



DEPARTMENT OF HOMELAND SECURITY  
UNITED STATES COAST GUARD

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AN EQUAL OPPORTUNITY EMPLOYER

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## *Major Renovations to CGC Eagle!*

*By LT Emily Dow*



America's Tall Ship, USCGC Eagle arrived back to the CG Yard in October of 2022 for its first planned availability since SLEP in 2018. Wasn't it here last year? And two years before that? Yes, in fact it was first here for emergent shafting issues and last year to install the new figurehead.

This CG Yard work period completed three separate work items that could have been standalone availabilities. The unprecedented work included upgrading the female trainee head capacity and completely redoing the diesel and boiler exhaust system and pilothouse. The foremast also received its eight-year recurring overhaul. While there were three brand new prototypes on this project, there were just as many routine items. Other work items included preservation, hull inspections, sea valves and piping renewals, making this one of the most involved projects to date.

By direction of the Commandant, female trainee head capacity needed to increase because of the increasing

(Cont'd to page 4) 1

## *The Commanding Officer's Column*

In the last Yard News, I laid out our vision to achieve and sustain a culture of safety, excellence, and customer service. I have since met quarterly with each Department/Shop to emphasize that a “culture” is defined by the aggregate set of decisions made by a given population. It is therefore imperative that we approach each day by making deliberate decisions toward mitigating risks (safety), delivering quality products (excellence) and improving overall performance (customer service). Many of the accomplishments listed below, organized in terms of the Commandant's Strategic Intent, demonstrate that we are collectively answering this call:



**Goal 1: Transform our workforce** through innovative hiring strategies and by expanding internship and apprenticeship programs while establishing a culture of safety.

- Strategic engagement at every level of the CG's Human Relations enterprise to improve hiring process – Hired 22 new producers above attrition over the past year!
- Onboarded new Occupational Safety and Health Nurse and have been assigned a Nurse Practitioner; decreased onboarding time by an average of 40 days from FY22.
- Instituted multiple safety initiatives to reduce the potential for serious injury: daily supervisor check sheets, improved fire/flood alarm systems, extinguisher training, pedestrian front gate entry and upgrades to ship lift firefighting capabilities.
- Hired 30 interns from local trade schools – distributed through every Group.
- Re-established summer internship program with City of Baltimore while helping to develop curriculum for their Maritime Technology Pathway Program.
- Scheduled EO review to address problems identified through DEOCS surveys.
- Drafted comprehensive Workforce Development Plan to be submitted to Congress.

**Goal 2: Sharpen our competitive edge** through technology, training, and innovation.

- Awarded over \$1.3M in performance incentives and \$130K in special act recognition.
- Engaged numerous stakeholders to update 10-year plan and 3-year action plan, to include updates to our technology roadmap.
- Expanded our reach into the technology implementation ecosystem; leveraged NSRP & Carderock to obtain atmospheric plasma spray and digital recordkeeping tools.
- Expanded training over FY22: NEMA, Crane, Calibration, NCCCO, HVAC, etc.
- Constructed the micro-beacon barge for District 14 as a training opportunity.
- Implemented initial operating capability (IOC) for DPOMS – a 10+ year effort that will create significant efficiencies and improve data accuracy once fully capable.
- Delivered Harriet Lane as the INDOPACOM Support Cutter and worked with the FMS program to reactivate 87-ft patrol boats for Uruguay and Lebanon (three to each).

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**Goal 3: Advance mission excellence** by continuing the groundwork required to transform our infrastructure from a WWII era ship building facility to 21st century facility to optimally meet the demands of the future fleet.

- Led over 30 strategic engagements with congressional delegations and CG/DHS leadership to secure authorization for \$636M
- Successfully justified \$16M in additional funding to award FRC RDAP facility.
- Secured \$15M in Seed money for FY25 UESC at Renewable Energy Center
- Initiated numerous facility repairs and upgrades to improve safety and habitability, including barracks room renovations, outdoor gym construction, waterfront utility repairs and improvements to steam and stormwater filtering systems.
- Secured over \$3M in additional facility maintenance backlog funding.

Additionally, I would be remiss to not recognize the contributions of the Yards Mission Support Division in advancing mission excellence to civilian and military members both inside and outside the gate:

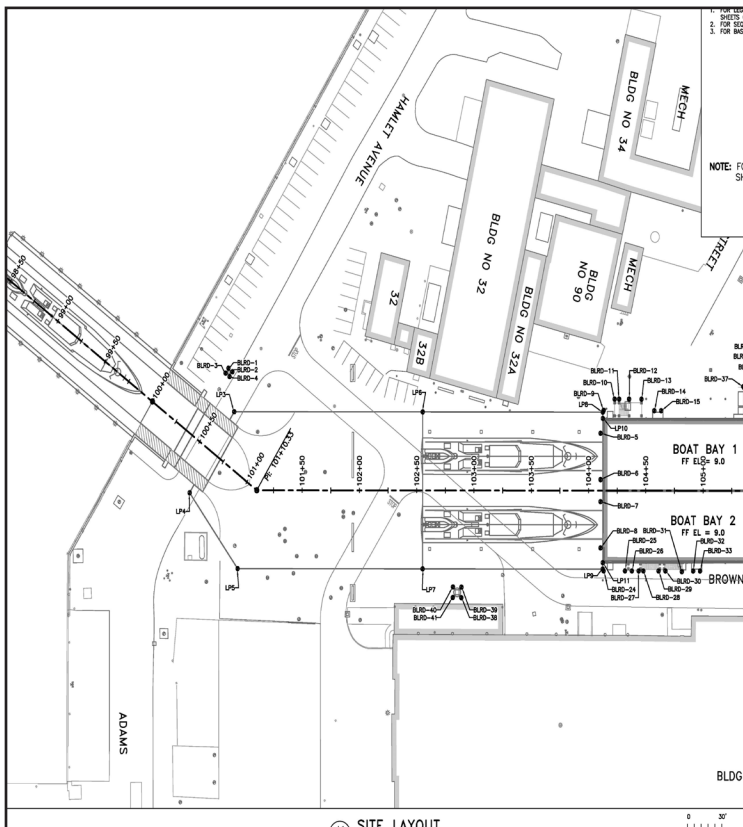
- Yard medical providers saw 2,960 patients, provided over 600 physical exams, and completed more than 300 laboratory tests
- Yard military personnel processed over 160 CGMA transactions and distributed more than \$190,000 CGMA funds.

I am excited to continue working with you all on future endeavors.

*CAPT David Obermeier*

*Commanding Officer, United States Coast Guard Yard*

## ***FRC RDAP Project set to begin!***



The \$34M dollar Fast Response Cutter Recurring Depot Availability Program (FRC RDAP) major construction project is set to begin mobilization in December. The contractor awarded the project, The Whiting-Turner Company, will arrive early in December and start laydown of a construction trailer and site boundaries. Construction will officially break ground January 2024. This Major Acquisitions System Infrastructure (MASI) funded project provides new waterfront and shore facilities to support the RDAP for major FRC maintenance operations. The scope includes bulkhead improvements and construction of two new finger piers supporting marine travel lift hoist, a new ~24,000 sq. ft. maintenance facility and associated utilities. Pictured here is the general site layout of new piers and boat bay buildings. The real bulk of this project will be extensive ground site improvements of piles and concrete apron areas to handle the traverses of the FRC via marine travel lift. We look forward to getting this project underway!



Right: DC Shop prior to renovations. Left: Female head after renovations.

percentage of female cadets attending the Coast Guard Academy in New London, CT. Stakeholders evaluated five different options, but being restricted by long lead time materials and the upcoming availability being less than a year away, they selected the most cost effective and quickest solution...making a new head in the former DC Shop.

Like most production facilities, CG Yard continues to feel the pain of supply chain shortages. To make this project go as smooth as possible, Yard Engineering drew up preliminary sketches, and the Planning/Estimating department went above and beyond to procure crucial materials with astronomically long lead times early in effort to prevent delays on production. The Yard fabricated new sinks, showers, stalls, and laid new one step decks. The ventilation, potable water and sewage systems were also re-routed to properly supply the new space. The new head doubles capacity for female trainees onboard, allowing more opportunities for cadets to sail during their summer training sessions.

During SLEP in 2018, Eagle was repowered with a new MTU main diesel engine to replace the CAT engine that had been in use for decades. Since upgrading the propulsion system, the next step was renewing the exhaust system. CG Yard fabricated new exhaust joints, new lagging and supports and a new stack on top of the pilothouse!

The Eagle's pilothouse renovation included removal and installation of four C5I navigation and surveillance systems. Eagle's upgraded electronic package included ECDIS 2, Doppler Speed Log, SINS II, and AIS 2. These installs improved the performance and capability to both the cutter's primary and secondary navigation systems and its detection of vessels (blue force and commercial). Eagle is now on the





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forefront of the Coast Guard's C5I requirements and can properly introduce and train cadets on systems currently in use aboard cutters across the CG fleet.

The electronics suite is not the only part of the pilothouse upgrade. It also received a cosmetic and structural make over. CG Yard built all new cabinetry, installed new paneling and doors, while ensuring everything is weather/watertight and structurally sound.

CG Yard overcame numerous challenges throughout the availability. From bad weather preventing work aloft and on deck, to abundant lead paint areas in need of proper abatement prior to the commencement of specified work, challenges were overcome. Despite these hurdles, the project updated navigation systems, increased female head accommodations, and increased critical equipment performance through new exhaust systems for the diesel engines and boilers. Conquering three extremely difficult prototype projects and a mast overhaul in one drydock availability period is unprecedented, yet the renovations were accomplished and the crew sailed home in time to prepare for their European summer deployment.

## Engineering Ingenuity



Yard Engineering Division has been hard at work supporting the fleet both in Baltimore and across the country. Highlights include:

- Supported the CGC Harriet Lane Service Life Extension Program (SLEP) prototype installation of new diesel generators, switchboard, and a new gun weapon system (Mk38 Mod3). Engineering invested significant time to create an ammo hoist simple to run and be maintained by the crew.
- Prepared for the first full 270' WMEC SLEP. In advance of CGC Spencer's arrival, Engineering finalized alignment requirements for new stern tubes, supported PM and Production efforts to remove the hangar and decks in preparation for main diesel engines replacement.
- Completed removal and installation drawings for

Short-range Communication Obsolescence Replacement Project & High Frequency Radio System (SCORP/HFRS) on 160' WLIC, 175' WLM, 210' WMEC, 225' WLB, and 270' WMEC. Engineering has started on 399' WAGB and Airsta Ventura.

- Completed ECDIS on 140' WTGB and 295' WIX and received funding for five additional cutters.
- Provides ongoing support testing and commission support of select systems for the 225' WLB Major Maintenance Availability (MMA) and ensures cutters receive Damage Control plates that include MMA engineering updates.
- Provides structural consultation of ongoing repairs to the USCGC Smilax barge.
- Detailed design efforts are well underway for 22 work items in 175' WLM MMA. The first detail design ship check of CGC Ida Lewis was a success – largely reinforcing the preliminary design ideas and allowing Engineering staff to resolve known discrepancies and troubleshoot new problems.

## Project Updates- We're Working On It!



**Left:** The CGC Sturgeon Bay arrived to the CG Yard from Bayonne, NJ mid-July for a dockside availability. The work package includes a flexible berthing modification, which was successfully prototyped during CGC Morro Bay's post-SLEP availability.

Originally constructed as two six-person berthing spaces and two distinct washrooms, areas were reconfigured to increase capacity to a total of sixteen persons while sharing a joint washroom space as part of SLEP. This design limited crews to single gender.

In effort to provide more afloat opportunities to women, CG Yard is converting the post-SLEP berthing into two separate berthing and washroom spaces.

**Right:** With less than two weeks' notice, CG Yard absorbed an emergency dry dock for CGC Northland whose port rudder detached from the stern during underway preparations.

Thanks to a strategic, joint decision between Medium Endurance Cutter Product Line and CG Yard, a new rudder was received from the SFLC warehouse and prepared for installation while the cutter was in transit.

After only one week on dock, CG Yard installed the new port rudder and conducted a thorough inspection of the starboard rudder. All work was completed seven days ahead of schedule, allowing Northland to depart early and return to patrol.

Pictured here, background to foreground, CG Yard supports Medium Endurance Cutter Product Line along piers 1 and 2: CGC Harriet Lane, CGC Northland, CGC Spencer, and ex-CGC Decisive.





## And Working On It!



**Left:** 87' Coastal Patrol Boat FMS Dockings: In mid-May, the Asset Project Office – Cutter Transition Division (APO-CTD) and CG Yard worked together to successfully dock five 87-foot patrol boats in support of the Foreign Military Sales program. Five vessels were successfully dry docked over two days- CGC's Manatee, Cormorat, Brant, Bluefin and Marlin. Once a purchaser is confirmed and authorized, the vessels will be removed from storage and reactivated at CG Yard. The storage is designed to minimize maintenance and corrosion while the hulls wait on the process.

**Right:** 45' Response Boat-Medium 45640 homeported in Annapolis Station, MD arrived at CG Yard in mid-June for an emergency drydock to address damaged areas along the stern. CG Yard conducted the initial inspection.



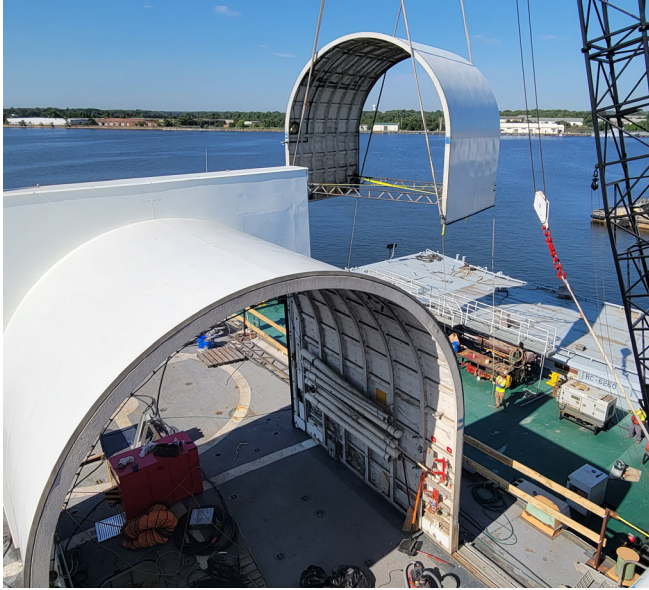
One of the advantages to the Yard's operational partners is the ability to execute emergency availabilities with significantly reduced administrative burdens and lead times.



**Left:** CG Yard and the NAVSEA ISEA successfully landed the MK 38 MOD 3 mount on CGC Harriet Lane in May. ISEA reps and cable pinners subcontracted by NAVAIR finalized all cable connections and installed various system components. The ISEA returned separately to install the cannon and complete final operational testing once CGC Harriet Lane's availability neared completion. CG Yard's partnership with SFLC-ESD, NAVSEA, and PRO Baltimore was key to the success of this major 270' SLEP milestone, which delivered a stable weapons system to CGC Harriet Lane for her upcoming INDOPACOM mission. Lessons learned from this prototype effort will be applied to all future 270' SLEP availabilities to help drive efficiencies and optimize system design and interface.



## *And Working On It!*



**Left:** Production of the first full 270' SLEP is in full swing. CG Yard crews removed the first section of CGC Spencer's Helicopter Hanger in preparation for cutting an access hole through the hanger deck and mess deck to facilitate MDE replacement. Proof testing of the CG Yard built MDE lift rig was also completed. CG Yard technicians have made steady progress on the most challenging element of the MDE access cut and have removed electrical interferences. Many of the vital wires going to Aft Steering from the Bridge and Engineroom run through this main area; these vital loads and controls are run uninterrupted without junction boxes, they must be pulled all the way back from the source or destination past the access hole cut. The 270' SLEP project will be the first through deck MDE replacement on an MEC in a quarter century.

**Right:** CG Yard crews traveled to Cleveland, Ohio in September to complete the final 140 WTGB HVAC upgrade on CGC Neah Bay. During the cutters' SLEP projects, the originally installed Heating, Ventilation, and Air Conditioning (HVAC) system was renovated to include an electric heating system. The harsh environment in which these assets operate proved too much for the new system, resulting in decreased mission effectiveness and equipment casualties. The predictable and repeatable work allowed CG Yard's technicians to leverage the learning curve and achieve a 50% reduction in project period of performance with installations finishing in an average of four weeks!



**Left:** CG Yard techs were onboard CGC Nathan Bruckenthal in FT Macon, NC this October to remove the MK38 MOD3 and transport it back to Baltimore for overhaul. This will be the first MK38 MOD3 overhauled for a CG asset. CG Yard conducts the majority of MK38 MOD2 overhauls using a rotatable spare since a single MOD2 cannot usually be removed, overhauled, and reinstalled on the same asset within the period of performance for a singularly scheduled depot availability. However, because there are no spare MOD3s, CG Yard is unable to apply the same approach here. CG Yard will work on a compressed timeline to overhaul this first MOD3 and reinstall on Bruckenthal before the end of its ongoing dockside. CG Yard is minimizing schedule risk wherever possible.







CGG Harriet Lane dockside at the CG Yard in June. This project presented unique challenges throughout as both the second 270' SLEP prototype and designated INDOPACOM support cutter. However, CG Yard's unique organic capabilities enabled the team to adapt to shifting requirements in ways a commercial shipyard couldn't, allowing seamless incorporation of an added INDOPACOM prep package midway through the availability. During this availability, the team overcame numerous supply challenges, successfully pursuing inventive sourcing strategies to acquire long lead time materials on short notice. CG Yard, ISVS PRO Baltimore, and other stakeholders worked together over several months to complete work items, return spaces to the crew, and test shipboard systems, including the MK38 MOD3, which was successfully tested by ISEA. The cutter was visited on separate occasions by VADM Paul Thomas and VADM Peter Gautier with RADM Laura Dickey before its departure at the end of July.

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