



DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD

YARD

NEWS

BALTIMORE, MARYLAND

AN EQUAL OPPORTUNITY EMPLOYER

VOLUME 68 ISSUE 01 JANUARY/FEBRUARY 2019

Harriet Lane Arrives at Coast Guard Yard for Emergency Dry Docking



On January 22, the Coast Guard Yard welcomed Coast Guard Cutter *Harriet Lane* for an emergency dry docking to repair a casualty to the propulsion shafting system, which limited operation to the cutter's starboard propulsion shaft, a component required for the cutter to conduct missions at sea.

Surface Forces Logistics Center's Medium Endurance Cutter Product Line considered several options for the repair, including commercial shipyards. However, they selected the Yard to perform the fix, due to its extensive experience with these cutters. Along with the starboard shaft fix, the Yard addressed repairs to the forward electrical shore tie and the Doppler Speed Log.

Within the last 15 years the Yard has serviced all 13 vessels in the 270' WMEC class, each for a nearly year-long Mission Effectiveness Project. During these dry dock repair periods, the Outside Machine Shop and Rigging Shop became very familiar with the vessels, adding to the troubleshooting and technical support experience they recently gained resolving similar shafting problems on other WMECs. Additionally, welders, painters, and inside machinists employed by the Yard are on hand for any other type of work that might arise, allowing growth work to be quickly addressed on-site.

(continued on page 4)

The Commanding Officer's Column

Greetings family and friends of the Yard! I want to open by congratulating Ms. Dottie Mitchell who retired in January 2019 with nearly 40 years of service as the Yard's Communications Manager! Of note, Dottie was responsible for publishing all of our past editions of The Yard News from 1979 – December 2018. Ms. Kristen Soper has taken over for Ms. Mitchell, and brings with her a wealth of experience and expertise.

On February 14, Congress passed the Consolidated Appropriations Act of 2019, which included \$22.5 million to construct travel lift finger piers, a paint and blast building, and other infrastructure required to dry dock new Fast Response Cutters (FRCs) at the Yard. This new investment will enable the Yard to stand up an FRC Recurring Depot Availability Program (RDAP), modeled after the highly successful 87-foot Coastal Patrol Boat RDAP. By the mid-2020s the FRC and 87-foot Coastal Patrol Boat RDAP programs will constitute approximately 30% of the Yard's workload each year. Notably, this investment will enable the Yard to maintain and renovate the Coast Guard's patrol boat fleet for at least the next 20 years, ensuring the Coast Guard can effectively and efficiently execute its missions in our Nation's waters. The Yard received tremendous support and advocacy from the State of Maryland and the Maryland Congressional Delegation. The Coast Guard and Congress' support of this project is indicative of the faith and confidence that our overseers place in the Yard's ability to provide value to Coast Guard operations.



CAPT Matt Lake

This past month the Yard published the [Ten-Year Strategy of the Coast Guard Yard](#). This document will guide the Yard's efforts over the next decade by informing follow-on short-term strategic plans, containing specific goals and objectives. As the only Coast Guard shipyard and largest industrial complex, the Yard must anticipate changes in the external environment and emerging operational requirements to ensure continued relevancy, and of ultimate importance – continue to provide value to the fleet. Given the unique nature of the Yard, strategic planning is critical to sustaining relevancy. The Ten-Year Strategy of the Coast Guard Yard is intended to guide the Yard along the best heading to prepare for our future. This document analyzes the state of the U.S. shipyard industry, the Yard's competitive advantage within this industry, and evaluates the future needs of the Coast Guard, given recently published Coast Guard operational strategies. The document uses this analysis to predict areas of potential growth at the Yard, requirements for workforce development, new investment, and opportunities for innovation and adaptation. Over the next several months we will socialize the content of this strategy with Coast Guard senior leaders, as well as our external stakeholders and advocates.

I will close with a note of remembrance for the recent loss of Mr. Ronald Breighner, a 4-year veteran of the Yard. While Mr. Breighner only worked at the Yard for a relatively short while, he was well respected for his work ethic, his dedication to duty – and very much part of our Yard family. He will be remembered and missed.

Captain Matt Lake
Commanding Officer, United States Coast Guard Yard

Commandant's Distinguished Career Service Award – Ms. Dorothy “Dottie” Mitchell

For nearly 40 years, Dorothy “Dottie” Mitchell has served as head of the Yard’s external communications, community and media relations, and inter-agency engagement. Her distinguished career recently came to a close and was recognized by the Coast Guard, honoring her with the Commandant’s Distinguished Career Service Award, the highest level award granted to a civilian employee at retirement.

Ms. Mitchell was presented the award at her January 3 retirement ceremony by CAPT Matt Lake, Commanding Officer of the Coast Guard Yard. The engraved plaque is given to employees whose careers reflect long and exceptional devotion to duty, and extremely significant contributions to the economy, efficiency, or other improvement in the operations of the Coast Guard.

Ms. Mitchell began her federal career as a GS02 summer hire at the National Aeronautics and Space Administration in 1972, and continued at the National Institute of Health as an intern. She then went to work on Capitol Hill, serving on the personal staff of U.S. Representative Berkeley Bedell (D-IA), followed by a position in the Baltimore district office of U.S. Senator Charles Mathias (R-MD).

In 1979, Ms. Mitchell began her Coast Guard career at the Yard as a Public Information Officer, where her areas of responsibility included community and media engagement for the Yard and Baltimore area Coast Guard units, planning and coordinating external engagements with Yard stakeholders and visitors, and acting as a liaison with federal, state, and local government officials.

Though it’s the Department of Homeland Security’s only shipyard and largest industrial facility, as well as one of only five remaining public shipyards in the United States, the Yard is often unfamiliar to the public, but in her role, Ms. Mitchell helped to shine a light on Yard projects, always championing the work and the workers at one of the finest shipbuilding and repair facilities in the country.



The Yard’s Commanding Officer, CAPT Matt Lake, presents Ms. Dorothy Mitchell with the Commandant’s Distinguished Career Service Award at her Jan. 3rd retirement ceremony.



RADM Michael Haycock congratulates and thanks Mitchell for her 40 years of service and for “always telling our story.”

The Yard hosts more than 45 major external visits per year by members of Congress and their staffs, senior Administration officials, foreign dignitaries, media, and Flag Officers and Senior Executives, among the most of any Coast Guard field unit. The Yard and its 14 tenant commands are often the face of the Coast Guard to countless elected and appointed senior government and international officials. Ms. Mitchell’s expert oversight and coordination of these visits assured continued stalwart support of the Coast Guard by these important individuals.

Throughout her four decades with the Coast Guard she managed countless media and public relations situations, including controversial environmental contamination and permitting issues, as well as proposals to close down the Yard. She also published over 350 editions of the “Yard News,” using the bi-monthly publication to inform Coast Guard senior leadership, Congressional and DHS staff, and the Coast Guard Yard workforce about the Yard’s many accomplishments to garner support for resources and fleet maintenance. The Coast Guard currently enjoys tremendous support from the Maryland Congressional delegation, in part due to Ms. Mitchell’s work in marketing the value of the Coast Guard to Maryland and the Nation.

The entire list of her accomplishments and contributions to the Coast Guard are too numerous to list, but through tremendous dedication and professionalism, her work has ensured enduring support and public trust for the Yard and the Coast Guard for years to come.

(continued from page 1)

All of this prior knowledge and expertise within the workforce placed the Yard competitively among the rest of the potential maintenance and repair alternatives, and made it the natural choice to conduct the repairs.

If a commercial shipyard had been selected for the repairs, it was possible that the cutter could have been out of commission for weeks or longer due to scheduling conflicts, but the Yard was able to flex the schedule to get the cutter docked and repaired, saving time, resources, and preventing further complications.

This is the Yard’s first unplanned or emergency dry docking for a 270’, as well as the first time the Yard has docked a 270’ since 2015. The repair work provided personnel an opportunity to re-familiarize themselves with a 270’ WMEC platform, replenishing organizational knowledge and expertise. With roughly 50 recent new hires, as well as several 270’ WMEC maintenance and repair projects coming in the near future, it’s critical for the Yard to replenish organizational knowledge and expertise in order to continue meeting the complex needs of this vessel class.

Commissioned in 1984, USCGC *Harriet Lane*’s ongoing missions include search and rescue, maritime safety and security, counter-drug and migrant operations, and regulating living marine resources. In 2005, the cutter was part of the response effort for Hurricane Katrina and in 2010 for the Deepwater Horizon Oil Spill, adding to her already distinguished service record.



Three tugs assist the *Harriet Lane* as it is dry docked at the Yard.

Machinery Branch Using Specialized Software for Piping System Design and Production

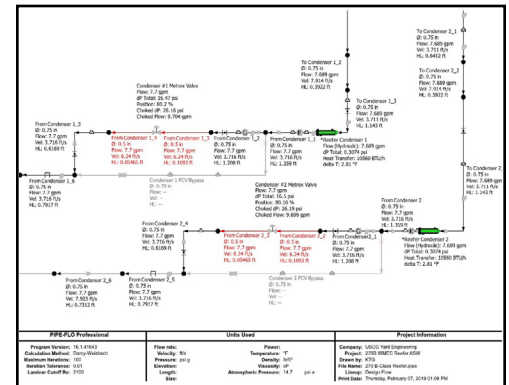
The Yard Machinery Engineering Branch is working to reduce design cycle time and production costs by using specialized software to model piping systems and calculate fluid flow prior to a cutter’s arrival at the Yard. The models, created using a program called PIPE-FLO®, shorten the system design time by identifying areas of concern before condition assessments.

Using the software, along with their unique design, survey, and production experience, Yard Engineering and Pipe Shop personnel are working together to develop standardized drawings for things such as orifice plates, overboard discharges, gauge boards, and deck penetrations. These drawings will condense engineering cycle time, allow for the procurement and manufacture of common items in bulk, and create consistent installation procedures to provide a better product at lower cost.

Additionally the software has assisted in the development of Yard Engineering procedures for modeling piping systems such as Firemain, Chilled Water, and Sea Water Cooling. This provides personnel a proven method to achieve consistent results when conducting piping system assessments, evaluating flow characteristics, and identifying sections of pipe at high risk for erosion or cavitation damage.

During the 225’ Midlife Maintenance Availability, one of these models was used to correct chill water system design problems, and for the 270’ and the CGC *Polar Star* Service Life Extension Program, fluid systems were modeled to identify areas of high velocity which were then checked for pipe erosion. This ability to identify problem areas prior to ship arrival significantly reduces risk of unexpected repairs.

Yard personnel have already shown that by using the software to create a systematic approach to design, the capabilities of this versatile tool provide value across multiple disciplines during all life-cycle stages of a fluid piping system, providing common results and ensuring customer satisfaction for many future projects down the road.



A 270’ Reefer Cooling Water Model. The items highlighted in red indicate areas of high velocity.

Oakridge Departs the Yard After 17 Years

After more than 17 years of steady service at the Coast Guard Yard, the *Oakridge* floating dry dock has been sold to a private shipyard through GSA Auctions and departed the Yard this past December.

Originally commissioned by the U.S. Navy in 1944 as auxiliary repair dock USS *ARD-19*, the *Oakridge* was built by the Pacific Bridge Company during World War II to service destroyers, submarines, and landing craft.

After it was launched, USS *ARD-19* was towed in stages across the Pacific and moored in San Pedro Bay in the Philippines. Shortly before noon on November 27, 1944, as it was conducting a servicing operation on the USS *Ross*, a Japanese Tojo fighter plane attacked, slamming into the dry dock. The plane passed through the starboard wingwall and caused gasoline fed flames to encompass the deck of the dock basin. A second Japanese fighter came in for a strafing run while the crew was extinguishing the fire, but before any further damage was done, the *ARD*'s gunners shot it down. Heavy damage from the attack kept it busy with self-repairs for a time, but it soon resumed her dry docking and repair duties until after the end of World War II.

In 1948, *ARD-19* was towed back across the Pacific for duty with the Pacific Reserve Fleet at Long Beach Naval Shipyard. For the next six months it carried district vessels to various berthing areas on the West Coast. Throughout 1949 it continued ferrying vessels to various locales, including the Puget Sound, the Panama Canal Zone, and Orange, Texas, until the end of September when it was assigned to Texas Group, Atlantic Reserve Fleet for berthing and decommissioned.

Thirteen years later, in September 1962, USS *ARD-19* was brought out of reserve, named and recommissioned as USS *Oak Ridge* (*ARDM-1*), and after extensive upgrades, was converted to support the Navy's forward deployed ballistic missile submarines. It was the only asset capable of putting these large submarines in dry dock and transporting them long distances, should the need arise.

Over the next three and a half decades *Oak Ridge* continued to service and support the Navy's submarine force, including nuclear fast-attack submarines. In 2001, it was decommissioned from the Navy for a second time, stricken from the Naval Vessel Register, transferred to the U.S. Coast Guard, and renamed *Oakridge*.

From 2002 to 2018, *Oakridge* operated at the Coast Guard Yard as a supplement to planned maintenance projects and emergency repairs, including many 210s and 270s as well as the historic ships USS *Constellation* and USCGC *Eagle*. It was also used as a platform to dismantle decommissioned 123' cutters.

Oakridge underwent a service life extension in 2013, with upgrades and rehabilitation to structural, systems, communications, and technological areas, and though the Coast Guard originally saw it as being operational for only five years, it has remained in service at the Yard for 16, despite being nearly 75 years old.

The Coast Guard decided to sell the unique dry dock after determining that its age and poor condition caused its annual operating and maintenance costs to grow to be 11 times greater than the Yard's ship lift system. Additionally, floating dry docks are required to be dry docked themselves once every 10 years for hull inspections and maintenance. Since there are no active shipyards in a safe transit distance from the Yard that have the capacity to dry dock *Oakridge*, the Yard performed dive inspections instead of dry docking. Consequently, *Oakridge* has not been dry docked since the mid-1990s. The Yard intends to replace *Oakridge* by expanding the existing land-based docking system.

Last fall, it was listed for auction as a General Purpose Property moveable piece of docking equipment and sold to a private shipyard with a winning bid of \$1,396,099. On Wednesday December 12, 2018 *Oakridge* departed the Yard and is currently docked in historic Hampton Roads, Virginia.

Fair winds and following seas to this historic dry dock!



After 17 years, on December 12, 2019, three tugs tow *Oakridge* out of the Yard.

“We’re Working On It”



USCGC Key Largo, a 110’ Island Class Cutter is undergoing an emergency dry docking at the CG Yard. The Yard is the only shipyard approved to execute this unique method of craning a 110’ during when dry docked.



Welders aboard USCGC Mobile Bay perform repairs to deck stiffeners, which are installed to support boat davits. A contracted fire-watch keeps an eye on safety during the operation.



Yard Paint Shop employees finish up the primer coat on USCGC Fir’s 02 level superstructure.



USCGC Chinook, an 87’ Marine Protector Class Patrol Boat, undocks for refloating after completing planned maintenance at the Yard under the 87’ Recurring Depot Availability Project (RDAP). CHINOOK is the 53rd vessel to undergo the RDAP process and the sixth vessel in the fleet class to complete Phase II repair since RDAP began in 2014. The program includes specialized processes, equipment, and labor to reduce schedule variability and minimize costs in order to improve fleet readiness.

MILESTONES

Retirements

Darrell Burton	Marine Machinery Repairer	28 Years
Bernard Croxton	Sheetmetal/Boat Joiner	34 Years
Harvey McRae II	Heavy Mobile Equipment Mechanical Supervisor	38 Years
Dottie Mitchell	Communications Manager	44 Years
John Moore	Environmental Protection Specialist	25 Years
George Reed	Pipefitter	31 Years
Robert Reed	Marine Machinery Mechanic Helper	19 Years
Barton Ricktor III	Electronics Mechanic	46 Years
Eugene Williams	Pipefitter	23 Years

Promotions

Stephen Bevin	Electrician Helper	WG-05
William Bittner Jr.	Management Analyst	GS-09
Daryl Cockerille	Electrician Helper	WG-05
Harold Haney	Ordnance Equipment Leader	WL-11
Nathan Harris	Electrician Helper	WG-05
Ryan Lechert	Electrician Helper Trainee	WG-03
Dylan Marucha	Electrician Helper	WG-05
Jason Reynolds	Electrician Helper	WG-05
Carl Schmidt	Pipefitter Helper	WG-05
Jordan Soliday	Electrician Helper	WG-05
Daniel Stum	Sheetmetal Joiner Supervisor	WS-11
Robert Thomas Jr.	Electrician Helper	WG-05

**Yard Enlisted Member
of the Quarter**



HS2 Whitney Austin
Clinic
FY'19 Q1

**Yard Civilian Employee
of the Quarter**



Michael Williams
Industrial
FY'19 Q1

Yard Shops Help Needy Local Families During Holiday Season

Things can get a little competitive at the Yard between the different shops, and the holidays are no exception. This holiday season they were contending to see who would be the best givers to needy families in the surrounding community.

In 2018, the Yard's shops worked tirelessly on their own time to help raise over \$16,000 and provide dozens of families in the Baltimore area with a wonderful experience. That's enough spirit to raise Santa's sleigh!

Members of the Yard's Electro Group sponsored eight families with 20 children from Brooklyn Park Elementary and Curtis Bay Elementary/Middle School. They raised over \$6,000, which went to needy families identified by the school guidance counselors. Toys and clothes were purchased for the children using donations from Electro Group employees, and then wrapped by volunteers.

When it came time to deliver the food and gifts, several group members took turns dressing as Santa, which was received with an overwhelming amount of joy. As volunteers from the Electro Group departed, Santa's farewell message to the kids was, "Do well in school and take care of your mom."

In Harford County, a Title I school was selected in Havre de Grace, where members of the Yard Services Group adopted four families, totaling 14 children and seven adults. The group ended up raising \$4,150 for the drive, along with food and toy donations.

Each child received a \$50 gift card for new shoes, adults were gifted a \$100 gift card to their local grocery store to help with meals, and each family received \$100 to \$120 in canned foods to help with the holiday feast.

Additionally, every child had a holiday wish list, and to make these wishes come true, Services Group employees held a week long toy drive. So many toys were donated that they were able to provide gifts to an additional ten families.

When they were delivered, the school teachers were overwhelmed with the amount of gifts received from the Yard employees. They expressed a reliance on the men and women of the Coast Guard Yard during the holiday season, and the Services Group Santa responded by saying, "The Coast Guard doesn't just save lives, it changes lives."

As part of their effort, the Structural Group employees raised over \$5,700, buying gifts and providing Christmas dinner for eight families with 24 children. One family's sole request was for an oven, and the Baltimore Area Metal Trades Council, a union at the Yard, stepped up and had an oven delivered to the family in time for the holidays. Structural Group employees said they are truly humbled to participate in this giving drive every year, and that it reflects greatly upon the character of all the employees at the Yard.

Combined, these efforts help make the holidays extra special for many needy families in communities surrounding the Yard, and the season of giving has become a great tradition for the all of the employees here. It couldn't happen without the kind generosity of the men and women at the Yard.



Santa and his Services Group helpers are collecting gifts to be distributed to families and their children during the 2018 holiday season.

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"YARD NEWS" is an authorized publication of the U.S. Coast Guard produced bi-monthly 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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