



DEPARTMENT OF HOMELAND SECURITY
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AN EQUAL OPPORTUNITY EMPLOYER

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USCGC Eagle figurehead gets a make-over

By Ship Superintendent, LTJG Emily Dow



USCGC Eagle dockside in Baltimore's Fells Point neighborhood with a close up of the 1971 figurehead.

The CG Yard again showed its strengths in trade-skills and teamwork during CGC Eagle's October to November 2021 dockside. In this short period, a once-in-a-generation renewal of Eagle's figurehead was completed. Nearly a decade in the making, this last remaining item from Eagle's Service Life Extension Program (SLEP) will keep America's Tall Ship looking exquisite for decades to come.

The figurehead, originating from Eagle's German service, was kept until commissioned as a Coast Guard Cutter in 1952. At that time the bird was replaced by a much smaller version from the Revenue Cutter Salmon Chase and carried the CG Crest in its talons. In 1971, a fiberglass replica replaced the 1952 version, but was severely damaged in storms in 1972 and 1974. A new figurehead, carved of Honduran Mahogany and painted in gilded gold, was mounted in 1976. This eagle flew over 45 years until the CG Surface Acquisitions, In-Service Vessel Sustainment Program (CG-9323) undertook the work item for replacement during the four year SLEP.

The Commanding Officer's Column

Hello CG Yard Family,

Financial work puts some to sleep. Perhaps you've heard what an accountant's spouse says when they can't sleep? "Honey, tell me about your work." The job may not be exciting but accountants are critical to CG Yard because unlike every other CG unit, we are a not for profit business. Watching our dollars and cents is essential to keeping us afloat and delivering customer value. Since 2003, DHS has attempted to integrate the CG's and the rest of the department's financial systems into one. The Financial Systems Modernization Solution (FSMS) roll-out gets us there. The dedicated team in Yard Fiscal Operations not only helped secure our Service-wide transition to FSMS but simultaneously handled a record setting year of \$115 million in sales. Well done Tim Howard and your amazing team!

People make the team. It is a constant effort finding, hiring, and training new employees to join the team. People often transition from one field to another and CG Yard wins. Travis Tangert, a Paint Shop WG-5, with 14 years in the restaurant industry wanted to spend more time with his daughter. Travis exchanged a spatula for a spray gun. What a trade! During his 1st year in 2020, Travis did not miss a single day of work and devoted 604 overtime hours, compensating for the COVID reduced workforce capacity and keeping schedule on 17 drydock availabilities. Travis even worked the last two Christmas Eves to meet critical preservation milestones. Admiral Karl Schultz emphasized this sacrifice during the ceremony recognizing Travis as the 2020 CG Civilian Employee of the Year (GS-9/WG-9 or below).



The individuals must work as one, cohesive team to achieve the goal. The **professionalism** of the cross-functional team from CG Yard, Surface Forces Logistics Center, CG-9, and the OEM secured the transformation of Building 5 into a modern, 154' WPC Central Engine Overhaul (CEO) Facility. After 8 years of work, CG Yard begins in January overhauling these critical patrol boat engines. Admiral Linda Fagan, Vice Commandant, left a positive impression on the value of achieving this difficult goal. Needed capability improvements at CG Yard are why Senator Roger Wicker (R-MS & Ranking Member on the Senate Commerce, Science, and Transportation Committee) and Senator Ben Cardin (D-MD) visited us this summer. Successes on multi-year, collaborative efforts such as the CEO Facility demonstrate that new infrastructure investment at CG Yard will be successful. Once operationalized these investments will benefit both our Nation and partner nations who trust CG Yard to fix their ships and equipment.

Finally, successful teams have members with a high level of **passion**. They bring an enthusiasm and contagious dedication that weathers the doldrums. Low spots invariably impact every project and the team supports one another at these times. Some of CG Yard's new, passionate faces include LCDR Marie Baxter and LT Hannah Wyderko in Industrial Project Management and Ms. Jackie Bebee and Chief Daniel DeRamus in the Columbus Gym. I've been impressed with the passion of these four leaders. When you meet them, you will too. Please send us others!

Thank you and Semper Paratus!

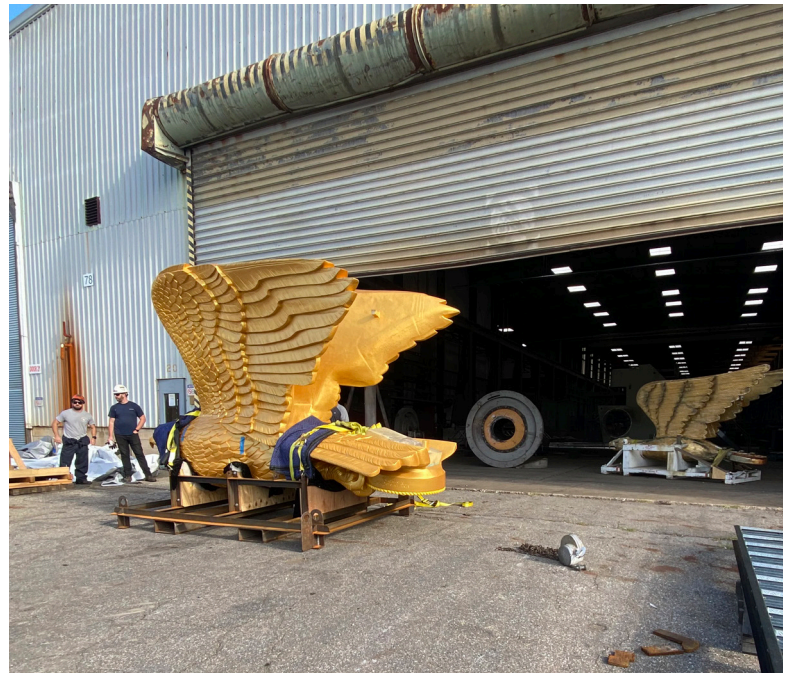
CAPT Vincent Skwarek

Commanding Officer, United States Coast Guard Yard

(Cont'd from page 1)

Procurement began in 2014 when Californian artist Shane Kinman was contracted to design and create a replacement in preparation for installation during CGC Eagle's 2014-2018 SLEP. Due to unforeseen delays and surmounting challenges, the new figurehead was not ready to mount until 2021.

The current figurehead is made completely from composite material, containing metal only in the bolts used to mount the bird to the bow. Weighing just under 2,000 pounds she sits under the bow sprit, and is approximately eight inches taller and two and a half feet longer than the prior figurehead. The paint system for the figurehead was very involved, consisting of seven layers: four epoxy, two gold epoxy mixtures and a top clear coat that required a five day cure time. The Coast Guard Acquisitions, In-Service Vessel Sustainment Program (CG-9323) collaborated with SFLC's Medium Endurance Cutter Product Line (MECPL) to procure and install the figurehead.



This new figurehead presented quite a few challenges for the Yard Eagle team to surmount. Foremost, there was not an installation plan or drawing submitted for figurehead placement on the bow or how it should be mounted to the hull. Yard Engineers teamed with the skilled Structural and Rigging shops, collaborating on the design and procedure for a mock-up of the figurehead. This was crucial in successfully executing the mounting. Fabricating a mock-up was the way forward to minimize the amount of movements of the newly delivered figurehead.



CGC Eagle's newly mounted figurehead fly's in its secure position.

Mounting this 2,000 pound piece of art was no small feat! Collaboration included the contracted engineer and artist, SFLC-MECPL, the CGC Eagle Crew and Yard Engineering. Once the mounting bracket plan was approved, the Yard team moved on to fitting the figurehead to the hull. The Paint shop came right behind. Painters expertly blended the new attachments with the hull, feathering paint out to disguise the entire hull was not painted. Coordinating Tower Crane One for the figurehead lifting required immense teamwork due to CGC Seneca's prototyped EDG and STBD SSDG install. Once the artwork was initially mounted, the Eagle crew and MECPL were consulted to confirm the location was satisfactory or whether it needed to be moved. After a few adjustments, the figurehead found its new resting place; the mounting and attachments could proceed.

This project showcased the Yard's expertise in engineering, rigging, structural, and coating trades, and most importantly teamwork. It is an important example of fusion with Coast Guard stakeholders, to make an important project come to conclusion. Well done to the entire team!

FACILITIES UPDATES



Construction of concrete deck complete! A major milestone in construction of the new shiplift was achieved since the last update. The final concrete pour for the platform deck that will provide a third rail for dry dock availabilities, has been finished. The project total completion rate is at 65% and is on schedule for a June 2022 completion. Since the last update, the base foundations installation for the permanently overhead crane has been completed, and the blue lattice base is easily visible. The additional crane will allow for lifting capacity of the 270' main engine, giving the third rail plenty of capability. Erecting this base was no easy feat, as multiple concrete pours and constant surveying was needed over several days to ensure the tower is perfectly aligned upright. Another major milestone is the beginning of the installation of the rail system, which will allow for the transport of drydocked vessels along the shiplift. The first 12 rails have been installed for temporary use allowing for an emergency dry dock to take place during the ongoing construction activities. Work went around the clock to deliver the rails for use and temporary heating tents were deployed to keep the rail tracks dry and workable. Up next over the upcoming month will be finishing all of the water, sewer, storm, electrical, and air utility installations as well as pouring concrete retaining walls. This project is possible due to \$26M in congressionally appropriated funding.

Coast Guard Yard Engineers and Project Management staff recently received high praise from RADM Douglas Schofield, CG-9, for their support of the Offshore Patrol Cutter Recompete Program Office. They reviewed a 3,000 page specification, generated spec changes and wrote multiple reports covering cutters systems and materials. These contributions have prepared the Yard for the next 50 years of maintaining OPC's and will aid the next generation of the Yard workforce. Congratulations and Thank you!

Pictured: (back l to r) CDR Kowalczyk, Chris Stead, Wayne Schuyler, Che Hale, CWO3 Keith Jarvis, Rich Geoghegan, Joe Whaley, Yard CO CAPT Vince Skwarek; (front l to r) John Wells, Adam Lindley, Jolynn Frendo, Kevin Grasson, Gabby Johnson, Charles Wilson.

Yard Team Recognized for Role in OPC Recompete



Fast Response Cutters: Availability to RDAP

By Ship Superintendent, RJ Cress



With the scheduled delivery of CGC Joseph Napier in September 2021, CG Yard is on track to complete its fifth 154' Fast Response Cutter (FRC) dry-dock availability. The FRC availabilities are preparing the workforce for full rate production of Recurring Depot Availability Program (RDAP). The SFLC Product Line is working closely with CG Yard staff and cutter crew to ensure that FRC RDAP provides the best possible product at the most economical price to the fleet.

The first FRC dry-dock at the CG Yard was CGC Lawrence Lawson in the fall of 2018. With a 130 day period of performance (POP), the Lawson was a tall order for Yard to fill; but the outstanding men and women assigned to the project rose to the challenge and delivered a superior product on schedule. With the Yard's culture of continuous improvement, scheduling 'best practices' were developed, complex ships systems conquered, the POP was successfully reduced to 106 days by the fourth availability on CGC Kathleen Moore. This nearly 20% schedule reduction can provide \$500k in cost savings per availability. Crucial to meeting this reduced POP was the integration of project phases. Previously, "Hot Work Phase", "Paint Phase" and "Re-Install Phase" were completed in sequence one after the other. Now, the onset of "Paint Phase" has been integrated with "Hot Work Phase" and completion of "Paint Phase" is conducted in parallel with the initial portions of the "Re-Install Phase". Dedicated to the highest service to the fleet, CG Yard also performs many routine maintenance procedures to minimize crew work upon availability completion which optimizes the cutter's available operational days.

While the 106 day POP represents significant strides, the end goal for FRC RDAP is to complete projects in 90 days. To achieve this end, the Yard is currently in progress of preparing to construct a \$25M facility dedicated to the FRC RDAP.

The FRC RDAP Facility will be located near the old paint shop, in the vicinity of building 47 and the buoy lot. Its design incorporates finger piers along the West Wharf and a travel lift capable to haul the FRC's. Inclusion of a travel lift will allow for greater availability on the shiplift for ISVS work.

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The building is designed to house two FRCs simultaneously with hopes for a future parking pad to place a third asset. A pit embedded into the foundation of each bay will allow the ability to shift from grit blasting to water-jetting once optimal surface profile is achieved. Yard Project Management is working closely with Facilities to possibly incorporate a dedicated compressed air system, dust collection system, and air controlled environment in the building as cost allows.

A permanent structure will alleviate most shortcomings experienced with the current temporary enclosure such as two weeks for erection and removal. Additionally, summary cost savings for the enclosure, rental equipment, and shortened POP, cost savings could exceed \$500k per availability.

The RDAP Facility will be a design-build contract. FDCC is preparing the specification and detail plans. Ground breaking is planned for late 2023 with construction completion in two years.



The Coast Guard Yard successfully completed its second surveillance audit by Intertek July 27th - 29th. Intertek provides an experienced auditor to assess the Yard's Quality Management System (QMS) against the requirements of the ISO 9001:2015 standard. The Yard currently maintains a certification scoped on design, construction, and repair of ships, ship systems, ship components, electronics, industrial products, and related services. Much like internal audits performed by the Quality Assurance Staff, the Intertek auditor visited various departments and reviewed the processes put in place, as well as those documented in the various Desk Guides and Process Guides. This is done to determine if the processes are current and allow the Yard to produce products that meet customers' requirements. In addition, records maintained during the manufacturing process are provided to the auditor as objective evidence of meeting or exceeding those very same customers' requirements.

Having all employees on the same page is paramount to reaching the common goal. Each employee should have a basic understanding of the Command's Vision and Mission Statements and the Quality Policy. If you are unsure of the role you play, discuss it with your supervisor. Taking pride in your work and providing your utmost efforts to prevent re-work is critical in meeting that goal.

VISION

Position the CG Yard for another century of service to the fleet-Modernize the Yard's business processes, physical plant and develop the workforce to be prepared for the future.

MISSION

Be the best value service provider for the CG vessel overhaul, modernization, emergency repairs and base services. Create awareness of the value the Yard provides to our nation.

QUALITY POLICY

We are committed to providing marine products which consistently meet our customers' requirements.

We will implement and monitor a continually improving quality system, ensuring that all processes are evaluated for effectiveness.

Engineers Design the Future

By Eric Linton, Engineering & Business Manager



CGC Seneca dockside at the CG Yard undergoing preparation for generator removal.

It is an interesting time to be a CG Yard engineer, so much is happening across multiple platforms! Arrival of CGC Seneca kicked off the first 270-foot SLEP, and as frequently happens the schedule was compressed to return the cutter to service as soon as possible. This means Yard engineers are working tirelessly on solutions to keep the project going by designing just ahead of procurement and production. Engineers are also completing designs for the gun weapon system replacement on CGC Harriet Lane scheduled in spring 2022. Concurrent design, procurement, and production can be hazardous, but it is what we do.

We are currently surveying the WMSL fleet, evaluating the ships' condition to assist the SFLC develop requirements and firm up the technical baseline for the Major Maintenance Availabilities. We reviewed Polar SLEP equipment specifications and are preparing for the 175-foot WLM and CGC Healy MMA's by establishing baselines and evaluating alternatives that will meet mission requirements. And, we designed Rescue-21, SINS, Doppler Speed Log and AIS installations for the C5I Service Center and plan to complete detail design for the Sea Watch navigation system.

140-foot WTGB berthing is being redesigned to accommodate a mixed gender crew. An aggressive schedule began last winter when alternative concepts were developed. A detailed design started in spring 2021 for a production start in the spring of 2022! This is truly a step in the right direction for crews.

To keep production rolling we developed plans for all Yard dry dockings, equipment access cuts, and hull repairs. Most notably, we designed the docking plan for the first FRC dry docking conducted by the SFLC. With an eye towards the future we helped develop requirements for the small ship handling facility and a dry dock that will support the WMSL and WPC fleet.



OPS SPOTLIGHT- CGC Cypress



CGC Cypress CO LCDR Dan Davis shared a note of gratitude for the CG Yard, PRO, and SFLC team that each contributed to make its MMA a success. To the CG Yard workforce he said “Your pride shows in the work! Incredible perseverance demonstrated by your team to finish strong and stay committed to the details in some of the most demanding conditions, notwithstanding innumerable challenges and supply shortages due to the ongoing pandemic. I am awed by the resilience of the workforce finishing projects in spaces over 100 degrees for days if not weeks at a time; Thanks to innumerable YARD workers and contractors! BZ especially to: Mr. Justin Price and all the Foremen. Furthermore, at the last minute the Machine Shop exceeded our request to repair the brow handles so we can pass the Panama Canal pilot inspection by going above and beyond to refurbish the entire brow – I wish I knew who that was so I could personally thank them!”

Persons of the Quarter

COTQ2
Jonathan Hartman



EOTQ2
HS3 Ryan Small



COTQ3
Aaron Osman



EOTQ3
DC2 Steven Yeagley



Team Receives Procurement Award



L to R: Tim Bond, Rich Aro, AK Brink, Eric Linton, Larry Phinney, Ron Viands, Yard CO CAPT Vince Skwarek (missing is Shawn Ruhling)

The U.S. Coast Guard Logistics Program Innovation Team includes CG Yard Engineering, Industrial and Fiscal staff. This year the team was awarded the DHS Chief Procurement Office Award! Better known as 4PL around the Yard, the program met heavy early resistance. The perseverance of those named in the award was crucial to realizing the success of this program today. Throughout the pandemic, the diversified sources of supply employed by the 4PL program enabled the CG Yard supply chain to be more resilient to shocks and shortages faced elsewhere in the country. Our dedicated workforce was able to leverage this robust supply system to deliver vessels ON-TIME, despite the many challenges posed by COVID-19. Congratulations and thank you for your Service to the Fleet!

LDAC Update!



Above: LDAC Council HS3 Eduardo Pena, LCDR Joseph Grant III, and Garielle Johnson.

A USAJobs Workshop sponsored by the Coast Guard Yard's Leadership Diversity Advisory Council (LDAC) was held in July featuring Mr. Jeremy Davis, a DHS Mission Support Specialist. Mr. Davis has over 10 years of experience in HR and Staffing with DHS and regularly presents tips and process explanation on using USAJobs to many job seeking audiences. The information that Mr. Davis shared gave employees basic knowledge of the hiring and promotion process, identified common errors made in the applications process, as well as addressed and dispelled hiring concerns such as nepotism and other unfair hiring practices.

This workshop was coordinated on behalf of the employees at the Yard in response to feedback received from the 2020 DEOCS Survey where it was identified that employees wanted more transparency in the hiring process. Following the workshop, LDAC leaders who were also part of the DEOCS Action Planning Working Group presented on the Action Plan that has now officially been accepted and signed the Yard CO, Captain Vincent Skwarek.

Notes from the USAJobs Workshop and the DEOCS Results Action Plan Memo are both available upon request. If you want to be included in future discussions, consider attending a meeting or becoming a LDAC member. Please contact your supervisor first. You can email ideas, questions and suggestions anonymously to the LDAC YardLDAC@uscg.mil. Or, drop a note in one of the suggestion boxes located at the Galley, the Dry Dock, and the Waterfront Café. We hope to hear from you!

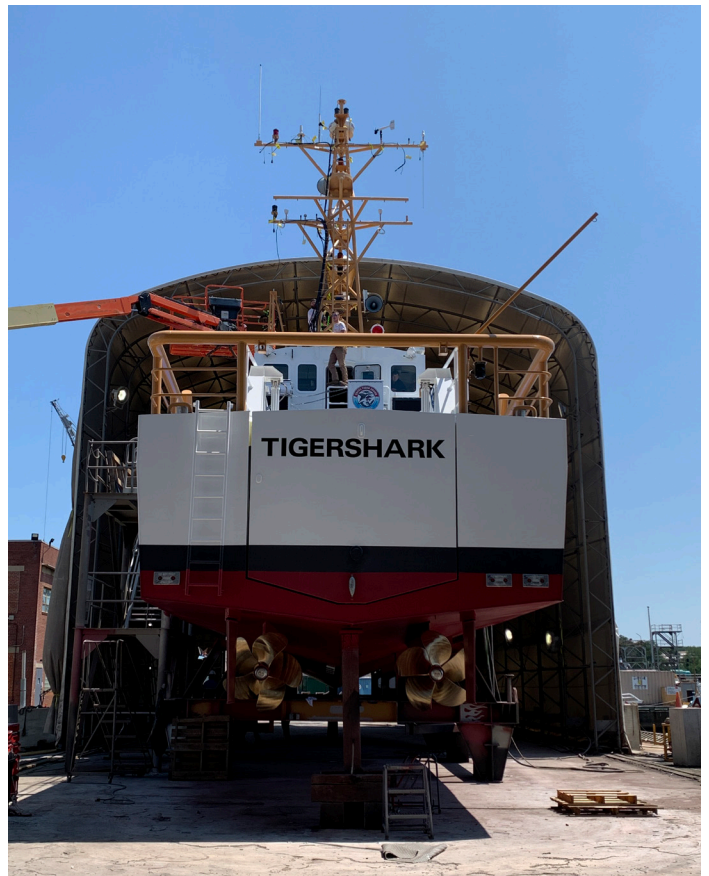
We're Working On It!



CG Yard recently resurrected its buoy maintenance program that dates back to the 1940's. The Yard Structural and Services Groups are using buoy maintenance as a training opportunity for employees to develop skills while assisting the Waterways Operations Product Line replenish needed stock for placement by Aids to Navigation units. This trial program has been a great success! Costs have been cut by 20% and we are delivering contracts ahead of schedule.



The portside generator is lifted from CGC Seneca while undergoing its dockside SLEP. Yard teams worked to prepare for the lifting by removing internal barriers and cutting a large hole in the hull to accommodate the generator. Seneca is the pilot for the 270' Program. Photo Credit: LT Kat Murray.



CGC Tigershark is the 83rd 87' Patrol Boat to complete RDAP at the Yard and the 34th to complete Phase 2. RDAP has been a highly successful Project, with a \$2.9M per year cost savings to the Service and capability to absorb 50% hull replacement without schedule delays.

And On It!



Admiral Linda Fagan, Vice Commandant, stopped by the new MTU Engine Overhaul Facility on her visit to CG Yard in late 2021. Yard Diesel Engine Technicians had begun training on the 20v4000 MTU engine. This training is the highest level of training the manufacture offers to its customers and provides the Coast Guard their first fully certified technicians for organic overhauls. The first engine to be overhauled comes off the CGC Bernard Webber. The 36-foot lifesaving boat Coastguardsman Bernie Webber sailed in the famous Pendleton rescue was built in Building 5, now the Engine Overhaul Facility.

Six decommissioned 87-foot Patrol Boats were lifted and dry docked in two days at CG Yard. The vessels will be reactivated for the USCG Foreign Military Sales Program and sold to partner nations over the next several years. Three vessels are designated for sale to Uruguay and three for Lebanon. CG Yard works closely with the Assest Project Office to prepare the vessels for transfer. Five more decommissioned 87's are scheduled to arrive at CG Yard before Spring blossoms.



CG Yard outside machinists disassemble CGC Alder's Control Pitch Propulsion (CBP) system as part of the vessels planned Major Maintenance Availability (MMA). Here each of the propeller blades are removed with the aide of rigging chains that lift blades to a forklift for transport to the Machine Shop for inspection. Alder is the 12th 225-foot Seagoing Buoy Tender to undergo MMA at the CG Yard. These buoy tenders provide light ice breaking in our domestic waters, keeping the shipping lanes of commerce open. MMA's is a planned major overahul completed near the cutters midpoint of service life.

Photo of the Quarter 3 & 4



Photo taken by Ron Viands, Electro Group Foreman. CGC Seneca is dockside for its scheduled availability while a Navy YP is lifted by barge crane for its drydock availability.



Photo taken by Justin Abrams, Rigging Shop, of a sunset behind the shiplift capturing still reflections in the water.

Have a photo for consideration of Picture of the Quarter?

Submit them to CGYard99@gmail.com. Picture must be taken during the quarter the newsletter covers:

Jan-Mar for April 1 July-Sept for Oct 1

Apr-June for July 1 Oct-Dec for Jan 1

Include your name, description of the photo and your group/shop/department.

Winner receives a \$15 DryDock Voucher!!!

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