



Coast Guard Transfers Two Former 110-Foot Patrol Boats to Country of Ukraine

The Yard hosted a ceremony with Ukrainian President Petro Poroshenko on Thursday, September 27, 2018, for the transfer of the decommissioned Coast Guard Cutters DRUMMOND and CUSHING to the Ukrainian Navy. Assistant Secretary of Defense Robert Karem, Deputy Assistant Secretary of State George Kent, and VADM Michael McAllister, Coast Guard Deputy Commandant for Mission Support, were among the U. S. dignitaries attending the ceremony.

The 30 year-old, ex-110' cutters were transferred under the Coast Guard Foreign Military Sales Program. The initiative helps build and sustain international partnerships, fosters regional and global maritime safety, and saves U.S. Coast Guard funds in disposal costs.

The two patrol boats will begin a dry-dock availability at the Yard in early 2019 to receive hull preservation, system reactivation, and new navigation equipment. Following 10 weeks of operational training with Coast Guard Asset Project Office Baltimore, the Ukrainian crew will be ready for their trans-oceanic voyage to the Black Sea.

Former U.S. Coast Guard 110-foot patrol boats CUSHING (inboard in photo) and DRUMMOND (outboard in photo) await transfer to the country of Ukraine under the Coast Guard Foreign Military Sales Program.



Vice Admiral Michael McAllister (left), U.S. Coast Guard Deputy Commandant for Mission Support, and Ukrainian Admiral Ihor Voronchenko (right), Naval Forces of Ukraine Commander, sign a certificate of implementation for the transfer of two decommissioned Island-class 110-foot patrol boats to the Ukrainian government on September 27th at the Yard. (USCG photo by PA3 Ronald Hodges)

The Commanding Officer's Column by Captain Matthew W. Lake



Greetings family and friends of the Yard! I want to congratulate the men and women of the Yard for the second straight fiscal year of record high shipyard production and financial performance. Specifically, the Yard finished up Fiscal Year (FY) 2018 with the highest production output in more than 20 years, and the highest labor productivity rate in recorded Yard history. Going into FY2019, we plan to keep our composite labor rate (pricing charged to customers) “flat-lined” despite a 1.55% increase in inflation. This achievement is made possible due to reductions in the Yard’s overhead costs, and an anticipated 5% increase in work (revenue) through next year. In terms of impact to the Coast Guard, we improved project schedule performance, and saved the Coast Guard more than \$4.1 million in reduced labor costs in just this past year. These cost

savings were subsequently used to accomplish even more cutter maintenance and renovation work at the Yard – ultimately bolstering Coast Guard operations. (see page 3)

That said, it is important the Yard does not simply focus on financial stewardship and contributing to near-term operations. As the Coast Guard’s only shipyard, we have a duty to position ourselves to prepare for the future and ensure the Yard is able to anticipate and support operations for decades to come. To that end, the Yard has already begun planning work for the 270-foot Medium Endurance Cutter Service Life Extension Project (SLEP), design work in support of POLAR STAR SLEP, and is making investments now to support the Coast Guard’s new fleet of Fast Response Cutters.

A recent major milestone is our sale of the floating dry-dock OAKRIDGE. OAKRIDGE was sold for a price of \$1.396 million to East Coast Repair and Fabrication, a ship repair facility in Norfolk, Virginia. The successful sale of OAKRIDGE will enable us to free up needed space for our shiplift expansion project, and will also substantially reduce our dry-dock operating costs. Through its storied history, beginning in 1944, the

OAKRIDGE served the Navy and the Coast Guard quite well. In the Navy, OAKRIDGE served with distinction in World War II, and was used to service nuclear submarines from 1963-2001. Since OAKRIDGE was brought to the Yard in 2002, the dock was used to renovate, service and maintain a tremendous number of Coast Guard and other government agency vessels, including High Endurance Cutters, Medium Endurance Cutters, EAGLE, the ex-USS CONSTELLATION, and many others. OAKRIDGE has served our Nation with distinction, and now it is time for the dry-dock to move on and continue to provide value in the commercial sector.

I’ll close my column with a note of remembrance regarding the crew of the ex-Coast Guard Cutter TAMPA. September 26th, 2018 marked the 100th anniversary of the loss of TAMPA during combat in World War I. TAMPA was one of six Coast Guard Cutters to serve overseas on convoy duty during the war. TAMPA is particularly important to the men and women of the Yard, because she was commissioned here at the Yard on August 19th, 1912, and underwent outfitting and other work prior to her delivery to operational service. (see page 7)

Commandant Makes Inaugural Visit to Yard



The Yard hosted ADM Karl Schultz for his inaugural visit as Commandant of the Coast Guard on Tuesday, October 16. The morning agenda included a tour of the waterfront and select cutters undergoing renovation, followed by a walk-through of the SFLC warehouse. In the photo, ADM Schultz (center right) greets Mr. Nelson Sapnur (right), Yard Shipfitter (Welding), Structural Group, while on the shiplift. CAPT Lake, (left) and CAPT Christopher Webb (center left), Chief, Coast Guard Office of Naval

FY 2018 Yard Financial Report

By Tim Howard, Chief, Financial Operations

Below is a summary of four key metrics that provide an overview of the Yard’s FY2018 financial performance. In FY2018, the Yard booked 912,606 production hours that resulted in \$103 million in gross revenue. This is the highest number of production hours the Yard has recorded in 20 years, and was within 0.6% of the Yard’s estimated production hours for the year.

Another key metric is productivity percentage. This is the percentage of available labor hours that are actually used for shipyard production. Productivity is “lost” whenever labor hours are used for leave, sick time, lost time for injuries, training, administrative time, or any other non-direct shipyard production activity. In FY2018, the workforce achieved a 74% productivity percentage, a 2% increase over FY2017, and the highest labor productivity levels in recorded Yard history. The higher the productivity percentage, the lower the cost to Yard customers, and this also leads to better schedule performance.

The Yard has also been adjusting the composition of the workforce over the past 18 months to meet the demand of current and planned work. As a result of these workforce modifications, the overtime levels were reduced by 2% from FY2017 levels, despite the significant increase in production from FY2017 to FY2018.

CG YARD

KEY METRICS FY 2018

PRODUCTION HOURS	REVENUES (\$,000's)	PRODUCTIVITY PERCENTAGE	OVERTIME PERCENTAGE
912,606	\$103,187	74.2%	24.3%
6% 	5% 	2% 	-13%

Yard Employees Celebrate As Alumni of Local Trade Schools

Thirty-six Yard employees recently gathered on the shiplift in front of the 140' icebreaker tug MOBILE BAY for a group photo to celebrate as alumni of The Centers of Applied Technologies (CAT) North and South in Anne Arundel County. The vocational-technical high schools are located in Severn, MD and Edgewater, MD, respectively. Not available for the photo were an additional two dozen Yard employees who are also graduates of the Anne Arundel County Public School System's career and technical education programs. Both schools provide high school studies for students seeking entry-level jobs in the business community after graduation, such as the Yard. Many CAT North and CAT South former students are now Yard managers in their respective trades. Congratulations, alumni!



Commandant, cont from pg 2

Engineering, join in the conversation. Admiral Schultz is the 26th Commandant of the U.S. Coast Guard. He assumed command on June 1, 2018. (Photo courtesy of LCDR Justin Smith, USCG)

“We’re Working On It!”



The Yard concludes a four-year phase Service Life Extension Project of the 82-year-old Barque EAGLE. Supporting long-term sustainability of the sailing ship through the Coast Guard’s In-Service Vessel Sustainment Program, the Yard modernized EAGLE with mechanical, electrical, and structural renovations; habitability upgrades, and mast inspections. America’s Tall Ship received an additional decade of service life to continue as a U.S. goodwill ambassador and a training vessel for future Coast Guard officers.



The patrol boat MANOWAR undocks for refloating after completing a 60-day planned maintenance at the Yard under the 87’ Recurring Depot Availability Project (RDAP). MANOWAR is the 47th vessel in the fleet class to complete Phase I 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.



Yard Electro Group road team installs a newly overhauled MK38 Mod 2 (left) on the USNS EAGLEVIEW in Seattle, WA, a first time install on a Navy ship. The 418’ National Security Cutter WAESCHE (WMSL 751) and 378’ MELON (WHEC 717) are pictured center and right, respectively.

“We’re Working On It!” (continued)

The Yard docks the Cutter FIR as the 6th 225’ buoy tender to undergo mid-life maintenance under the Coast Guard’s In-Service Vessel Sustainment Project at the Yard. FIR will receive a 12-month overhaul of targeted hull, mechanical, electrical, and electronic systems – work that is critical for long term sustainability of the cutter class.



The decommissioned Coast Guard 110’ patrol boat JEFFERSON ISLAND prepares for trans-oceanic transport from the Port of Baltimore to the Republic of Georgia on the Black Sea following transfer of the vessel through the U.S. Coast Guard Foreign Military Sales Program. The cutter is one of two 110’ patrol boats that the Yard provided maintenance, upgrades and outfitting for transfer to the Georgian government.

The Yard begins an 8-month Service Life Extension Project on U.S. Navy patrol boat YP #695 to modernize the vessel for another 10 years of service life. The 30-year-old, 108’ wooden hull boat supports the U.S. Naval Academy’s seamanship and nautical science training programs.



**Yard Enlisted Members
of the Quarter**



*HS3 Koreena Hawkins, Clinic
FY 18, 2nd Quarter*

**Yard Civilian Employees
of the Quarter**



*Donald Storm, Structural Group
FY 18, 2nd Quarter*

Milestones

Retirements

Roy Bartholomew
Sheetmetal Joiner Leader
36 Years

Lynn Genco
Lead Accounting Technician
18 Years

Promotions

Brian Wholey, Pipefitter Helper,
WG-5
Michael Goehring, Structural
Helper, WG-5
Deeanna Burnah, Structural Helper,
WG-5
Chase Bowman, Ordnance Helper,
WG-5
Nicholas vonBank, Structural
Helper, WG-5
Mark Holt, Structural Helper,
WG-5
Travis Nunley, Sheetmetal Joiner
Helper Trainee, WG-3



*CSI Ryan Tan, Drydock Club
FY 18, 3rd Quarter*



*Anthony Bernacki, Rigging Shop
FY 18, 3rd Quarter*



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Captain Matthew Lake
Commanding Officer

Dottie Mitchell
Editor

Jennifer Walter
Collateral Duty Graphic Designer

TAMPA Has Roots At Yard*Remember the TAMPA! (1912 - 1918)*

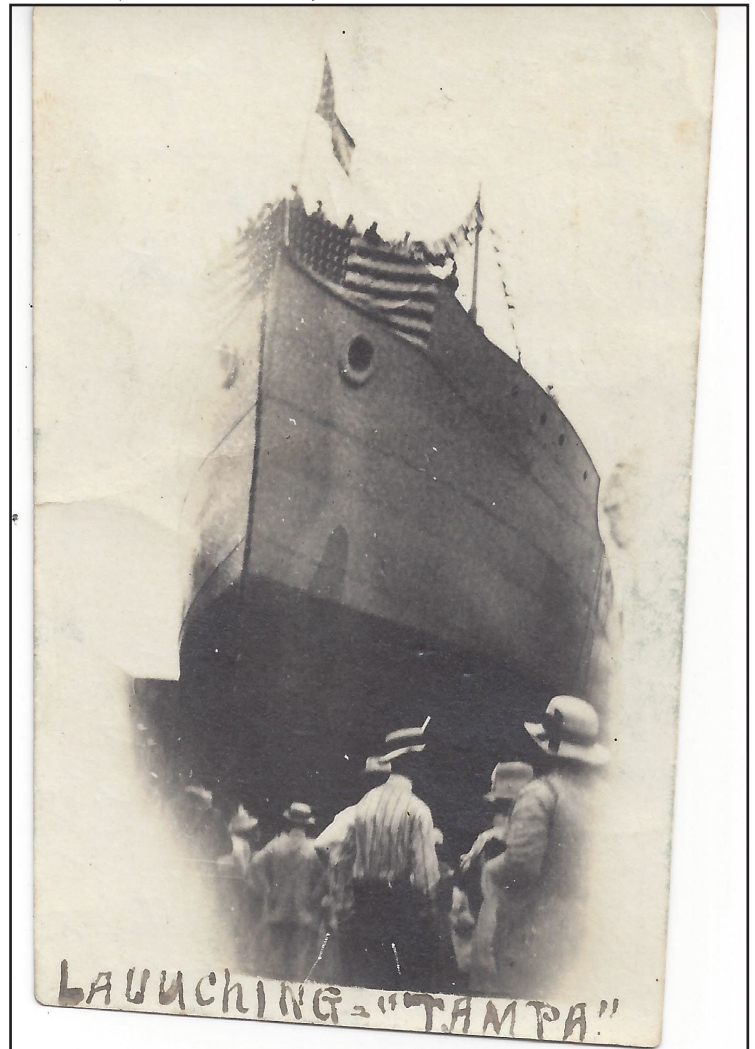
The TAMPA, a 190 foot vessel originally named MIAMI, was operated by the Revenue Cutter Service (RCS), the predecessor of today's Coast Guard.

Newport News Shipbuilding Company in Newport News, Virginia, built the MIAMI and launched it on February 10, 1912. MIAMI came to the Arundel Cove Depot (today's Yard) in August 1912 for 3 to 4 months of retrofitting, as most Revenue Cutter Service vessels did in the era. The RCS commissioned MIAMI here on August 19, 1912.

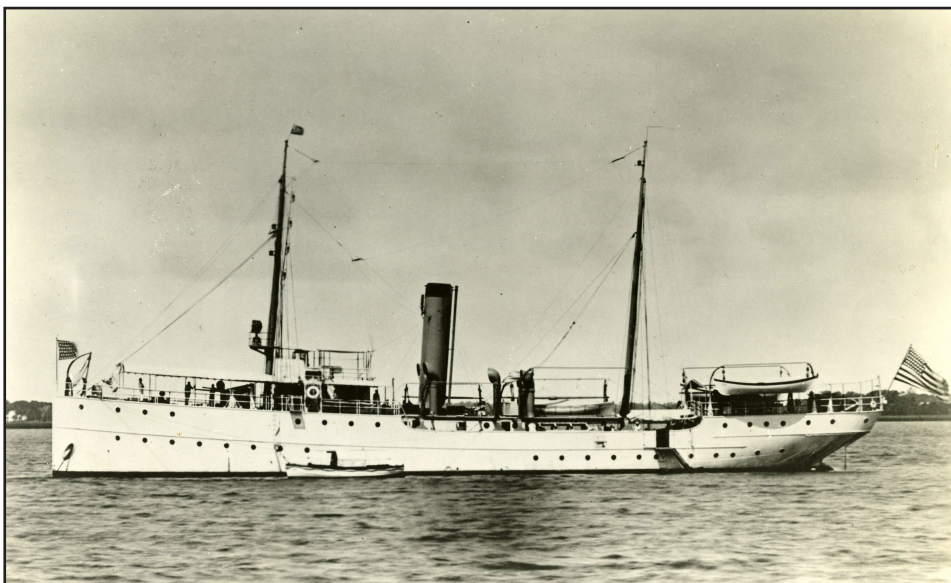
During the following years, the MIAMI, (re-named TAMPA in 1916), performed ice patrol duties in the North Atlantic, enforced fishing and navigation laws, and conducted convoy duty during World War I.

On September 26, 1918, a German submarine torpedoed and sank the TAMPA. Within 3 minutes, 130 men lost their lives. TAMPA was the single largest loss of life for the U.S. Coast Guard during World War I.

The Coast Guard held a 100th anniversary observance of the sinking of the TAMPA on September 26, 2018 at Coast Guard Headquarters. Over 200 people attended including Secretary of Homeland Security, Commandant of the Coast Guard, and 50 descendants of the TAMPA crew - all in purpose to "Remember the TAMPA!"



The TAMPA (formerly MIAMI) launch on February 10, 1912 in Newport News, VA. (Photo courtesy of Coast Guard Historian Office)



1916 photo of TAMPA, two years before its sinking by enemy fire in World War I. (Photo courtesy of the U.S. Navy)

Yard Tenant Commands Volunteer to Feed the Hungry

By LT Miguel Augustin, PRO Baltimore

On September 27th, members of Project Residence Office Baltimore and Sector Maryland-National Capital Region got their hands dirty by volunteering to help harvest produce at First Fruits Farm in Freeland, Maryland. First Fruits Farm is a non-profit organization dedicated to providing fresh, nutritious produce to those experiencing hunger in the mid-atlantic region. The farm relies on volunteers to assist in harvesting fruit and vegetables to share with local food banks, homeless shelters, soup kitchens, and other food providers. During the event, Baltimore area Coast Guard employees assisted in harvesting a total of 9.5 bins of corn - a combined total of 7,125 pounds!



Pictured left to right are: BM3 Eric Gilbert, MK2 Aldomoro Nelson, MST3 Breanna Kinchen-Woods, MST3 Jekeydon Pratcher, SN Shelby Bubenik-Evans, DC2 Luigi Rotondo, and LT Miguel Augustin. (Photo courtesy of PRO Baltimore)

Department of Homeland Security U.S. Coast Guard Yard

Mail Stop #5
2401 Hawkins Point Road
Baltimore, MD 21226-1797

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