



DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD

YARD NEWS

BALTIMORE, MARYLAND

AN EQUAL OPPORTUNITY EMPLOYER

VOLUME 70 ISSUE 02 Summer 2021

Ordnance Shop has MK15 CIWS Support in its Crosshairs

By WEPS4 Berlin Gabretti

The Coast Guard Yard Ordnance Shop received certification in 2017 from the U.S. Navy to refurbish the Gun Ammo Handling System (GAHS) of the MK15 Phalanx Close-in Weapons System (CIWS). The Coast Guard has nine MK15 systems fielded on the National Security Cutter fleet, and one training asset located at TRACEN Yorktown's ET "C" School. The MK15 CIWS' primary use is defense against incoming threats such as small boats, surface torpedoes, anti-ship missiles, and air targets. This system was designed by General Dynamics Corporation and is currently manufactured by Raytheon Technologies. It is a fast-reaction, detect-through-engage, radar-guided, 20mm gun weapon system. System specifications are:

Caliber: 20mm

Ammunition: Armor Piercing Discarding Sabot

Type: M-61A1 Gatlin Gun

Magazine Capacity: 1,550 rounds

Rounds per min:

Anti-ship missiles/Aircraft – 4,500 rounds/min

Asymmetric Threats – 3,000 rounds/min

Since 2017 the Yard Ordnance Shop has conducted 21 MK15 CIWS GAHS refurbishments and installations on Coast Guard platforms and one refurbishment for Naval Surface Warfare Center (NSWC) Dahlgren, the Navy's test firing range. Ordnance technicians have also conducted numerous EAL Discrepancy (CASREP) Technical Assistance troubleshooting and repair efforts. Surface Forces Logistics Center (SFLC) has funded \$1.86M in GAHS refurbishments and CASREP support to date, and invested \$490K in Ordnance Shop infrastructure for seed stock parts, training, and certifications.



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The Commanding Officer's Column

Hello CG Yard Family,

Spring passed by quickly and the heat of summer is upon us. Sadly, CG Yard did not escape COVID-19 unscathed. The pandemic permanently impacted our **people**. At the end of March we heard the sad news of Mr. Daryl Thomas "DT" Barnett's passing due to COVID-19 complications. A long-time Facilities Engineering Department contractor and CG Yard Family member, DT's familiar face and upbeat attitude over the last decade as our construction inspector has been missed across the base. We all miss the familiar smiles of DT and Dave Andrese riding about the campus on their golf cart together. CG Yard members attended the family's services and a few from Facilities Engineering had the opportunity to share memories of DT. A small remembrance ceremony was later held on May 6th in Berry Hall attended by DT's surviving wife, Denise, their son, Tobias, and daughter, Alisha. Let us all remember how precious each day is and the daily opportunity each of us has to make a positive impact upon one another.



The **professionalism** of our team has been encouraging with the delivery of some critical products. After 13 months of hard work, the CG Shipyard Infrastructure Optimization Plan (SIOP) is finished and in routing. The CG SIOP leverages lessons learned from the extensive U.S. Navy analysis completed across their four shipyards and gives our Service's only shipyard a tailored infrastructure solution for the future. The Service's need for new organic depot maintenance capabilities to meet commercial marketplace shortfalls and provide long-term organic support to our newest major cutters, the 418 foot National Security Cutter and the 360 foot Offshore Patrol Cutter, will secure the continued operational availability of the surface fleet. This need for organic investment hasn't gone unnoticed as Dr. Craig Hooper's Forbes article, "[Congress Leaves Coast Guard Shipyard Out of the \\$25 Billion SHIPYARD Act](#)", shares.

Lastly, I want to thank every member of the CG Yard Family for the **passion** they show each day on the job. Last week, as the temperatures climbed into the upper 90s with high humidity, even the strongest on the waterfront began to wilt. While countless CG civilians are comfortably teleworking from home experiencing the benefits of air conditioning and no commute, it is the day-in-and-day-out sacrifices made by our highly skilled, waterfront employees that truly sets CG Yard apart from the pack. This doesn't happen without passion. Organizations and individuals outside the CG recognize this regularly. Mr. Fred Brady has won national recognition from the American Society of Naval Engineers (ASNE) as the winner of the 2020 Frank C. Jones Award for Major Maintenance and Alteration Achievement. This is not just from a CG perspective but for our entire Nation. Likewise, the Ambassadors of Ukraine and Uruguay visited in the last couple of weeks. Both poured over decommissioned CG vessels quickly recognizing how well they have been maintained and anxious to see more CG assets brought into their national inventories. These senior diplomats and those of other nations recognize your ability to get the job done. They are coming to CG Yard because there is no other shipyard like us and it is your passion that helps us all rise to this high level of esteem.

Thank you and Semper Paratus!

CAPT Vincent Skwarek

Commanding Officer, United States Coast Guard Yard

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SFLC recently changed its logistics support plan and requested CG Yard to provide technical expertise to conduct full MK15 CIWS system change-outs to further reduce lifecycle costs and dependence on other government agencies and commercial entities. In addition to overhauling the GAHS, Ordnance technicians will now be planning the logistics for removal of the outgoing systems, installation of the post-overhaul system, and transportation of the outgoing system to the Navy's In-Service Engineering Agent (ISEA) facility in Louisville, Kentucky.

CG Yard has also provided MK15 CIWS support through its manufacturing capabilities. The Navy authorized CG Yard to manufacture a CIWS test stand in 2019 for the Ordnance Shop. When the word started getting out that the Coast Guard has the capability to manufacture these stands, the Royal Saudi Naval Forces (RSNF) requested one for their schoolhouse in Saudi Arabia through a foreign military sales technical support program. CG Yard Project Management Staff is currently in negotiations with the Pearl Harbor Naval Shipyard for fabricating a test stand for their facility as well.



MK15 CIWS SAGA on the Yard build stand.

CG Yard will have an opportunity to further showcase its ordnance and depot repair capabilities at the annual International Frigate Working Group (IFWG) meeting in November 2021 at Naval Air Station North Island, CA. CG Yard's C5I/Ordnance Project Management Branch is part of the IFWG Planning Team hosted by the Navy. This venue has opened doors for expanding the Yard's Customer base and extending its influence on a global scale. MK15 CIWS support could be a growing opportunity.

Earth Day Clean Up



Every April 22nd, since 1970, Earth Day has been celebrated as a day of action in reverence to our planet and 2021 proved no different at the CG Yard. This year, members from across the Yard teamed up to clean up trash from Arundel Cove on the Grove shoreline. Although it was a chilly day, the low tide allowed the team to walk the shoreline and access the hard to reach recesses of the cove.

Going into the event, the team expected to collect commercial trash, such as soda bottles, wrappers and plastic bags, but the prize find was a discarded tire. The team removed approximately 500 lbs of trash from the

Chesapeake Bay in just over an hour. A small group contributed to yield big results!

The team reflect on the year of COVID-19 and all the additional waste that has been created to combat the spread of the global pandemic. It is more important than ever to take tangible actions to clean up and take care of the planet we all share. The Yard Facilities Engineering Department wants to thank all who participated in this year's celebration and invite all to practice thoughtful action and stewardship of this amazing place we call Earth.

FACILITIES UPDATES

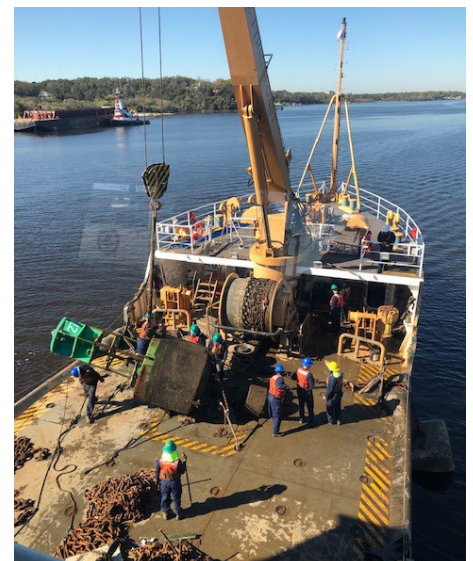


The Shiplift Expansion Project is well underway. The overall construction project is 28% completed and on schedule for its June 2022 completion. Construction efforts shifted to building the new structure when demolition activities wrapped up in April. A number of milestones have been reached in the past few months including steel pile installation, completion of the new sheet pile wall on the south end, installation of a new storm water outfall, and construction has begun on the new storm water treatment system. The month of May was heavily focused on rerouting all the utilities to make way for the 285 new concrete piles that will begin to be installed in July. Many of the CG Yard personnel got a good view of the new duct banks going in under Shoemaker Avenue. Digging the trenches for the new ducting resulted in some interesting former infrastructure discoveries. The Pipe Shop helped clear out some aged asbestos steam piping no longer in use and the contractor found several aged septic tanks and pipes that have been abandoned for years. A particularly interesting highlight was finding the old timber construction road used to build building 68. Building 68, which was built on piles over the water before being backfilled in, currently houses the ISVS PRO Baltimore team, Waterfront Café, and the Baltimore Area Metal Trades Council office. The original shoreline is approximated to have begun around the two grey concrete vaults in the center of the picture.

OPS SPOTLIGHT- CGC Maria Bray

CGC Maria Bray recently returned to operations following the completion of an emergency dry dock availability at the CG Yard. CGC Maria Bray Commanding Officer Michael Brandt had this to say “Thanks to the incredibly fast response at SFLC and CG Yard to repair the CGC Maria Bray, who in May suffered a hydraulic leak from the #1 Z-Drive taking the ship out of service at a critical time as we head into hurricane season. We feared the ship would be down for an extended period of time just to get a contract awarded, much less the dry dock itself.

Barely three weeks later, BRAY is fully repaired by the CG Yard and back in service just in time to move buoys for a channel widening project in the St. John’s River as well as verifying ATON post (hurricane) Elsa.”



What's this New Accounting System?!

Some of you have heard the buzzword FSMS and have wondered, how does it affect me? FSMS stands for the Financial System Modernization Solution and is a joint effort by DHS, TSA, DNDO and USCG to replace the current Finance Procurement Desktop/Core Accounting System (FPD/CAS) used by TSA, DNDO and a majority of the Coast Guard (CG). TSA and DNDO have already moved to the new system, USCG will move October 1st. While this will have a major impact for CG Yard employees who currently work in FPD/CAS, the impact to those working within the Industrial Fund using NESSS should have a limited impact. That being said, there are 2 key process areas that will change in the October time frame. If you are a purchase card holder in NESSS, the Purchase Card Application (PCA) that you use for statement certification will go away. Instead of using FSMS to certify your statements, we will most likely be using a tool from Citibank. The rest of the process should stay the same. The Yard Financial Operations Division (FOD) will provide the card holder with a file of charges to be identified and charged in NESSS.



The next big impact is to our travelers. Along with a new financial system, the CG is replacing TPAX with ET2. Travel authorization will need to be completed in the ET2 system to generate orders before the travel reservations can be made. There will be emergency travel processes, but we will operate like the rest of the CG with how our travel is requested and reimbursed. The largest benefit to this new travel tool and process is that travelers will be able to use split disbursement to pay their travel card. This is not a possible option with the current TPAX system. Details of the purchase card and travel changes are being worked out, but the rest of how we do business in NESSS should remain unchanged. The next big change on the horizon will be with DPOMS/TCI which will replace the Job Order/Time and Attendance System, hopefully in Q1 or Q2 of FY22.

LDAC Update!



The CG Yard LDAC has been working hard to foster a positive and inclusive workforce climate at CG Yard. The LDAC aims to bridge the gap between CG Yard civilian and military employees and leadership in order to impact positive changes. During recent LDAC meetings, members discussed the purpose of the DEOMI/DEOCS survey and ways the Command can be more transparent with the results of the survey which could improve Yard morale. LDAC members also discussed future cultural events. The most recent event took place on June 21, 2021 when we welcomed Mr. Albert Curry Jr, (CG-4D) as a guest speaker. Mr. Curry spoke about the importance of transparency coupled with consistent and genuine leadership engagement

with members. Supervisors should get to know who their staffs are as people. Additionally, Mr. Curry emphasized the power of diversity not only in ethnicity, but also diversity in mentorship to establish a positive work environment.

If you want to be included in the discussion, consider attending a meeting or becoming a LDAC member. Contact your supervisor first. You can email ideas 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!

The Future Central Engine Overhaul Facility is Taking Shape

By LTJG Sergey Dayneko, Ship Superintendent



The Building 5 Engine Shop on the north end of the Coast Guard Yard's East Wall has seen an unusual flurry of activity in the past nine months. The facility, built before World War II to house the boatbuilding and fiberglass shop, has been servicing the fleet for decades overhauling Paxman engines for the 110' Island-class patrol boats. As the Service continues to decommission the Island-class cutters and replace them with the 154' Sentinel-class Fast Response Cutters (FRCs), new sustainment challenges arise for the fleet.

One such challenge is the question of how to overhaul the FRC's 4000-series MTU engines. The commercial market's capability to meet throughput requirements, which is still emerging, combined with CG Yard's proven track record overhauling the Paxman engines led the FRC

Program Office to invest \$4.2M in FY19 to convert the Engine Shop into a 4000-series Central Engine Overhaul facility. The 4000 series engine is heavier and bigger than a Paxman, and its computer controls drives new considerations. The building's renovation includes major infrastructure improvements such as a brand-new climate control system, higher capacity overhead cranes, a refinished floor, and outfitting with specialized tooling. In addition, CG Yard's dynamometer was recently upgraded for testing overhauled MTU engines. These improvements have been made possible through the close collaboration of the FRC Acquisition Program Office, SFLC Patrol Boat Product Line, Engineering Services Division, and CG Yard stakeholders including Project Management, X-25 Engine Shop, Engineering, Facilities, as well as Planning, Estimating and Scheduling.

The team is excited and looking forward to starting production at the newly upgraded facility in fall 2021. Technicians are attending specialized training in July and an MTU technical representative is being contracted for initial production to help attain efficiencies and improve procedures. Until recently, the building 5 renovation was just an idea, but this Coast Guard Mission Support team is accomplishing a major achievement to improve the CG Yard's capability to provide service to the future fleet.

Building 5 has a long history, including ties to Coast Guard hero Bernard Webber. Cadet Bernie Webber went to Recruit Training at the CG Yard while the CG 36500 motor lifeboat used to conduct his daring rescue of the SS Pendleton was being built in building 5. Over half a century later, the first engine slated for overhaul at the building 5 MTU Overhaul Facility will come from the Fast Response Cutter bearing his name, the CGC Bernard C. Webber! From building the fleet for Coast Guard heroes to overhauling the propulsion engines of cutters bearing their names, the future looks bright!

We're Working On It!

A photograph of CGC Ibis, an 87' Patrol Boat dockside in Fort Pierce, FL, was taken by Michael Graham from the CG Yard Electro Group. A team of tradesmen recently completed the install of a navigational system, the SINS II, which was #54 within the PBPL. CG Yard has completed 68 SINS II installs across the 225', 210', 270' and 87' classes. In just over one years time, 71 C5I roadshows have been completed. This requires considerable planning, scheduling and logistics to successfull carry out the mission.



CGC Seneca is here at CG Yard to receive an Electric Plant prototype upgrade. Detailed design for electrical work is progressing. This will pave the way for all 270s soon to be entering a Service Life Extension Project (SLEP) at CG Yard. CGC Seneca is the second CG cutter to bear the name. The first, commissioned in 1908, was the first cutter to perform an Atlantic Ice-Patrol mission, which was created after the RMS Titanic sank.

CGC Joseph Napier, a 154' Patrol Boat arrived in early April to the CG Yard. The Yard workforce is developing technical expertise on the FRC hull and many systems to ensure the best product is delivered to SFLC's PBPL. Joesph Napier is the fifth FRC to be dry docked at the CG Yard since November 2019. Work was completed in 106 days on the 4th cutter, CGC Kathleen Moore, and we look forward to meeting that goal with Joesph Napier. These are planned routine dry dock availabilities to prepare for the FRC RDAP program anticipated to begin in 2026.



***YN3 David Pressley
Military Support Div.
EOTQ***



***Stevie Young
Services Group
COTQ***



Photo of the Quarter

Photo of Quarter 2 was taken by John Pickron of the CG Yard Services Group of a mid-morning sunrise. Pictured is the 154' Fast Response Cutter CGC Kathleen Moore for a planned dry docking and the Tower Crane 5 undergoing repairs.



**CAPT Vincent Skwarek
Commanding Officer
U.S. Coast Guard Yard
2401 Hawkins Point Road
Baltimore, Maryland 21226
410-636-3265**

Kristen Soper, Editor and Graphic Designer
(USCG Yard)

“YARD NEWS” is a publication of the U.S. Coast Guard produced quarterly for active and retired employees of the U.S. Coast Guard Yard. The views and opinions expressed within are not necessarily those of the Department of Homeland Security or the USCG. Please submit articles, pictures, and story ideas for consideration to:

Editor, YARD NEWS
2401 Hawkins Point Road
Baltimore, Maryland 21226
410-636-7238
Kristen.A.Soper@uscg.mil

