



## Barque EAGLE Returns for SLEP Phase II

The Coast Guard Barque EAGLE (WIX 327), America's tall ship, entered the Yard on August 31, 2015, to begin the second phase of a four phase Service Life Extension Project (SLEP). The four year overhaul is designed to extend the service life of the Coast Guard's 79-year-old training vessel.

The Yard works on the historic ship during an anticipated six month period annually through spring 2019. EAGLE arrives at the Yard in the fall and departs Baltimore in the spring. During SLEP, EAGLE is homeported at the Yard.

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. The ISVS project is critical to long term sustainability of the Coast Guard fleet.

The Yard completed Phase I last April after a 7 ½ month repair. Work items included hull and mast inspection, habitability overhaul, ballast renewal, mechanical systems and equipment inspections, and selected ventilation renewals. Upon departure from the Yard, EAGLE returned to the Coast Guard Academy in New London, CT to prepare for summer training cruises and good will ports-of-call. The tall ship stopped in the Bahamas, Bermuda, and at U.S. east coast ports in summer 2015.

EAGLE's SLEP Phase II will involve over 28 work items including berthing rehabilitation; lead and asbestos containment and coating; structural repairs; port holes/port windows repairs; mainmast baseline measurements; crescent boat davit maintenance; bowsprit, foremast, mizzenmast and cargo boom inspection

and repair; sewage pipe cleaning and renewal, and electrical power distribution repairs. Work will be conducted pier side during the availability.

Built in Germany in 1936, the United States acquired EAGLE in 1946 at the end of World War II. The ship is no stranger to the Yard, including 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 100 Coast Guard Academy cadets join the permanent crew during summer training cruises.

Welcome Aboard!



Sunrise showers create a rainbow over Barque EAGLE on the Yard's waterfront at 7:30 a.m. on October 9, 2015. (Photo by Leonard Herd, X43)

## The Commanding Officer's Column by Captain George A. Lesher



Greetings, Shipmates!

I think we all can agree that once again the summer flew by and here we are going into the holiday season. Let me start off by thanking the Yard Industrial staff, production supervisors and craftsmen for working through an extensive period of time where we were extremely overloaded with the cutters EAGLE, RELIANCE, SMILAX, NORTHLAND, and TAMPA,

experiencing unprecedented levels of growth in their availabilities. The average age of those five cutters (one barque) is 51 years old, so not too surprising we should see the things that we encountered such as extensive hull plate and structure renewal along with lead and asbestos remediation. I know many of you put in much overtime helping to get this work complete and again, thank you.

As I write this article, the ship lift is full with the 140' icebreaking tugs, the 225' WLB OAK, and the Barque EAGLE is at pier one. These projects are all part of the In-Service Vessel Sustainment Project which we have been planning and conducting engineering design work for over the last several years. This project is in full swing performing a service life extension to the 140' WTGBs and EAGLE,

along with a major maintenance availability on the 225' WLB.

We recently held a kickoff meeting with the Coast Guard Facilities Design and Construction Center, officially starting the project to replace the capacity currently provided by the 74-year-old OAK RIDGE floating drydock with an additional railway on the syncro-lift platform. Construction is still a ways out, but this is something we have been working on for the last several years which will enable us to effectively and safely work on our cutters for years to come. Thanks to our many internal and external partners who helped us with this effort.

Please be safe as we head into the holiday season and cold weather.

Thanks for all you do,  
Semper Paratus!

### Kudos From Cutter NORTHLAND

The Coast Guard Cutter NORTHLAND (WMEC-904) arrived at the Yard in May 2015 for an anticipated 3-month planned maintenance on the 270' cutter homeported in Portsmouth, VA. Captain Lesher received a note of thanks from CDR Jason Ryan, Commanding Officer, CGC NORTHLAND, on August 26th along with a group photo of the cutter's crew (at right). CDR Ryan wrote: "On behalf of the NORTHLAND's officers and crew, I want to extend our thanks for the high-quality work NORTHLAND received during our drydock availability. The Coast Guard Yard's work force should be proud of their contributions to the fleet. The cutter looks great and is ready to return to operations. It was great to have you visit as a former NORTHLAND sailor and witness how we carry on the proud NORTHLAND legacy. Thank you again for the outstanding support. We'd love to see you visit anytime in the future."



**“We’re Working On It!”**



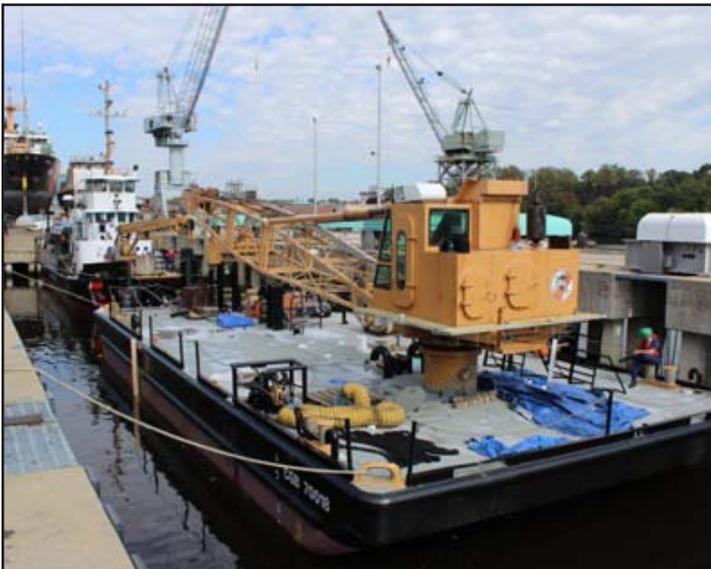
*CGC BRISTOL BAY (WTGB 102) (foreground) - Detroit, MI (Photo by Bob Hayden)*



*CGC ANVIL (WLIC 75301) - Charleston, SC (Photo by Charles Wilson)*



*CGC OAK (WLB 211) - North Charleston, SC (Photo by LT Kenneth Au)*



*CGC SMILAX (WLIC 315) & Barge (CG 70018) -Atlantic Beach, NC (Photo by Charles Wilson)*



*CGC PENOBSCOT BAY (WTGB 107) - Bayonne, NJ*

## The First Dozen

The Yard lifted the first patrol boat under the 87' Bow-to-Stern Program in November 2014 and throughout the past year has successfully completed planned maintenance on a dozen patrol boats, with undocking of the Cutter BRANT anticipated November 2015. The Yard has delivered the first dozen boats on time and under budget. The Bow-to-Stern project is a 60-day planned maintenance on select cutters of the Coast Guard Atlantic area 87' patrol boat fleet. The first dozen boats are pictured below in chronological order.

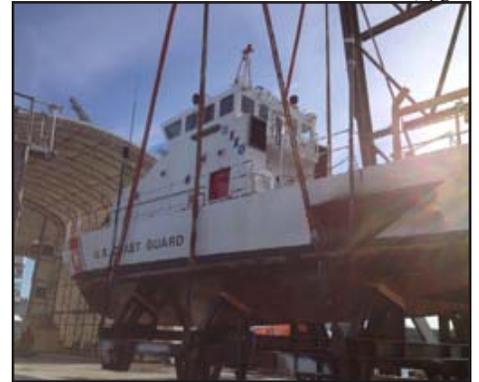
See [Bow-to-Stern](#), pg 5



*CGC IBIS*



*CGC STINGRAY*



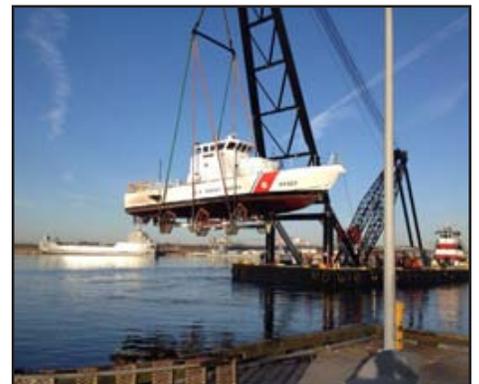
*CGC HAMMERHEAD*



*CGC BLUEFIN*



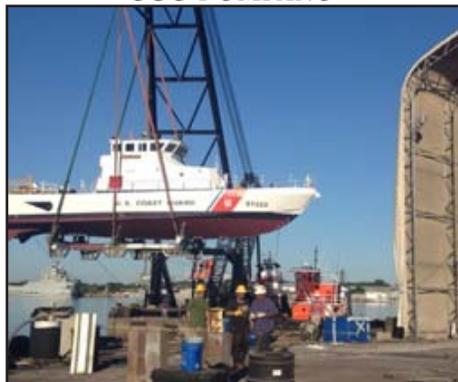
*CGC POMPANO*



*CGC SAWFISH*



*CGC HERON*



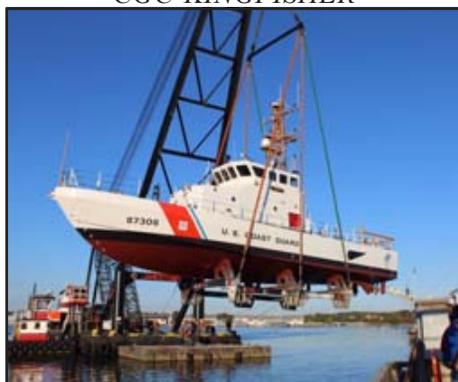
*CGC KINGFISHER*



*CGC ALBACORE*



*CGC COHO*



*CGC CHINOOK*



*CGC BRANT*

## Welcome Captain Skwarek, Yard Industrial Manager

Captain Vincent Skwarek assumed the assignment of the Yard's Industrial Manager in August, 2015. He is responsible for all Yard industrial operations.

Captain Skwarek graduated from the United States Coast Guard Academy in 1994, earning a Bachelor of Science degree in Naval Architecture and Marine Engineering. Upon commissioning, he reported as Student Engineer aboard USCGC POLAR SEA (WAGB-11) in Seattle, Washington, and subsequently served as Damage Control Assistant and



Captain Vincent Skwarek

### Bow-to-Stern, cont from pg 4

The Yard works on up to three 87' patrol boats simultaneously. Repairs are accomplished under a two-piece plastic wrapped, climate controlled scaffold system that accommodates the cutter's maintenance regardless of outside weather conditions.

When a crew arrives and completes pre-availability sea trials on the "work pending" cutter, they remove gear from their boat and transport it to storage facilities on the pier. When the Yard refloats a completed bow-to-stern cutter, the crew cross-decks onto the new hull. They refuel the cutter and load outfit, ammunition, and pyrotechnics. Upon completion of dock trials, the cutter gets underway to fully operationally test the cutter prior to final acceptance. Following successful sea trials, command of the cutter is transferred from the Commanding Officer of the Yard to the Commanding Officer/Officer-In-Charge. The cutter departs the Yard with its new crew and to a newly assigned homeport.

Assistant Engineer Officer. Following graduate school, he reported to the Office of Naval Engineering at Coast Guard Headquarters and served as their Deepwater Surface Asset Integrated Product Team member.

Captain Skwarek then served as Engineer Officer aboard USCGC SPENCER (WMEC-905) in Boston, Massachusetts and participated in Hurricane KATRINA relief operations in New Orleans. His follow-on assignment at the Engineering Logistics Center was Chief of the ATON Branch. With the standup of the Surface Forces Logistics Center, this transformed to the Icebreaker, Buoy and Construction Tender Product Line's ATON Asset Management Section. Captain Skwarek served as Section Chief.

From 2010 until 2013, Captain Skwarek served as Commanding Officer of Naval Engineering Support Unit New Orleans where he directed Naval Engineering mission support responses in the 26 state Mississippi valley and Gulf coast region. He also played leading roles in directing logistics response efforts in Hurricanes ISSAC and SANDY, along with providing evidence support for the largest oil spill in our nation's history.

In 2013, Captain Skwarek reported to Coast Guard Headquarters in the Office of Naval Engineering as Chief of the Resources Management Division where he oversaw execution of the \$380M annual maintenance budget, development of Naval Engineering policy, and management of the Naval Engineering commissioned officer workforce. In the summer of 2015, Captain Skwarek transferred to Coast Guard Yard as the Industrial Manager overseeing shipyard operations at the Coast Guard's only shipyard.

Captain Skwarek earned a Naval Architect Professional Degree and a Master of Science in Naval Architecture and Marine Engineering from the University of Michigan. His personal awards include three Meritorious Service Medals, two Coast Guard Commendation Medals, and numerous team and unit awards. He is a registered Project Management Professional.

Captain Skwarek hails from Trenton, New Jersey.  
Welcome Aboard!

### YARD NEWS

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Commanding Officer

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**Yard Enlisted of the Quarter**



*HS3 Jacob Vollen, Health Services Division  
FY 15, Third Quarter*

**Yard Civilian of the Quarter**



*Claude Lamb, X30  
FY 15, Third Quarter*

**Milestones**

Retirements

John Keith  
Crane Operator  
5 Years

Charles Greene  
Shipfitter Worker  
11 Years

William Heath  
Electronics Mechanic Leader  
13 Years

Russell Root  
Marine Machinery Mechanic  
12 Years

Cecil Justice  
Structural Group Supervisor  
27 Years

Azzat Hegazi  
Sheetmetal/Joiner Mechanic  
25 Years

Charles Howle  
Shipfitter  
20 Years

Steven Pollard  
Electrician Leader  
44 Years

Advancements/Promotions

Shane McLucas, Electronics Industrial Controls Mech, WG-2606-11  
Keith Hare, Electronics Industrial Controls Mech, WG-2606-11  
David Thomas, Welder (Shipfitter), WG-3703-10  
Valerie Woodard, Welder (Shipfitter), WG-3703-10  
Joseph Hansberger-Evans, Electronics Industrial Controls Mech, WG-2606-11  
Ryan Northcraft, Electronics Industrial Controls Mech, WG-2606-11  
John Upright, Electronics Industrial Controls Mech, WG-2606-11

James Bagshaw, Sheetmetal/Joiner Worker, WG-4701-8  
Michael Nolan, Painter Leader, WL-4101-9  
Richard Cress, Sheetmetal/Joiner Supervisor, WS-4701-11  
Michael Stevens, Marine Machinery Mechanic, WG-5334-10  
Robert Mitten, Electrician Leader, WL-2805-11  
Eric Harvey, Electrician Leader, WL-2805-11  
Jeffrey Kaminisky, Electrician Leader, WL-2805-11  
Michael Galante, Sheetmetal/Joiner Leader, WL-4701-10  
Lamont McCloud, Quality Assurance Specialist, GS-1910-12

Correction: The job title for Jacob Kaweck, Yard Civilian of the Quarter for FY 15, Second Quarter, was incorrectly published in the July-August "Yard News". Mr. Kaweck is a Shipwright Leader, Yard Drydock Shop.

## Yard Hosts World War II Navy Veteran; Captures Living History of USS OAK RIDGE

By SN Alexandria Preston, Yard MWR

The Yard hosted World War II Navy Veteran Robert Shaw on his 90<sup>th</sup> birthday on October 13, 2015. Captain Leshner and LCDR Miles Randall, Yard Project Manager, greeted Mr. Shaw and presented him an OAK RIDGE ball cap and hard hat provided by the Oak Ridge Reunion Association. Donning the hard hat, Mr. Shaw, the Captain, and LCDR Randall headed down to the Yard's floating dry-dock where the veteran began to regale his personal history on the vessel, serving from 1944 to 1946. He shared photos and pointed out objects and places where he and his fellow crewmembers worked and lived. And he confirmed a little known account of a Japanese kamikaze pilot who flew into OAK RIDGE on November 27, 1944.

Robert Shaw was a Diesel Engineman First Class and was eighteen years old when he first set foot on the OAK RIDGE 71 years ago. He spent most of his time in the engine room and worked on diesel injectors after completing coursework at the Navy Diesel Training Center. His recollection of his war service began when OAK RIDGE was moored in Leyte Gulf in the Philippine Sea along with other naval ships.

Recalling the events of November 27<sup>th</sup> - only a few days before Thanksgiving, Mr. Shaw commented, "It started out as a quiet day although the crew was in general quarters to maintain a high state of readiness for enemy attacks that were in the area." He was working at his station when his chief told him to take a break and head to the galley to get something to eat. He left the engine room and climbed a ladder to get to the outside catwalk. As he was crossing the catwalk, a Japanese Nakajima Ki-44 "Tojo Fighter" kamikaze plane opened fire on OAK RIDGE. Mr. Shaw ran forward and ducked into the door leading to the galley.

"I was scared to death," he remarked.



*Pictured in front of OAK RIDGE are (left to right): Captain Leshner; Robert Shaw; son, Kevin Shaw, and LCDR Miles Randall. (Photo by CWO Kristopher McGhee, Yard)*

As he took shelter, the kamikaze pilot crashed into the right side of the ship near the stern, striking the sailors' living compartments. One OAK RIDGE crewmember was in his berth. He was 28 years old, waiting to get out of the Navy on the point system, but killed in the attack.

The kamikaze pilot blasted through the OAK RIDGE starboard side, narrowly missing the USS ROSS, a Navy destroyer in the dry-dock's center. The plane exited the port side and dove into the gulf, leaving a 4' diameter hole in the ship's outer shell. The Japanese pilot was never seen again although the OAK RIDGE crew retrieved his leather helmet from the water when the attack ended.

"It didn't stop us," Mr. Shaw recalled. "We kept right on docking and repairing our ships. OAK RIDGE is a tough as nails. She is a fighter."

It was three months before the living compartments were fully repaired to berth the crew. During those three months, the sailors slept scattered across the ship. The command did not want them to sleep in the same location to avoid running the risk of losing all personnel at once in the event

of another attack. Mr. Shaw slept on a cot in the engine room. He slept there through February 1945.

The Yard acquired the historic OAK RIDGE in 2002 to supplement dry-dock planned maintenance projects and emergency repairs. Built in 1944 by the Pacific Bridge Company in Alameda, CA, OAK RIDGE is a steel floating dry-dock capable of lifting a 7500 ton vessel. The Navy inactivated the ship in 1949; reactivated it in 1962, and struck it from the Naval Vessel Register in 2001, intended for disposal. In 2002, the Navy and Coast Guard completed a title transfer for the dry-dock's use at the Yard as a solution to increase the shipyard's needed dry-dock capacity.

The Yard was honored to host Mr. Shaw, hear about his war years, and experience his living history narrative of the USS OAK RIDGE service in World War II.



## Yard Weathers the Storm



Late afternoon sunbeams break through dark clouds on the Yard's waterfront as summer showers pass over Curtis Creek on August 24th. The Cutter SMILAX (WLIC 315) is pictured at right while dry-docked on the Yard's shiplift for repair. (Photo by DC3 Lauren Anderson, Yard Firehouse)

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