol boat under the 87' Bow-To-Stern Program. FLYINGFISH was the 25th vessel in the repair project that includes a standardized work package, specialized infrastructure and equipment, and use of crew swaps between arriving and newly delivered cutters. The Yard completed FLYINGFISH on November 30th - on time and under budget. The patrol boat is homeported in Virginia Beach, VA. (Photo by LCDR Miles Randall)

Baltimore Area Coast Guard Color Guard Honors Korean War Veterans

Saluting America's Warriors, Past and Present

By Sgt. 1st Class Rick Scavetta, 20th CBRNE Command, APG

BALTIMORE - Stories of selfless service and sacrifice filled a park beside the Patapsco River as U.S. Army Col. Sven Erichsen spoke at the 2016 Veterans Day ceremony at the Maryland Korean War Memorial on November 11th.

Bells tolled eleven in a nearby church. Flocks of sparrows chirped

from tree branches, as a gentle breeze lifted falling leaves through the air.

Dozens of veterans and families gathered for the hour-long event, which began with bagpipers, patriotic music and the posting of the colors.

With historic Fort McHenry, with its replica Star Spangled Banner waving in the wind, Erichsen shared the story

of Bob Spiroff, a Baltimore native who fought in Korea.

"The fighting was bitter, and the conditions were extreme," said Erichsen.

A platoon sergeant in the 7th Cavalry Regiment, Spiroff fought alongside Yugoslav partisans in World War II and was among U.S. troops in Japan when war broke out in Korea

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The Baltimore Area Coast Guard Color Guard (BACG) participated in the Veterans Day ceremony at the Maryland Korean War Memorial in Baltimore's Canton Park on November 11, 2016. BACG members included (left to right) SN Rinardo Garner, FS2 Tyler DeSchryner, YN2 Timothy Moore, and SN Christopher Zanetti. (Photo by Sgt. 1st Class Rick Scavetta, 20th Chemical, Biological, Radiological, Nuclear, Explosives Command, Aberdeen Proving Ground, MD)

New Projects Provide Energy Savings to Yard

By Rick Eschenbach, Chief, Maintenance Operations

Ameresco Federal Solutions, the Yard's energy management contractor, recently presented a Detailed Energy Survey for Phase II Energy Conservation Measures (ECM) at the Yard. The Phase II ECMs are presented for inclusion as a modification to the existing Delivery Order, under the Department of Energy Biomass and Alternative Methane Fuel Energy Savings Performance Contract.

The purpose of Phase II for the Coast Guard was to optimize usage for existing assets at the Renewable Energy Center plant, while also providing energy saving infrastructure upgrades throughout the rest of the Yard. The natural gas/LFG (landfill gas) blending system at the REC will increase utilization of the REC engines by allowing them to run on natural gas, while continuing to use all available LFG. The REC modifications will allow the plant to produce the majority of the electricity consumed by the Yard.

The project also includes replacement of nearly all lighting throughout the Yard with LED lighting. Not only will the LED lighting greatly reduce electricity consumption, but it will also eliminate the labor and material cost associated with lamp replacements for a number of years, as LEDs have a much longer life than the existing lighting technologies. The replacement of nearly 9,000 lamps with LEDs will reduce our electrical consumption by two thirds which will save us over 3,500,000 kilowatt hours of electricity a year. That is enough electricity to power 150 homes for a year.

In addition to the change of lighting, there was also the installation of motion sensors in offices, shops and warehouses that reduce our electrical consumption even more.



Surface Asset C4ISR Casualty Management Functional Requirements Document Released

By Rory Jansen, C4IT Service Center

A broad group of stakeholders from across the C4IT Service Center, the Surface Forces Logistics Command (SFLC), and CG-932/CG-9335 have joined together to establish and document a standard process which, when followed by the ship's force and support providers, will increase operational availability through better Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) casualty response.

The result of this effort is detailed in the *Surface Asset C4ISR Casualty Management Functional Requirements* document that provides a unified way forward by defining the high-level functional requirements for Coast Guard Surface Asset C4ISR casualty management. In addition, the Functional Requirements document details Depot-level process and system requirements for end users and operators who request support.

There is currently no standard

Depot-level process for managing surface asset C4ISR casualties across acquisition and sustainment communities. The ship's force reports casualties via different tracking systems and using different support channels, resulting in potential stoppages to operations, delayed casualty responses, and duplicated documentation between the ship's force and support providers.

The solution approved in the *Surface Asset C4ISR Casualty Management Functional Requirements* will

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in 1950, Erichsen said, adding that Spiroff is now 96 and living Severna Park, Maryland.

Erichsen, of Forest Grove, Illinois, served 28 years. For the past year, he's been at Aberdeen Proving Ground as the 20th CBRNE Command's operations officer. He was among several APG Soldiers that took part in local ceremonies on Nov. 11 to com-

memorate military service.

Erichsen also spoke of Sgt. Donn Porter, a Medal of Honor recipient. During a Chinese assault that killed two comrades, Porter's machine gun held off the enemy advance. When out of bullets, Porter fought hand to hand with the enemy, who fired artillery and killed the Pennsylvania native who enlisted in Baltimore.

"But, because Donn Porter was there, many more men lived to see another day," Erichsen said. "Selfless sacrifice."

He also spoke of Sgt. Jeff Dawson, a bomb disposal expert who faced insurgents while on patrol in Afghanistan. An insurgent detonated a suicide vest, injuring Dawson. Ignoring his wounds, Dawson worked for hours to defeat

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**Milestones
Retirements**

Eugene Wilson
Electronics Mechanic
34 Years

Advancements/Promotions

Charles Konerth, Welder/Shipfitter (SAW), WG-11
Kenneth Johnson, Structural Helper, WG-5
Justin Abrams, Sheetmetal Joiner Helper, WG-5
Michael Mason, Sheetmetal Joiner Helper, WG-5
Mark Pelo, General Engineer, GS-13
Charles Bare, Pipefitter Supervisor, WS-10
Gary Oakley, Pipefitter Supervisor, WS-10
Alexandre Brink, Super. Operating Accountant, GS-12
Mark Daniels, Pipefitter, WG-10

Shawn Ruhling, Sheetmetal/Joiner Leader, WL-10
Daryl Cockerille, Crane Operator Supervisor, WS-11
Joseph Reinhardt, Shipfitter/Welder Helper, WG-5
Kieran Welling, Sheetmetal/Joiner Helper, WG-5
Michael Jarrard, Sheetmetal/Joiner Helper, WG-5
Tracy McCain, Acct. Tech, GS-7
Aaron Burdett, Marine Machinery Mechanic, WG-10
Harvey McRae, Heavy Equipment Mechanic Supervisor, WS-10

Yard Enlisted Member of the Quarter



*YN3 Wade Colon
FY 16, Fourth Quarter*

Yard Civilian Employee of the Quarter



*Adam Brown, Pipe Shop
FY 16, Fourth Quarter*

Veterans, cont. from pg 6
other bombs in the area before being evacuated, Erichsen said. Dawson earned the Distinguished Service Cross.

“These stories share a common thread — incredible courage, incredible sacrifice, from ordinary Americans,” Erichsen said. “I guarantee you that the last thing on Bob Spiroff’s, or Jeff Dawson’s, or Donn Porter’s mind was how they were going to win medals. They were thinking of their buddies, and how they were going to protect them. Selflessness.”

Dressed in white woolen sweaters and tartan kilts, members of the Saint Andrews Society of Baltimore carried in the flags of the U.S., Britain and each of the military services as bagpipes droned out an old Scottish anthem. Later, they presented their flags during Taps. The ceremony concluded

with a solemn rendition of “Amazing Grace.”

Built in 1990, the memorial contains the names of 527 Maryland troops who died in the Korean War. The Canton Park, at 3001 Boston Street, overlooks the Patapsco River. In the distance is Fort McHenry, site of the 1814 battle that prompted Francis Scott Key to write the Star Spangled Banner

One veteran, Jack Cloman, 85, who served in Korea with the U.S. Army’s 25th Infantry Division, was glad to see Erichsen at the podium.

“It’s important to the people to see him here,” Cloman said. “He’s active duty and he’s a veteran. He’s still doing his thing.”

Cloman brought his grandson, Doug, to the annual ceremony. Now a Baltimore firefighter, Doug Cloman

and his wife, Megan, brought sons Jacob, 7, and James, 1, so they can learn how veterans served, he said.

“I spent a lot of time with my grandfather and learned to appreciate these things,” Doug Cloman said. “We owe everything to our veterans, going back to the Founding Fathers. The rights we enjoy were provided by them.”

A Grateful Nation Remembers

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Season's Greetings from the Yard Family



C4ISR, cont. from pg 6
standardize casualty reporting systems, as well as the full casualty support process, from initial discovery through resolution. Once all users employ common systems and report to the same support providers, the Coast Guard cannot only prioritize responses to reduce cutter downtime and increase operational availability of vital C4ISR systems, but also decrease
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general resolution times by applying knowledge from prior resolutions to new casualties.

The *Surface Asset C4ISR Casualty Management Functional Requirements* document is the first important step towards implementing these improvements. The next steps are for the C4IT Service Center, SFLC, and CG-932/CG-9335 to charter several sub-projects in support of the Initial

Operating Capability.

You can access the Surface Asset C4ISR Casualty Management Functional Requirements document at <http://cglink.uscg.mil/9cd2bbcd>.

Please contact Ernest Grindle (Ernest.A.Grindle@uscg.mil) and CDR Andrew Pecora (Andrew.T.Pecora@uscg.mil) for questions.