



Yard Concludes Mission Effectiveness Project Heralds Start of In-Service Vessel Sustainment Project



On May 9, 2005, then United States Senator Paul Sarbanes of Maryland announced the start of the Mission Effectiveness Project (MEP) at the Yard at an all-hands celebration attended by the workforce and invited guests. The Senator proclaimed, "This is a terrific day in the life of the United States Coast Guard Yard!"

The men and women of the women of the Yard continued work on this high-profile overhaul program throughout the next nine years, delivering 44 upgraded vessels back to the Coast Guard fleet and doing so within budget and on-time. Each cutter's MEP ranged from 6 to 12 months. Today, selected MEP cutters within three cutters classes – 210' WMECs, 270' WMECs, and 110' WPBs - operate in 13 different states and in Puerto Rico, saving lives, interdicting drugs, enforc-

ing maritime laws, and protecting the environment for the American public.

On September 26, 2014, the Yard again welcomed the former United States Senator Paul Sarbanes to an all-hands ceremony to celebrate the conclusion of MEP and honor the workforce. They represent 12 different marine trades at the Yard and dedicated 4,186,093 labor hours to the successful completion of the renovation project.

The Senator opened the special event and remarked, "I am delighted to be back at the Coast Guard Yard. This is another terrific day for the Yard as it is an example of work done at the highest quality level and by dedicated employees. I am extremely proud of the Yard, and the pride I see comes from the pride you have in your workmanship."

This year, the Senator was accompanied at the ceremony by his son, United States Congressman John Sarbanes of the Third District of Maryland. Congressman Sarbanes remarked,

"What I see here today is best value to the United States Coast Guard. The Yard completed the Mission Effectiveness Project three months ahead of schedule and \$14 million under budget. This is a tremendous accomplishment! You expertly managed overhaul of these cutters improving their operational reliability, stabilizing maintenance costs, and enabling them to meet Coast Guard mission requirements around the world."

"The heart of the Yard is the dedicated workforce and their deep commitment of service and pride.

See MEP/ISVS, pg 2

The Commanding Officer's Column

by Captain George A. Lesher



Greetings, Shipmates!

This was an exciting summer concluding with the MEP completion and In-Service Vessel Sustainment (ISVS) commencement celebration. It was an honor to have U.S. Congress-

man John Sarbanes; his father, retired U.S. Senator Paul Sarbanes, and RADM Bruce Baffer be a part of the ceremony. I found it fascinating listening to Senator Sarbanes talk about the debates and battles that took place years ago about the very future of the Yard, and whether it was needed or not. It was easy to tell that he was very proud of how things turned out as we celebrated the success of one major program and moved on to the next.

As I write this article, the Yard craftsmen are proving what a variety of cutters and depth of expertise we have. EAGLE, 225' WLB, 270'

WMEC, 140' WTGB, 65' WYTL, 87' WPBs, and the 160-year-old wooden US Navy Ship CONSTELLATION are on the waterfront. As the capabilities and numbers of facilities within the US ship repair industry decline, we get more and more requests to do work. Later this year, we will have the NOAA ship FERDINAND HASSLER on the waterfront as well. This continues to be a testament to what you all do and how well you do it.

Lastly, please be safe as we head into the holiday season and cold weather.

Thanks for all you do,
Semper Paratus!



2014 Combined Federal Campaign

"Together We Serve..."

Together We Make A Difference"

MEP/ISVS, cont. from pg 1

This is the hallmark of the Coast Guard Yard, and we celebrate this today," Congressman Sarbanes commented.

"But," Senator Sarbanes continued to say in his remarks, "We all know what happens when you do a good job. You get the next assignment! So, today I commend you for celebrating the beginning of the In-Service Vessel Sustainment Project or ISVS that will sustain the pride of the Coast Guard Yard in the future. Congratulations!"

ISVS is a cornerstone of the Coast Guard's long term strategy to sustain its in-service fleet of cutters and boats through a series of major cutter

renovation projects. ISVS will help vessels meet or exceed their designed service life through a recapitalization of targeted hull, mechanical, electrical (HM&E), and electronic systems. The project is critical to the long term sustainability of the Coast Guard fleet.

To sustain mission effectiveness, the Coast Guard's near-term ISVS projects for the Yard include Service Life Extension Project (SLEP) repairs and dry-docking of select 140' Icebreaking Tugs (WTGB), a SLEP of the Coast Guard Barque EAGLE, a Major Maintenance Availability (MMA) of the 225' Seagoing Buoy Tenders (WLB), and a potential SLEP

of selected 47' Motor Lifeboats (MLB). Other vessel classes will be identified in the future for ISVS. The Yard is currently working on the 140' ice breaking tug MORRO BAY and Barque EAGLE under ISVS.

Captain Lesher commented at the ceremony, "Renovation work on Coast Guard cutters and boats is what the Yard does best because our workforce is increasingly proficient at renovating consecutive ships of the same cutter class. Along the way, they perfect procedures and come up with new ones, all saving production time and eventually resulting in early deliveries.

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EAGLE Begins Service Life Extension Under In-Service Vessel Sustainment Project

The Coast Guard Barque EAGLE, America's tall ship, entered the Yard on Thursday, September 18, 2014, to begin the first phase of a four phase Service Life Extension Project (SLEP) designed to extend the service life of the Coast Guard's 78-year-old training vessel.

The Yard will work on EAGLE during a six month period annually over the next four years (4 phases), concluding in spring 2019. The historic sailing ship will enter the Yard each fall and depart the shipyard each spring to return to the Coast Guard Academy and prepare for summer training cruises and good will ports-of-call.

EAGLE's SLEP is part of the Coast Guard's In-Service Vessel Sustainment (ISVS) Project designed to perform life-cycle repairs on select Coast Guard cutters at the Coast Guard Yard. The ISVS project is critical to the long term sustainability of the Coast Guard fleet.

EAGLE's Phase I of SLEP began in September 2014 with anticipated work completion in March 2015. The current job list includes hull and mast inspection, habitability overhaul, ballast renewal, mechanical systems and equipment inspections, and selected ventilation renewals.

Built in Germany in 1936, the United States acquired the ship in 1946 at the end of World War II. EAGLE is no stranger to the Yard. The shipyard has built upon decades of work expertise on EAGLE that included a service life extension in 1979-1982 and subsequent repair availabilities over the last thirty years.

The cutter is 295-feet in length. Under sail in open oceans, EAGLE achieves speeds up to 17 knots. The square rigger has more than 22,000 square feet of sail and five miles of rigging. Over 200 lines control the sails and yard arms. EAGLE has a permanent crew of six officers and 55 enlisted personnel. Approximately 1000 cadets sail EAGLE during their Coast Guard Academy career.

Welcome Aboard!



Coast Guard Barque EAGLE arrives at the Yard

Yard Dry-Docks USS CONSTELLATION Critical Repairs to Take Four Months On Historic Ship



The Yard became a scene of living history on the morning of October 22, 2014 as it welcomed the USS CONSTELLATION for an anticipated four-month repair availability. CONSTELLATION joined other Coast Guard customers including the Coast Guard Barque EAGLE, the 78-year old

See CONSTELLATION, pg 4

The USS CONSTELLATION enters the Ex-USS OAK RIDGE, a WWII-era floating drydock at the Yard, at 10:52 a.m. on October 22nd. The historic floating museum was "high and dry" at 4:45 p.m. that evening. (Photo by LT Paul Alexander, Yard)

Yard Concludes Mission Effectiveness Project

On September 6th, the Coast Guard Cutter MOHAWK (WMEC 913) departed for its homeport in Key West, Florida, and with its sail, captured the distinction of being the last cutter

delivered under the Mission Effectiveness Project (MEP), a nine-year modernization program that began at the Yard in 2005. MEP overhauled fourteen 210' cutters, seventeen 110'

cutters, and thirteen 270' cutters (Phase I and Phase II). Each cutter's modernization replaced aging systems, improved fleet reliability, and stabilized maintenance costs. The Yard consistently delivered MEP vessels on time and within budget. The success of MEP was an outstanding tribute to the talent and dedication of the men and women of the Yard.

Captain Leshar summarized the scope of MEP commenting, "Collectively, the work included replacement of more than a hundred acres of steel hull plating, tens of thousands of feet of piping and structural steel, enough wiring to stretch from here to Pennsylvania, replacement of hundreds of pieces of auxiliary equipment, electronics systems, and other critical upgrades designed to improve reliability."

MEP has had a measurable impact on the operation of the Medium

See MEP, pg 5



Coast Guard Cutter MOHAWK leaves the Yard's shiplift to get ready for final upgrades and completion of MEP.

CONSTELLATION, cont from pg 3 square rigger and training ship of the Coast Guard Academy, in the Yard for repair.

Berthed in Baltimore's Inner Harbor for the past 60 years, the 160-year old CONSTELLATION is a U.S. Navy "sloop-of-war" and under custody of the City of Baltimore as a museum ship. The non-profit organization, Historic Ships in Baltimore, a program of the Living Classrooms Foundation, serves as the vessel's caretaker. CONSTELLATION's last dry-dock was in 2011.

Located within a safe transit distance from the Inner Harbor and the only facility available locally to do the work, the Yard signed a Memorandum of Agreement with the City of Baltimore to accomplish critical repairs to a 4,000-square-foot portion of the ship's deteriorating wood hull plate. Federal law permits the Coast Guard Yard to perform ship repair work for other government agencies. The \$2 million project is funded by the City of Baltimore and the State of Maryland.

USS CONSTELLATION antici-

pates departing the Yard for its Inner Harbor berth on February 20, 2015.

"Each year the USS Constellation offers thousands of school children, families and tourists the opportunity to experience living history right in Baltimore's Inner Harbor," said Maryland Governor Martin O'Malley. "Restoration of the USS Constellation will ensure future generations have the opportunity to step back in time and learn about her century of service in the U.S. Navy."

"The USS Constellation is one of Baltimore's most historic treasures, prominently berthed at Baltimore's Inner Harbor as an icon for all to enjoy," said Mayor of Baltimore Stephanie Rawlings-Blake. "As the birthplace of our national anthem, it is vital that we continue to preserve the historical monuments that have contributed to our nation's past and ensure that visitors and residents alike can continue to explore our rich history."

"We are looking forward to working together with the personnel of the U.S. Coast Guard Yard on this very impor-

tant preservation project to save CONSTELLATION," said Chris Rowsom, Executive Director of Historic Ships in Baltimore and Vice President of Living Classrooms Foundation.

The USS CONSTELLATION (IX-20) was built in 1854 and is the last remaining ship afloat that was active during the U.S. Civil War. CONSTELLATION is also the Navy's last designed and constructed sail-only warship.

Prior to Civil War service, CONSTELLATION interdicted merchant vessels engaged in the illegal slave trade off the coast of Africa. The ship served as a U.S. Naval Academy training ship from 1879 to 1893, was stationed at Naval Station Newport RI in the early 1900s, and was assigned as the Reserve Atlantic Fleet Flagship in WWII.

Once back in the Inner Harbor in 2015, the historic USS CONSTELLATION will be open daily for public tours as the flagship of the Historic Ships in Baltimore fleet.

*Mission Effectiveness Project
Modernized Cutters and Boats
Coast Guard Yard 2005-2014*

210' WMEC	DAUNTLESS	NANTUCKET	SAPELO	SENECA
DEPENDABLE	ALERT	NAUSHON	CHINCOTEAGUE	FORWARD
CONFIDENCE	RELIABLE	EDISTO	MATINICUS	NORTHLAND
VENTUROUS	DILIGENCE	SITKINAK	CHANDELEUR	LEGARE
VIGOROUS	STEADFAST	SANIBEL		THETIS
DECISIVE		FARALLON	270' WMEC	TAHOMA
ACTIVE	110' WPB	ANACAPA	TAMPA	CAMPBELL
RESOLUTE	TYBEE	CUSHING	HARRIET LANE	ESCANBA
VALIANT	OCRACOKE	ORCAS	SPENCER	MOHAWK
VIGILANT	CUTTYHUNK	KEY LARGO	BEAR	

MEP, cont from pg 4

Endurance Cutter fleet, according to an analysis by Volpe National Transportation Systems Center, US Department of Transportation. The percent of time free of major casualty reports for the 270's has increased 91% since MEP. The increase for the 210's is 77%. In addition to cutters being available on a more regular basis, MEP has caused a reduction in maintenance costs on the vessels that have gone through the program. The increased level of readiness came at the modest investment of \$6 million to \$13 million per hull, depending on the type of cutter.

In a late August communication from

CDR Christopher Webb, CO of the Legacy Sustainment Support Unit providing MEP oversight, to CDR Matthew Lake, Yard Industrial Manager, words were expressed that summed up the nearly decade long overhaul project. CDR Webb commented:

"It is with great pleasure to report MOHAWK completed its first day of MEP sea trials today culminating in the end of requirements for MOHAWK's MEP, and on a larger scale, the overall WMEC 270' MEP program. Greatly appreciate MOHAWK's professionalism and can do attitude of their crew completing MEP sea trials and all MEP

stakeholders for the success of this project. Greatly appreciate the Yard's tremendous workforce efforts, NAVSYS MPCMS program, all Coast Guard Headquarters program support, all cutter crews, WMEC Product Line and staff, and LANTAREA's support to get us here. We'll continue all necessary administration and project closeout efforts supporting CG-9323, with focus of ISVS project oversight execution and concurrent project planning across platforms... Thanks for the ride (CDR Adam Morrison, CO, MOHAWK); BZ to you and your crew!"

MEP/ISVS, cont from pg 2

There is almost nothing related to repair of Coast Guard cutters we find that we haven't done here at the Yard before."

The Yard also hosted Rear Admiral Bruce Baffer, Assistant Commandant for Acquisition, on September 26th. Admiral Baffer remarked,

"Modeled after MEP, ISVS has a very bright future and is an integral part of our surface recapitalization program that will not solve our need for new cutters but will make sure we maintain full mission capability and achieve the maximum service life of our cutters in a very efficient, cost effective way."

At the conclusion of the ceremony, the Yard symbolized the beginning of

ISVS using a plasma-arc cutting torch to cut a plate of steel alongside EAGLE's rudder for eventual removal as part of EAGLE's ISVS work list.

Valerie Woodard, Structural Worker, and Douglas Rutherford, Structural Helper Trainee, of the Yard's Structural Group, performed the symbolic ISVS kick-off. Woodard is a 40-year federal employee with combined service at the Yard and Bethlehem Steel Sparrows Point Shipyard. Douglas Rutherford is one of the Yard's newest employees, coming to the Yard from high school through the Trades Training Program.

Captain Leshner announced, "Over my shoulder, the Yard will start the ISVS project with striking the arc and

cutting EAGLE's steel. Audience, please rise."

"It gives me great pleasure to commence the Coast Guard's In-Service-Vessel Sustainment Project. *Men and Women of the Coast Guard Yard, Begin Work on ISVS!*"

While the Coast Guard service song "Semper Paratus" played in the background, the In-Service Sustainment Project commenced. The ISVS project positions the Yard to provide recognized expertise and best value to the Coast Guard and the taxpayer for maintenance of the Service's cutters and boats in decades to come.

"Service to the Fleet!"

Navy Frigate Harvesting Effort Benefits U.S. Coast Guard

By Joseph Battista, NAVSSES Public Affairs

Engineers at the Naval Surface Warfare Center Carderock Division's (NAVSSES) Naval Ship Systems Engineering Station in Philadelphia, PA recently assisted the U.S. Coast Guard with more than \$24 million in cost avoidance through the harvesting of combat systems from five decommissioned frigates (FFGs) for use on Coast Guard cutters.

The largest portion of the cost avoidance came from three MK 75, 76mm/62 caliber gun mounts – close to half of the savings. Also included in the overall savings were gun control panels, barrels, launchers, junction boxes and other components.

“The Navy’s FFGs will all be decommissioned by 2017, but the Coast Guard cutters have the same gun weapons systems, which will be around until the early 2030s,” said Abe Boughner, with Auxiliary Ships/Acquisition Support Branch at NAVSSES.

In December 2012, Roger Raber with Naval Sea Systems Command (NAVSEA) Surface Warfare Directorate (SEA 21), Surface Ship Readiness Office (SEA 21A), began the harvesting effort by proposing a plan to conduct an entire harvest of five

FFGs, listed as logistics support assets (LSAs), docked at Inactive Ships in Philadelphia.

SEA 21 maintains more than 50 inactive ships for future disposal, donation, or transfer, and actively provides follow-on technical support to more than 150 ships in more than 50 partner navies and the U.S. Coast Guard. The Navy built a class of 51 guided missile frigates from 1975 – 1989, with an expected service life of 30 years.

Raber coordinated with NAVSSES engineers E. Alan Karpovitch, P.E., the Navy’s propulsion program manager, and Ashley Ferguson, mechanical engineer, to oversee the daily operations of removal of items from the frigates.

“If I get a request for a part, and it’s feasible for me to pull it off a ship, I will,” said Karpovitch. “Many of the pieces of hardware on these ships are still serviceable and can be recycled.”

See MK75, pg 7



MK75 Gun System being lifted off the USS HAWES FFG-53

Yard Revises Environmental Incident Plans

By CDR Stephen Roncone, Chief, Facilities Engineering Division

The Yard Environmental Branch recently updated and published the unit’s **Spill Prevention Control and Countermeasures (SPCC) Plan** and **Integrated Contingency Plan (ICP)**. The Yard campus, due to the nature of its industrial operations, manages large amounts of hazardous materials, a significant amount being oils. Due to the quantities, the Yard is required to prepare and maintain incident plans. The SPCC Plan addresses oil incident prevention and discharge response on the campus. The ICP covers all hazardous material incidents on the Yard. The SPCC Plan is regulated by the U.S. Environmental Protection Agency (EPA). The ICP is

an integrated plan that covers regulations from EPA, Occupational Safety and Health Administration (OSHA), and the U.S. Coast Guard.

The SPCC plan sets practices to prevent as well as respond to discharge incidents. The plan outlines several steps to a successful program:

- 1. An accurate inventory of oils** (55 gallons or more). An accurate inventory allows proper spill prevention procedures to be instituted and creates awareness for emergency responders.
- 2. Spill prevention training.** Training of all oil handling employees, oil inspections, and containment structures. Annual training covers proper use of equipment to prevent spills as

well as activating the emergency system if a discharge occurs.

- 3. Inspection of oil containing locations** (drum storage areas, tanks, and oil containing equipment like transformers). Monthly documented inspections are required in the plan. Personnel can obtain inspection forms from the Yard Environmental Branch.
- 4. Incident response.** The person identifying a spill shall activate the x3000 Emergency system. Emergency response personnel are on-call at all times. The Yard has procedures in place and adequate spill response kits and equipment to handle small to medium spills. The environmental

See SPCC, pg 7

MK75, cont. from pg 6

Timothy Wallace, equipment specialist with the Coast Guard Surface Forces Logistics Center (SFLC), provided his logistics asset request for the gun mounts to Raber in early fiscal year 2013. The gun mounts were deemed serviceable and a plan was enacted to remove them from the frigates.

According to Wallace, the SFLC worked in conjunction with Stephen Remsey, the Navy’s MK 75 In-Service Engineering Agent (ISEA), to coordinate the transportation of the gun mounts to Baltimore. In addition, the Yard Ordnance Shop provided a team to assist Karpovitch and Ferguson with removal of the gun mounts and other components from the FFGs while in dry dock.

“From the Coast Guard’s standpoint, the FFG harvesting has been a complete success,” said Wallace. “The final cost avoidance estimate will not

be known until after the fifth FFG harvesting is complete.” According to Karpovitch, the final FFG harvesting will conclude before the end of calendar year 2014.

According to Wallace, some of the MK 75 mounts will be placed into the overhaul cycle at the Yard’s Ordnance Shop and returned to service onboard 270-foot Medium Endurance Famous Class cutters. One mount is slated to support the Coast Guard’s sustainment program for parts no longer manufactured or are in short supply. Other components will be placed in the overhaul cycle, and then returned to service.

“This is the right thing to do,” said Raber. “I sleep well at night knowing that the Coast Guard cutters are sailing around with tip-top MK 76s and MK 92s.”

SEA 21A, the Surface Ship Readiness Office, was established to ensure

surface ships meet readiness, service life and total ownership cost goals. In cooperation with Fleet stakeholders, SEA 21A is undertaking a series of initiatives to increase support and improve life cycle management practices across ship classes. These initiatives rely on coordination, collaboration, and alignment to responsibly employ resources and use innovation to improve effectiveness while operating within fiscal constraints.

The Ship Systems Engineering Station, Philadelphia is a major component of Naval Surface Warfare Center Carderock Division. It is the Navy’s principal test and evaluation station and in-service engineering agent for all hull, mechanical and electrical ship systems and equipment and has the capability to test and engineer the full range of shipboard systems and equipment from full-scale propulsion systems to digital controls and electric power systems.

SPCC, cont. from pg 6

branch will coordinate 24-hour cleanup contractors in case of large spills. This plan allows the Yard to prevent and respond appropriately to oil incidents – keeping the environment clean.

The ICP focuses on response procedures. Prevention is a part of the ICP but largely references the SPCC plan. The ICP document provides clear guidance on response procedures

to ensure hazards to safety, health, and the environment are minimized when incidents occur. As in the SPCC, individuals identifying incidents are directed to activate the x3000 emergency system. Roles are assigned in order to have a safe and efficient response. The emergency contacts include the Fire Department, Security, Safety Office, Health Services, OOD,

Environmental Branch, and Facilities Maintenance. The ICP requires periodic training drills to test and hone skills. The ICP ensures emergency contacts know their part to minimize risks from emergency incidents.

Electronic copies of the ICP and SPCC are available on the shared drive or by contacting the Environmental Branch at 410-636-3111.

Yard Enlisted Member of the Quarter



*SN Andrew Butcher, Yard Firehouse
FY 14, Third Quarter*

Yard Civilian of the Quarter



*Michael Stevens, Outside Machine Shop
FY 14, Third Quarter*

Yard Welcomes New Industrial Department Managers

The Yard welcomes two new managers to the Industrial Department. CDR Dirk Krause assumes the position of Chief, Project Management from CDR Brian Melvin who has reported to SFLC as the Small Boat Product Line Manager. Mr. John Bragaw is the Yard's Production Manager, replacing Mr. Charlie Zerbe who retired from the Yard in June with 48 years service.



Commander Krause serves as the Coast Guard Yard's Chief of Project Management, responsible for managing all projects on the CG Yard waterfront.

Commander Krause's prior afloat assignments include Student Engineer and Damage Control Assistant on Coast Guard Cutter POLAR STAR, and Engineer Officer on Coast Guard Cutter JARVIS. His shore-based assignments include duty in the Naval Engineering Division of Maintenance and Logistics Command Pacific and Sector Honolulu Logistics Department Head.

Commander Krause's most recent assignment was Port Engineer for Coast Guard Cutter HEALY, where he managed all planned depot maintenance for the CG's largest cutter with an annual budget exceeding \$16 million.

Commander Krause is a 1998 graduate of the U.S. Coast Guard Academy, where he earned a Bachelors Degree in Naval Architecture and Marine Engineering. He earned both a Masters degree in Naval Architecture and Marine Engineering and a Masters Degree in Manufacturing in 2002 from the University of Michigan. Commander Krause's personal awards include four Coast Guard Commendation Medals (two with Operational Distinguishing Device) and the Coast Guard Achievement Medal.

Welcome aboard!



The Yard welcomes back Mr. John Bragaw, Yard Production Manager. Retired with the rank of Captain from the U.S. Coast Guard, Mr. Bragaw served as the Yard's Industrial Manager from 2010 to 2011. He reported to the SFLC as the SFLC Deputy before his retirement in November 2011. Accepting a civil service position at Coast Guard Headquarters, he served

as Deputy Chief, Coast Guard Office of Naval Engineering from 2011 to 2014 before his return to the Yard as Production Manager in June 2014.

Mr. Bragaw graduated from the Coast Guard Academy in 1987 with a Bachelors Degree in Naval Architecture and Marine Engineering. Upon his commissioning, he reported to the Cutter ALERT as a Student Engineer. Follow on assignments included Port Engineer at the Naval Engineering Support Unit New York, New York; Chief Engineer on the Cutters DEPENDABLE and DAUNTLESS, Galveston, Texas; Executive Officer of the Naval Engineering Support Unit, Miami, Florida; Commanding Officer of the 47' Motor Life Boat Project Resident Office, New Orleans, Louisiana; High and Medium Endurance Cutter Platform Manager, Engineering Logistics Center, Baltimore, Maryland, and Deputy Chief,

Office of Naval Engineering, Coast Guard Headquarters

While stationed at the Office of Naval Engineering, Mr. Bragaw served detached duty in Baltimore as the Pre-Commission Commanding Officer of the Standard Boat Asset Project Office (PRO), a new command responsible for the transformation of the Coast Guard's surface fleet to a new logistics model. He was detailed from the APO to stand up the Coast Guard's first Surface Asset Product Line under the new modernization model. In August 2009, he completed his detail and returned to the Office of Naval Engineering, eventually reporting to the Yard as Industrial Manager in January 2010.

Welcome aboard!

Yard Hosts 5th Annual Baltimore Area Coast Guard Command Diversity Day

The Baltimore Area Coast Guard Commands held the 5th Annual Diversity Day on October 9th on the Yard's parade field. Featuring Asian Pacific American heritage, the program hosted guest speaker Mrs. Giao Phan, SES, Executive Director, Program Executive Office for Aircraft Carriers, U.S. Navy, and luau dance performances by Ohana of Polynesia. Military personnel and civilian employees enjoyed cultural exhibits and ethnic dessert samplings. An all-hands picnic concluded the afternoon.

Supporting the 2014 Diversity Day were the Yard, Surface Forces Logistics Center, Sector Baltimore, SFLC Leadership & Diversity Advisory Council, Yard Leadership & Diversity Advisory Council, Federal Women's Program, BACG Spouses Association, CG Enlisted Association, Yard MWR, SFLC MWR, People With Disabilities Program, and the Asian, Hispanic, African-American, and Native American/Alaska Native Heritage Committees.

The 2014 Diversity Day theme, "Our Workforce, Our Strength," is expressed thru the photo collage below.



Yard Employees Join 9/11 Heroes Run



Five Yard employees, joined by family members, participated in the 9/11 Heroes Run on Sunday, September 7, 2014 at the Navy/Marine Corps Stadium, U.S. Naval Academy, Annapolis, Maryland. The run is one of several across the United States

sponsored by the Travis Manion Foundation, a non-profit organization founded in honor of deceased 1st Lieutenant Travis Manion, USMC. The Marine was fatally wounded in battle in the Middle East in 2007. A 2004 graduate of the U.S. Naval

Academy, Manion's memory is honored by nationwide runs that assist veterans and families of fallen heroes.

Participating in the Annapolis run were (left to right); Craig Dash, son of Melvin Dash, X22/23; Timothy Behan, X23; Eric Linton, Yard Business Manager; Anthony Schumacher, Yard Engineering; John Nangle, Yard Engineering, and Melvin Dash, X22/23. Not pictured is Kathy Nangle, wife of John Nangle, also a 9/11 Heroes Run walker.

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