



DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD

YARD NEWS BALTIMORE, MARYLAND

AN EQUAL OPPORTUNITY EMPLOYER

VOLUME 71 ISSUE 02 Summer/Fall 2022

A major step forward for Yard Infrastructure: Shiplift Expansion is Complete!



Congressman John Sarbanes, representing Maryland's Third District, addresses the audience, speaking to the importance of making strategic infrastructure investments at the Yard that are necessary for it to support operational successes.

The project reached completion and on June 30, 2022 a ceremony was held to officially open the new west rail for business! The official party comprised of U.S. Congressman John Sarbanes, Deputy Commandant of Mission Support VADM Paul Thomas and CG Yard Industrial Manager CAPT David Obermeier. Each provided remarks on the importance of this major milestone in facility infrastructure improvements needed to continue providing Service to the Fleet. Former U.S. Senator Barbara Mikulski and U.S. Congressman Dutch Ruppersberger, who were instrumental in securing the Congressional Appropriations for the project, provided pre-recorded messages for the ceremony. And, on July 8, the CGC Harriet Lane was the first vessel to transfer on the new west rail! However, delivering this critical project, required navigating ongoing base operations and adapting to changing circumstances.

SECURING A FOUNDATION

Coast Guard Yard's waterfront was developed with man-placed fill. As a result, during the design stage a careful geotechnical analysis was conducted to identify the best support structure. At the site, there were three soil stratas: man-placed fill, Pleistocene age deposits (sandy silt), and Cretaceous age Potomac soils (clayey silt). To construct the new platform, auger pressure grouted piles were embedded down into the Potomac soils to achieve requisite bearing capacity. Piles 18-in in diameter were selected over displacement type piles because of their ability to penetrate into the dense soils without jetting or hard driving. In total, 290 piles were installed to provide an allowable compressive load of 160-T to support the rail beams. The geotechnical data, coupled with the structural analysis, provided the foundation for the project to be successful. As with all geotechnical operations, unforeseen site conditions emerged during excavation and groundbreaking. An abandoned septic system was unearthed that required environmental remediation and selective excavation. Additionally, there were numerous abandoned

The Commanding Officer's Column

It was truly an honor to serve as the CG Yard Industrial Manager for the last three years and it's humbling to follow in CAPT Skwarek's footsteps as the 44th Commanding Officer. We have weathered a number of challenges together - a worldwide pandemic, global supply shocks, a bear labor market for skilled trades, and high inflation – and we will continue to meet all future challenges the same way we have for 123 years, through teamwork and mission focus. I will work tirelessly to build the command climate and provide the tools and training necessary for us to carry on the proud Yard tradition of Service to the Fleet. It is in that spirit that I share my leadership philosophy:



Our service to the fleet begins with our unit culture. The Coast Guard's Core Values of **Honor, Respect, and Devotion to Duty** apply to every aspect of our work. We are accountable to each other, and to the American taxpayer. We treat each other with respect and work hard as stewards of organic technical knowledge and taxpayer dollars. Each member of our unit will exhibit the Core Values by treating each other right, setting their teams up for success, and upholding high standards of behavior, performance and customer service through accountability. In doing so, we will achieve a *culture of safety, excellence, and customer service*.

I recognize that we are not there yet. As documented in our annual Defense Organizational Climate Survey (DEOCS), we face internal challenges/obstacles to acculturating the concepts above. Chief among those challenges are the misperceptions that leadership does not care about nor listens to crew concerns (e.g. “nothing ever changes”). I have made it my personal mission to demonstrate this is not true, and will use this column and our quarterly Division/Shop meetings to acknowledge the problems that you have identified and to communicate the actions we are taking to resolve them.

The first issue to tackle is the notion that those performing Base Support Services, a majority of which are military members, are second fiddle to the Industrial Shipyard workers, who are primarily civilian employees. I can see how such a perception can develop given that our unique mission inherently focuses on dry-dock availabilities, but the shipyard and base support functions are co-dependent and inextricably linked – one cannot exist without the other. While we may wear different clothing, we all share the same mission and we all bleed blue. There is value in EVERY role here at the CG Yard, and this Command will not waiver in our commitment to fully integrating our industrial and base support services.

I will conclude with how several upcoming or ongoing initiatives align with the CG Commandants Vision: We will **transform our workforce** through innovative hiring strategies and by expanding internship and apprenticeship programs. We will **sharpen our competitive edge** through new technology and training. Finally, we will **advance mission excellence** by continuing the groundwork required to transform the WWII-era Yard infrastructure into 21st century facility to optimally meet the demands of the future fleet.

I am excited to continue to work with you all in these endeavors.

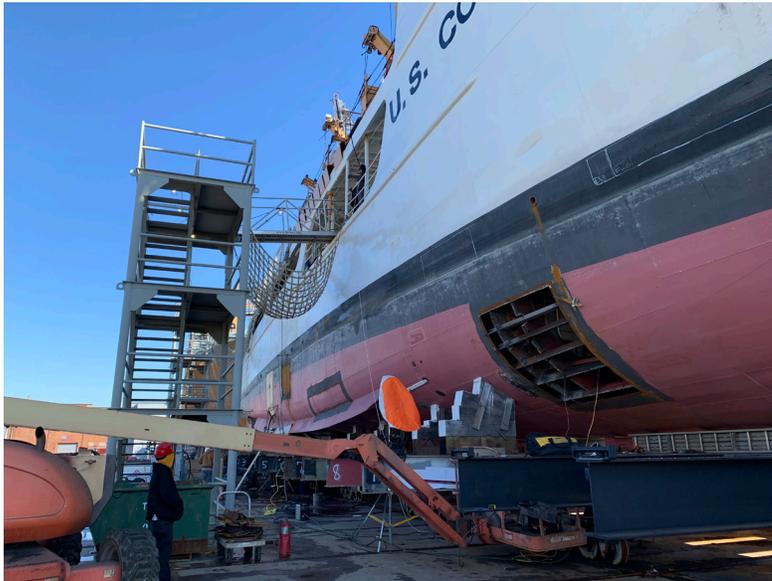
CAPT David Obermeier
Commanding Officer, United States Coast Guard Yard

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utility lines that were not depicted on as-built drawings and required workarounds. Fortunately, the unforeseen site conditions did not impact the critical path and there was no substantive time delay to the project completion. With specific requirements for ship load distribution and levelness during dry-dock repairs, precise platform elevations and locations were essential. The total station survey was conducted during site preparations and directed the pile driving and concrete operations. However, a challenge emerged due to the inadvertent demolition of a benchmark reference station. Without this reference station, the triangulation was impacted and the measurements deviated, requiring a complete re-survey. This issue was overcome, but did cause the project to experience a loss of three work days.

CLOSE COORDINATION

During construction work, the most significant challenge encountered was the requirement for shipyard operations to continue. Separated by only a fence line, heavy construction was often at odds with shipyard repairs, such as during demolition and excavation when the dust impacted paint operations on the dry dock platform. Due to both operations being subject to delay damages, Coast Guard Yard was between a rock and a hard place. Communication was the key to navigating this conflict. The Yard's Facilities Engineer acted as liaison between the prime contractor and the production manager. By detailing precise time windows and additional protective measures for operations (such as water wet down during excavation and additional tarps for painting), progress was able to continue for both parties. A further issue arose



when Coast Guard operations required an emergency dry-dock to CGC Vigilant, a 210-ft law enforcement cutter. This time sensitive dry-dock necessitated rail tie-in operations during December 2021 and January 2022 for ship movement on the loading platform. Persevering through freezing temperatures and weekly snow events, the contractor was able to complete the rail tie-in to enable the shipyard to conduct the emergency repairs. To achieve this, tents with space heaters were erected to keep the temperature above 40°-F. To prevent snow melt from infiltrating the rail pockets, the contractor utilized submersible pumps and spray foam to keep the work area dry for the rail tie-in. Although the rail-tie in was successful, the weather and additional measures delayed work progress and productivity. Through numerous scheduling meetings, impacts were

mitigated by targeting specific rails that enabled critical ship movement. Strategic, targeted work was critical toward mitigating adverse impacts. Antiquated infrastructure at Coast Guard Yard posed another risk. Tie-ins to the existing utilities proved problematic, and the conditions at the connection points were deteriorated. As a result, additional linear feet needed to be demolished to find acceptable material for the tie-ins. Furthermore, existing steam line leaks caused a temporary water line to fail, leading to flooding on the job site. A swift response to secure the water and install a temporary steam vent quickly abated the issue with minimal damage.

ENVIRONMENTAL SUCCESS

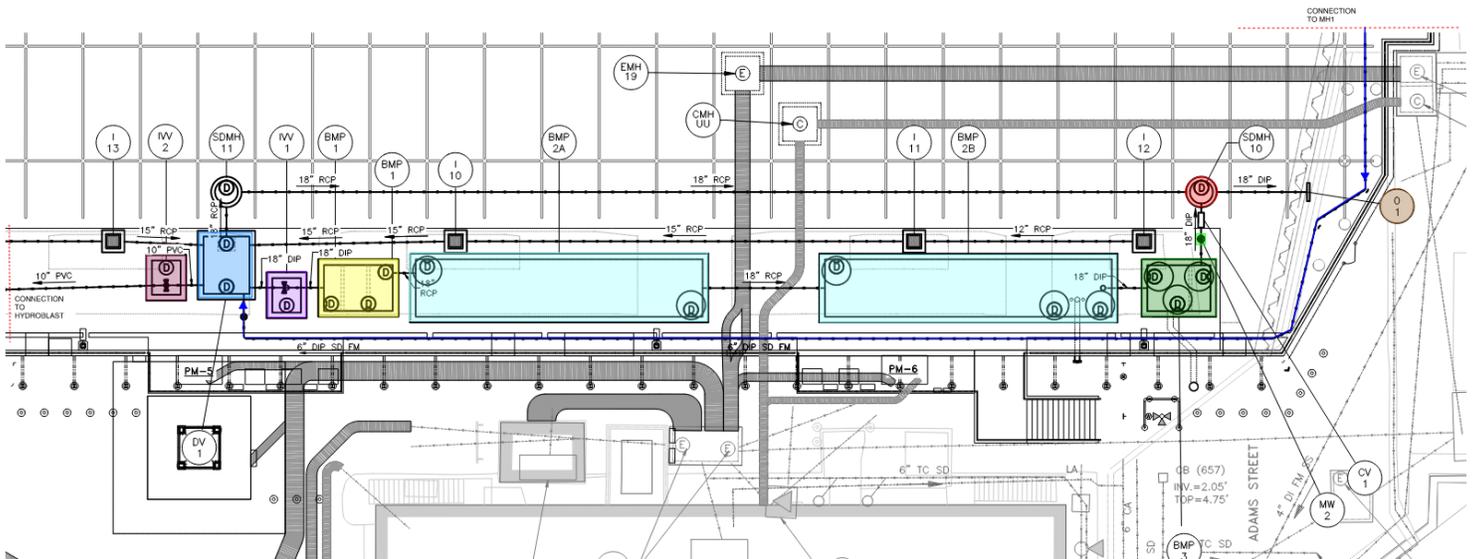
From the facilities engineering perspective, the most rewarding portion of the project was the installation of a best practice stormwater treatment system. Removing and installing ship marine coatings requires robust environmental controls to minimize adverse effects to the environment. This project upgraded the stormwater treatment system to institute cutting-edge technology and practices. The improvements include a four-stage filtration system: the first stage is the storm basin inlet inserts with Fablite filter; the second stage is the Contech Jellyfish high-flow fabric filter directly downstream of the diversion

Farewell Captain Skwarek, the 43rd Yard CO!



Admiral Carola List recognizes Captain Vince Skwarek with the Legion of Merit citation at the Yard's Change of Command Ceremony in July. During his tenure as CO, CG Yard innovatively developed multiple class-wide major maintenance availabilities and service life extension programs in support of Coast Guard and Department of State foreign military sale programs. During his tenure as Yard CO, CAPT Skwarek pursued capital investment initiatives that includes overseeing research and drafting a Request for Proposal for a 154' WPC overhaul facility and advocating for long-term infrastructure investment vital to the Yard's ongoing support to the USCG future fleet. The Yard successfully navigated the COVID-19 Pandemic, sustaining shipyard operations and production schedules, during CAPT Skwarek's tour. The Yard family thanks CAPT Skwarek for his dedication of service and passion to the Yard!

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structure; the third stage is the settling tank; and the fourth stage is the Contech StormFilter media cartridge filter before the water reaches the outfall. This robust particulate filtration system is designed to significantly reduce total phosphorous, total nitrogen, and total suspended solids (namely copper and zinc) from the Yard's stormwater and fall significantly under the Maryland Department of Environment's regulatory limit. The technologically advanced filtration system ensures the installation is the most environmentally friendly shipyard in the nation.

All the planning in the world cannot prepare for the unexpected challenges encountered during a construction project. However, a strong project management team was able to problem solve and was willing to work with the Yard Industrial Department to overcome significant challenges.

CG Yard Welcome's CAPT Emily Tharp as it's new Industrial Manager

Captain Emily Tharp assumed the duties as the Coast Guard Yard Industrial Manager in July 2022. As Yard IM, Captain Tharp is responsible for overseeing operations for the Coast Guard's sole shipyard and largest industrial facility within the Department of Homeland Security.

Prior to this assignment, Captain Tharp completed graduate studies at The Eisenhower School for National Security and Resource Strategy in Washington D.C. with a focus on the maritime industry. Previously, CAPT Tharp fulfilled the duties as the Executive Officer of the U.S. Coast Guard's Offshore Patrol Cutter (OPC) Project Resident Office in Panama City, FL. She facilitated stand up and growth of the unit charged with the technical, engineering, quality assurance, and production oversight for OPC hulls 1 through 3 at the shipbuilder's facility.



Captain Tharp served as Chief of the Requirements and Future Ship Concepts Branch at the Coast Guard's Ship Design & Systems Engineering Division where she initiated requirements, studies and design concepts in support of the Polar Security Cutter Acquisition Program and the Waterway Commerce Cutter Acquisition Program.

Previous tours of duty include Program Depot Maintenance Branch Chief for the Surfaces Forces Logistics Center Icebreaker, Buoy and Construction Tender Product Line, leading a geographically dispersed workforce in support to 86 cutter and 29 barge assets from Maine to Guam. From 2003 to 2006, Captain Tharp served at Marine Safety Office New Orleans and Sector New Orleans. She was a marine investigator and inspector and spent her final year as a Sector Duty Officer during the standup of the Sector New Orleans Command Center and during Hurricane Katrina response.

Captain Tharp's sea duty assignments include Engineer Officer aboard USCGC THETIS and Damage Control Assistant aboard USCGC POLAR STAR.

Captain Tharp, originally from Ohio, is a 2001 graduate of the U.S. Coast Guard Academy with a bachelor's degree in Naval Architecture and Marine Engineering. She also holds Masters of Science degrees in Naval Architecture and Marine Engineering and Industrial Operations Engineering from the University of Michigan.

Captain Tharp's professional recognition includes the American Society of Naval Engineers Perry Award for outstanding contributions to the Coast Guard Naval Engineering program. Her military decorations include three Coast Guard Meritorious Service Medals, three Coast Guard Commendation Medals with operational distinguishing device and one Coast Guard Achievement Medal.

Welcome aboard Captain Tharp!



LDAC Update!

The Yard LDAC is planning a Resume Writing Workshop to help CG Yard personnel progress in their careers. The workshop will be held at the next LDAC meeting on 05 OCT 2022 from 1300-1400 in Berry Hall's small conference room. Employees who attend the workshop should bring their resumes' as they will leave the workshop with notes and suggestions that are tailored to their individual resume. YARD employees that are interested in attending this workshop should get supervisor approval prior to attendance.

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 Club, and the Waterfront Café. We hope to hear from you!

Engineering Ingenuity



USCGC Kimball dockside at its homeport in Honolulu, HI.

From May 8th through 21st, seven members of the Yard Engineering Division performed a ship check of USCGC Kimball in its homeport of Honolulu, Hawaii. This ship check was part of an ongoing effort from the USCG National Security Cutter Acquisition Office (CG-9321) to validate, consolidate, and update the 418' WMSL Selected Record Drawings (SRD). The planset is a mix of drawings from the builder, class-wide drawings, hull-specific drawings, and drawings related to specific Time Compliance Technical Orders. The success of future engineering and production efforts supporting the WMSLs depends upon having accurate drawings. Hull, Machinery, and Electrical / Electronics Branches reviewed, annotated, and brought back to Baltimore dozens of drawings for further investigation. Yard Engineering was able reduce travel expenses by coordinating with an effort from LRE-PL to perform a stability test on Kimball the week prior. Former Yard Project Management Section Chief LCDR Tom Kai is currently serving as Kimball's Engineering Officer and facilitated the visit. Thank you, LCDR Kai!

We're Working On It!



Left: CGC Alder sailed away 27 Aug 2022, marking completion of the twelfth In-Service Vessel Sustainment (ISVS) Major Maintenance Availability (MMA) for the 225' WLB Juniper Class Seagoing Buoy Tender. CGC Alder will complete a patrol en-route to her new homeport in San Francisco, CA. Leveraging the strong partnership between PRO Baltimore and CG Yard, Alder benefited from the efficiencies and observations made from previous MMAs to improve project execution. Beginning with CGC Oak in 2015, the program is on-track to complete a total of sixteen MMA availabilities by the end of FY24. CGC Aspen and CGC Hickory are next in the cue and work is already underway!

Right: Tradesmen from the Yard Electro Group work on installation of the Switchboard Generator onboard CGC Harriet Lane's Engineering Control Center. The Yard Engineering Division completed the detail design work integrating the new ship service switchboard components with the existing equipment for the Electrical Work Item of 270' WMEC SLEP. As the installation progresses, installers provide "redline" markups to Engineering staff and discuss changes as they are discovered. Drawings are then revised to reflect the changes, giving the end user accurate installation documentation. Harriet Lane is the second prototype receiving the Electrical Work Item. However, it is the first A-class cutter and the switchboard configurations vary between classes.



Left: CG Yard recently completed over \$1.6M in repairs to three decommissioned 87-foot Coastal Patrol Boats that were transferred to Uruguay as part of the USCG Foreign Military Sales Program. Multiple stakeholders engage over 11 months to complete the successful transfer including the Surface Acquisition Logistics Center's (SALC) Cutter Transition Division (CTD), in coordination with CG-Acquisitions, CG Yard, and DCO-International Affairs. While in service, the Patrol Boats CGC Albacore and Cochito were homeported in Virginia and Gannet was homeported in Florida until all three were enrolled in the Recurring Depot Availability Project (RDAP). RDAP is a four-year recurring maintenance cycle for the CG's Atlantic Area Coastal Patrol Boats that began at the CG Yard in 2014.



Photo of the Quarter



Photo taken by Shirl Brown, Skookum QSI Manager, of two decommissioned 110-foot Island Class cutters dockside on the Yards west wall. The Yard overhauls these vessels that are sold to friendly foreign nations as part of the USCG Foreign Military Sales program.

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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“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:

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