



DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD

YARD

NEWS

BALTIMORE, MARYLAND

AN EQUAL OPPORTUNITY EMPLOYER

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Is that a Fast Response Cutter?!?!

By LT Justin Bixler



Yes, that's the USCGC Lawrence Lawson at the CG Yard for the first non-warranty (organic) 154' Fast Response Cutter (FRC) dry dock availability. Prior FRC dry dockings were performed through a warranty program at a civilian shipyard. Arrival of CGC Lawson began the initial production of availabilities for the FRC fleet scheduled at the CG Yard. A new Recurring Depot Availability Program (RDAP) facility at CG Yard, funded in fiscal year 2019, has a scheduled 2024 completion date. The new facility will greatly enhance production effectiveness with an optimal production layout, enhance energy efficiency due to work being performed in an insulated steel building, and significantly reduce environmental compliance risks. The fully operational FRC RDAP program will secure 120 CG Yard jobs over the next 20 years.

CGC Lawson's planned dry dock enabled the Patrol Boat Product Line (PBPL) and the CG Yard to plan details of the future FRC RDAP facility. Plans include building a system to easily dock FRCs and place the cutter through a production line style availability inside a permanent structure. This facility will be built to incorporate lessons learned from the 87' RDAP and will comply with all (cont'd to page 4)

The Commanding Officer's Column

Good day CG Yard Family,

It is hard to believe so much has taken place over the last few months. I am excited to share that on 26 March 2020 after years of daunting work, CG Facilities Design and Construction Center awarded a \$21 million contract to “The Whiting-Turner Contracting Company” to complete the T. Roland Lewis Shiplift expansion project. This large project modifies and expands westward the existing land-based transfer area creating space for a new third landside rail position for comfortably dry docking CGC Eagle or a 270-foot medium endurance cutter. In addition, the project also installs an environmentally compliant storm-water collection system that will meet federal and state requirements aiding us to better protect our local waterway leaving it a safer place for future generations to enjoy. Finally, all associated utilities for shipyard activities and a crane hardstand will be installed enabling CG Yard to meet dry docking capabilities lost with the 2018 OAKRIDGE decommissioning. We anticipate ground-breaking later this year on our largest facilities construction project in two decades.

Our Service takes its 1790 genesis from our parent organization, the U. S. Revenue Cutter Service. However, the CG name didn't come about until the U. S. Revenue Cutter Service and U. S. Life Saving Service union on 28 January 1915. Lifesaving has always been a cornerstone mission of our Service and it takes priority over all other missions. With a focus on lifesaving, I want to share a story about the special **people** at CG Yard.

Mr. Russell Belt, a 16 year CG Yard civilian employee, worked in the Outside Machine Shop before moving to Engineering as a technician in 2017. Late in the afternoon on January 2nd, while at his computer quietly working, Russell suffered a heart attack. A pair of co-workers, Mr. Donald McCollum and Mr. Kevin Nicolle, found Russell just after his medical incident and immediately sprang into action. Within two minutes CG Yard Police Department, Firehouse, and Clinic responded, assessed the situation, and began cardio pulmonary resuscitation until relieved by outside services from the City of Baltimore Fire Department. Sadly, the responders were not able to save Russell. The team of nearly twenty CG Yard men and women who came to Russell's aid admirably displayed a care and concern for their shipmate reflecting favorably our Service's lifesaving heritage. A brief memorial service was held eight days later in the X-20 breakroom at which time Russell's mother, son, and daughter were presented with our National Ensign and a posthumous CG Civilian Service Commendation Medal honoring Russell's faithful service.

It has been amazing to witness CG Yard team's **professionalism** having kept projects moving forward in the face of COVID-19. While our high-risk employees have been sent home to telework or safely shelter about three-quarters of the waterfront have continued reporting each workday. With encouragement to stay home if feeling ill, our workforce arrives each day applying the latest safety precautions and have resiliently adjusted to new work practices altered to encourage social distancing. Some shops are working three shifts around the clock to spread people throughout the shipyard and reduce the density of workers onboard individual ships. This has had a positive impact, enabling our people to remain safe while getting the job done. Shuffling work and diligent efforts aided CG Yard in delivering CGC Sycamore two days early, well done! CGC Sycamore was our 7th of 16 225-foot sea-going

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CAPT Vincent Skwarek



buoy tender (WLB) Major Maintenance Availability (MMA) year-long dry docks. Things have changed significantly in the CG. Face cloths and military grooming standards are just a few that we wouldn't have imagined a few months ago. A couple of weeks into the pandemic response it became very clear that this effort would not end quickly. We worked with CGHQs to influence the Coronavirus Aid, Relief, and Economic Security (CARES) Act to help protect our people and remain financially solvent in this difficult season. As enacted into law, CARES Act Section 16004(a) allows for direct payment of CG Yard Fund personnel pay and benefits from CG appropriations. What was unthinkable three months ago is now the law of our land. Likewise, with all but a few essential businesses shut down, opportunities for waterfront fun had to be found. Leave it to a few personalities to develop a morale boosting solution, the "Mohawk a day until May" challenge. CG Yard's Facebook page has a number of the unique hairstyles sported by our folks. It is great that even in the face of a challenging pandemic the passion of our folks remains vibrant.

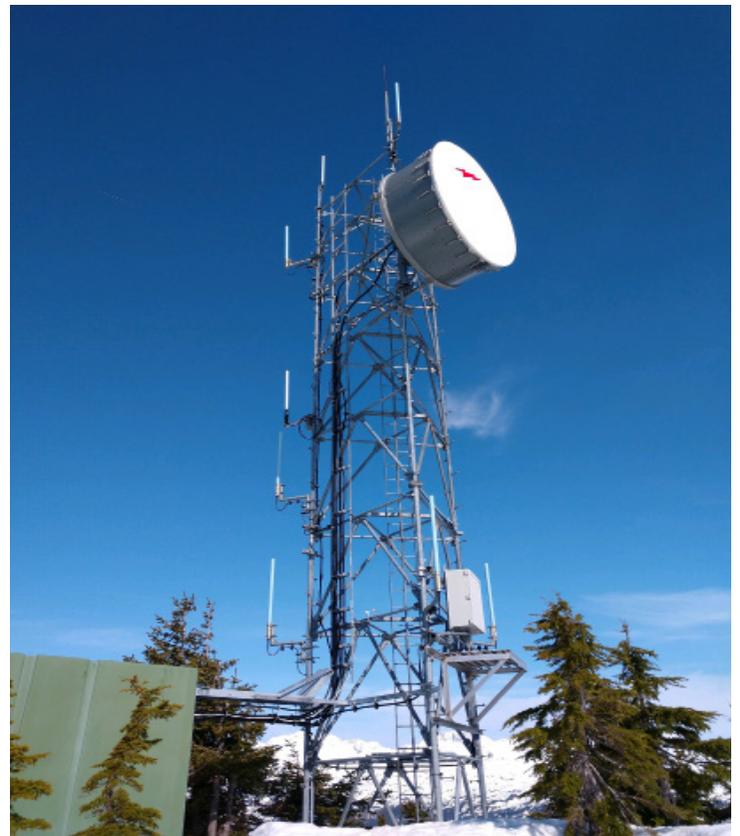
Thank you for your support. Semper Paratus!

CAPT Vincent Skwarek

Commanding Officer, United States Coast Guard Yard

OPS SPOTLIGHT- *Rescue 21*

Rescue 21 is the Coast Guard's advanced command, control, and direction-finding communications system designed to better locate mariners in distress, saving lives and property at sea and on navigable rivers. The system significantly reduces search and rescue response times and improves information sharing and coordination across federal, state, and local emergency response elements. Rescue 21 is especially critical in remote Alaska, where the extreme weather conditions and logistics challenges are formidable threats to mariners in that region. When the need emerged to replace failing components of the Rescue 21 infrastructure, C4IT Service Center turned to CG Yard to face these challenges head on. In the past year, CG Yard electronics and structural engineers have made several trips to the most remote Rescue 21 sites, accessible only by helicopter, to document existing equipment configuration and condition and develop a strategy to update, standardize, and maintain the system for greater reliability and continued operability. The travel is long and the conditions arduous, but the breathtaking views and sense of accomplishment have kept the teams coming back for more as CG Yard extends its impact in the Maritime Domain to far-away shores.



(cont'd from pg 1) federal and state environmental regulations. CGC Lawson's availability is a prototype element within the overarching acquisition life cycle. All well-developed engineering plans and schedules are tested during drydocking; this availability is certainly a test to the CG team.

The CG Yard was contracted by the PBPL to complete a 17 work-item dry dock availability in a 120-day period of performance. The total value of this availability was about \$3 million dollars and encompassed over 17,000 labor hours. As is common with a prototype, challenges emerged, testing team members and supporting stakeholders. But, all challenges were successfully resolved and lessons were learned for future availabilities.

One of the first challenges was to task CG Yard engineers and workforce to design, fabricate, and construct a robust docking cradle utilizing drawings and loading requirements from the manufacturing shipyard. Beginning with an idea on draft paper, a complex 36-individual wood soft cap cradle weighing over 30-tons was built by CG Yard workers in less than five months.



A Surface Force Logistics Center (SFLC) contracting team contributed to the successful FRC availability on the front end by overcoming an extremely compressed time period of ten days for awarding contract packages. They awarded over 30 contracts and executed numerous large material purchases within ten days prior to the cutter's arrival. Normal contracting business procedures call for 30-days; with determination and dedication SFLC helped the CG Yard succeed!



To comply with environmental regulations and maintain proper temperature and humidity requirements during the application of the paint coating system, a 100% containment system/structure had to be built around the cutter. Despite being built to withstand 60 MPH wind gusts, on Thanksgiving Day a severe windstorm hit Baltimore causing damage to the enclosure. The scaffolding had to be rebuilt from the ground up, impacting the schedule by 12-days and \$40,000 in additional contract labor and material costs. To recover from the 12-day shift, CG Yard Industrial staff hired a surge labor force to assist in regaining the production schedule. An ultrasonic side

scan of the hull was to begin on 26 December and this contracted milestone could not be moved. Survey results would determine the amount of steel hull that required replacement. A determined team effort between the CG Yard, a surge work force, and contractors worked around the clock to achieve the side scan milestone on time.

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(con't pg 4) To meet technical representative requirements, the PBPL approved use of USCG Active Duty subject matter experts stationed at PRO Lockport, LA to ensure major equipment such as the bow thruster overhaul was completed and installed correctly. In a short three day window, major equipment installations to the fin stabilizers and bow thruster were completed and verified to be functioning correctly. A unique relationship between PRO Lockport, the CG Yard tradesmen, and CG military members developed to benefit the project.

Lastly, Maintenance Procedure Cards (MPC) are maintenance tasks typically performed by cutter crewmembers and Maintenance Augmentation Teams (MAT). The MPCs are developed and assigned with the intent that an Active Duty/Reserve Coast Guard mechanic and/or technician completes the required maintenance. For the first time, CG Yard civilian wage-grade trade laborers completed these MPCs, a new way of using the CG Yard workforce. By the end of the availability, the CG Yard workforce completed 112 MPCs that significantly reduced maintenance requirements for the crew and shore-side support personnel.

From a holistic perspective, the FRC prototype was a success! Together the CG team including, CG Yard, PBPL, and CGC Lawson crew, overcame many obstacles and challenges. It wasn't always sunshine and rainbows, literally, but together we weathered the storm and came out stronger. The vessel emerged with a validated uniform surface profile, per the Technical Authority-approved coating system (SFLC Standard Specification 6310), which is expected to simplify maintaining the coating system for the crew. SFLC and CG Yard Industrial staff are planning the next availability, capturing all lessons learned from this prototype and are actively including process improvement to the Initial Operational Capability planning phase. CG Yard and team is "Semper Paratus" for the future FRC RDAP!



If I were to ask "What exactly is it that we do here," the highest percentage of workers would say, "We fix boats." Although that specific answer is not wrong, it's not 100% right either. Simply put, what we do here is the business of customer service and satisfaction. Many think Coast Guard vessels are mandated to come to the CG Yard; that is not the case. We need our customers *to want* to come here.

Quality management, coupled with our Quality Management System (QMS) and our certification through ISO 9001:2015, are the mechanisms we use to deliver repeatable quality products and services to our customers. The easiest way to understand this concept is to answer the following question: Did we provide our customers with what they asked and paid for? The answer is either yes or a CORRECTIVE ACTION REQUEST (CAR).

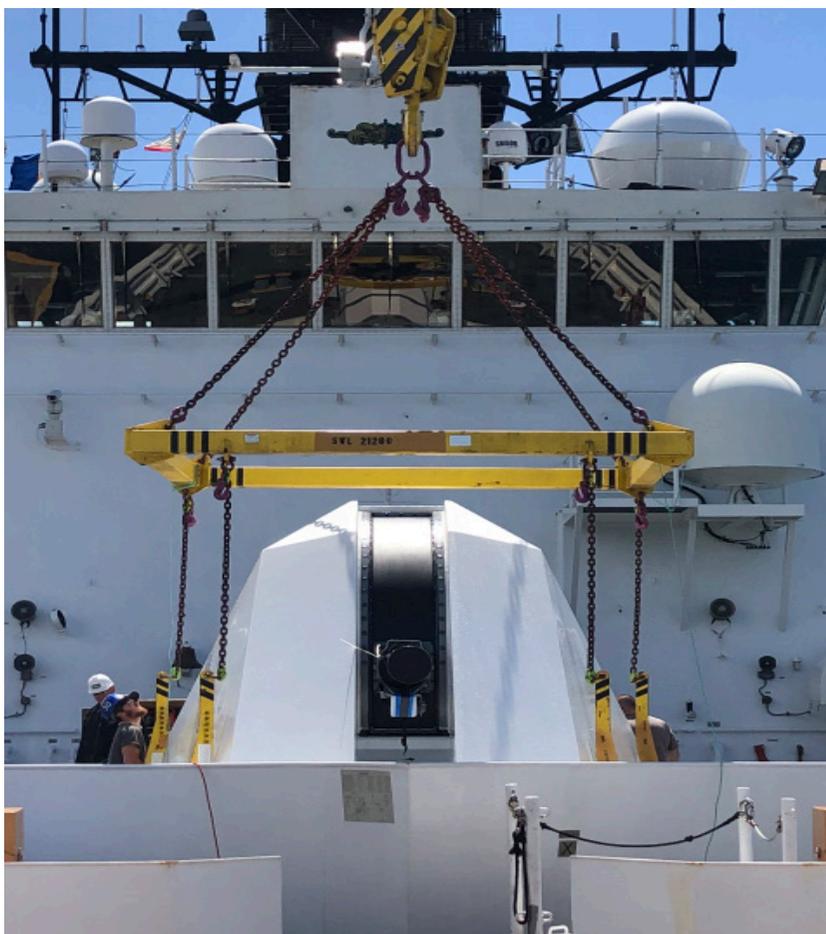
The stigma surrounding CARs has existed for too long. The process is not designed to be a penalty or to be used as documentation for discipline. It is, in its simplest form a "Fix-It" tool. A CAR is a process that examines what went wrong and determines what caused the problem. The CAR determines future actions to prevent recurrence and sets quality assurance measurements to be taken down the road.

CAR's are only one small part of the overall QMS. Our system consists of process guides, desk guides, procedures, forms and resources. The QMS guides our organizational efforts so we can meet our customers requirement and inspire confidence that we can consistently meet their needs.

Every CG Yard employee has an impact on the deliverables provided to our customers. Take some time to explore the information available to you on the CG Yard's Portal Page under the Quality Assurance tab. If you have suggestions for additions, please let a QA team member know.

CG Yard Ordnance overhauls MK 110

The CG Yard Ordnance Shop successfully completed a five month overhaul of CGC Bertholf's 57mm MK110 Gun Mount in May this year. The MK 110 is a large caliber Navy-Type Navy-Owned weapons system and the main battery for the Coast Guard's 418' National Security Cutters and future fleet of Offshore Patrol Cutters used to support National Fleet defense missions. As the 76mm MK75 Gun Weapons System reaches its end of service life for the 378' High Endurance Cutters and 270' Medium Endurance Cutters, developing an organic MK110 overhaul capability is critical to the viability of the CG Yard ordnance program and the sustainability of these modernized assets. The CG Yard is the first depot facility in the United States to perform a MK110 overhaul and is well on its way to developing a full rate production line to support depot maintenance needs of both Coast Guard and Navy surface fleets for the next 30+ years. CG Yard thanks the Navy resource sponsors, Navy In-Service Engineering Agent (ISEA) technicians, Surface Forces Logistics Center (SFLC) managers, and contracted support elements for making the overhaul a success. Best of luck to the CGC Bertholf crew as they get underway to conduct their combat system alignment and operational test fire in preparation for their upcoming deployment.



Above: The MK110 lifted into place onboard CGC Bertholf.

FACILITIES UPDATES

Facilities completed repairs to tower crane 4 and transitioned to conducting repairs to tower crane 5's foundation in 2019. Tower crane 5's foundation was condemned in 2018 when an inspection revealed the beams and piles beneath the cranes were failing. This project is much more intensive than tower crane 4 repairs as it required demolishing a section of the existing structure for repair. New 30 inch steel piles were driven over 50 feet into the ground to ensure adequate support for the 708,000 pound crane. Then the piles are filled with concrete and reinforcement that connects them to the reinforced concrete beams that support the crane and the roadway structure. This project was running on schedule until a recent delay with pile driving striking underground obstructions that required additional equipment to overcome. The project was able to overcome these unforeseen site conditions and now construction is completed. Once the contractor has demobilized, tower crane 5 will be moved into position to resume operations. This project has provided a sound structure for the roadway and restore the heavy lift capability at pier 5.

CGSUPRT has some great resources and they are offering webinars!

You can view the webinars by using any personal electronic device and visiting CG SUPRT at www.cgsuprt.com. PLEASE take the time to view these to assist yourself, and your family, in enhancing your personal and family care plans and educating yourselves about COVID-19, mindfulness, stress management, resiliency, and natural emotional responses to a traumatic type of incident such as this epidemic and how to deal with them, etc... These webinars are:

1. "COVID-19: Facts You Need to Know." Description: Please note this webinar includes two sections: the first 28 minutes are facts and information about COVID-19 (what are signs and symptoms, how to protect yourself, etc.), while the second part discusses the emotional impact of the virus and how to handle stress and anxiety you might be feeling. Run time ~49 minutes.
2. "Mental Health & COVID-19: Strategies to Manage Anxiety, Fear, and Stress." Run time ~ 57 minutes.
3. "Coping with COVID-19 on the Front Lines: Stress Management Strategies for Healthcare Providers." Run time ~ 27 minutes.

Additionally, there is a host of other information on the CG SUPRT website. You can find this information by simply typing "COVID-19" in the search block. Some of these items include information on:

- COVID-19: Information for Older Adults & Caregivers
- COVID-19: Information for Military Personnel & Families
 - Understanding Coronavirus Disease 2019
- COVID-19: Information for Military Personnel & Families
 - COVID-19: Financial Stability and Employment Support
 - Pet Owners: What You Need To Know About COVID-19
- What You Need to Know About Coronavirus Disease 2019
 - COVID-19:: Facts You Need to Know
- COVID-19: Support for Employees & Managers Working Remotely
 - COVID-19: Activities for Supporting At-Home Children
- COVID-19: Developing Self-Resilience And Perseverance Skills At Home
 - Preventive Care: Ages 19 to 39
 - Resources to the Departments of Health by State

Reach CG Support staff:

Marian Upton, NCR EAPC Marian.g.upton@uscg.mil Cell: 202-631-1592

Angela Lakey, Sexual Assault Response Coordinator, Cell: 202-631-3264

Davidra Bazemore-Blue, Family Advocate Specialist, Cell: 202.957-8913

24 HR Confidential Counseling. 855-247-8778

WE'RE WORKING ON IT



Above: USCGC Eagle was dry-docked at the CG Yard from 24 January 2020 to 22 February 2020 for a planned availability to complete a propeller change-out. Additional work items were completed during the availability to include structural deck renewal, sheet metal fabrication, repairs to the topgallant yardarm, a bearing change-out on the emergency diesel generator and installation of safety rails.

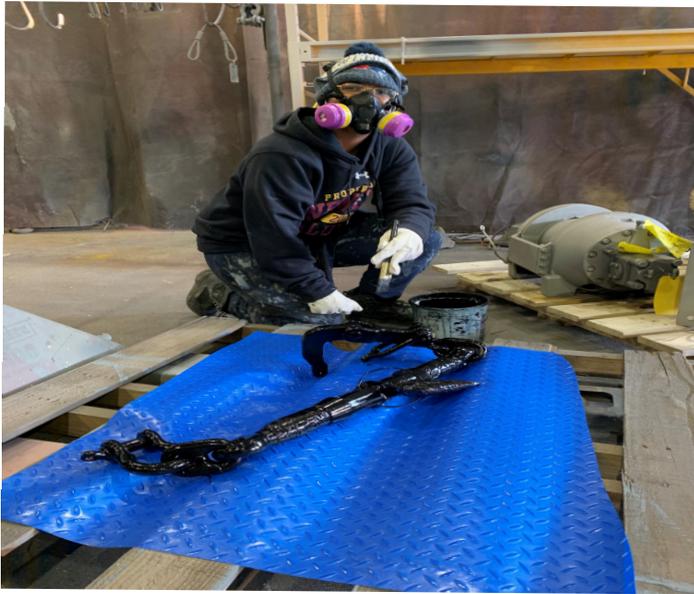


Above: Pictured above is the CG Yard team, including workers from the Sheet Metal, Rigging and Electro Shops. They traveled to Seattle, Washington this spring to prepare CGC John Midgett for decommissioning. The 378-foot high endurance cutter John Midgett has fulfilled Search and Rescue missions since 1971. The decommissioned vessel will be transferred to the USCG's Foreign Military Sales Program which helps many nations strengthen their maritime services by providing equipment and support services.

Below Left: CG Yard worker from the Paint Shop is putting the protective coatings on the pelican hook, part of the anchor securing system.

Below Right: Two of the CG Yard's Electro Group workers traveled to Key West, FL for time sensitive installation of the Standard Workstation III (SWIII) on board CGC Harold Miller. Despite challenges related to the COVID-19 pandemic, Post Delivery Availability (PDA) work remain mission essential. It must be completed timely to get the cutter into operational status so the mission can be completed.

Below Bottom: CG Yard is nearing SLEP completion the ninth 140' Icebreaking Tug, CGC Biscayne Bay. Here the cutter is dockside while work is completed, currently scheduled for mid-July.





Award Ceremony in the Yard Above: CAPT. Skwarek awarded the CG Achievement medal to FN Brock Morris, an honor not often bestowed to a non-rated servieman. During his two years at the CG Yard, FN Morris revamped the Yard barracks, managed the MAA department while in-between Chiefs, and led the CG Yard Color Guard. This was the CG Yards first awards presentation following the onset of COVID-19. (picture by Corinn Sebree)

**Enlisted Member
of Quarter 1**



**SN Jacob Pollard
MWR Gym**

**Civilian Employee of
Quarter 1**



**Kristin Brickell
Industrial Department**

MILESTONES**Retirements**

Stephen D. Fleck	01/31/2020	John Barr	03/31/2020
Edward Turner	02/07/2020	Marie D. White	03/31/2020
Bennett L. Carey Jr.	03/28/2020		

Promotions

1/5/2020	Adam Brown	Planner/Estimator,	WD-4204-8
1/5/2020	Teresa Byrd	Quality Assurance Spec,	GS-1910-9
1/5/2020	Jeffrey Vacek	Sheetmetal/Joiner Worker,	WG-4701-8
1/5/2020	Daniel Goehring	Shipfitter/Welder,	WG-3801-8
1/5/2020	Kyle Stevens	Rigging Worker,	WG-5210-8
1/5/2020	Timothy Duncan	Rigging Worker,	WG-5210-8
1/5/2020	Justin Abrams	Rigging Worker,	WG-5210-8
1/19/2020	Akil Jones	Crane Operator,	WG-5725-11
1/19/2020	James Justice	Electronic Indust Control Mech,	WG-2606-12
1/29/2020	Antornus Anderson,	Electrical Worker,	WG-2806-8
2/2/2020	Williams Bittner, JR,	Management Analyst,	GS-343-11
2/2/2020	Blake Bartholomew,	Painter,	WG-4102-9
2/2/2020	Erik Eberhardt,	Painter,	WG-4102-9
2/2/2020	Tammi Lamb,	Painter,	WG-4102-9
2/2/2020	Carson McCorry,	Painter,	WG-4102-9
2/16/2020	Aaron Osman	Sheetmetal/Joiner Helper,	WG-4701-5
2/16/2020	Brett Ramsey	Sheetmetal/Joiner Helper,	WG-4701-5
2/16/2020	Beverly Crizer,	Admin Asst (OA),	GS-303-6
3/1/2020	Michelle Peters,	Financial Accts Admin.,	GS-501-9
3/1/2020	Nathan Harris,	Electronic Indust Control,	WG-2606-8
3/1/2020	Justin Takemori,	Electronic Indust Control,	WG-2606-8
3/1/2020	Darryl Heinle,	Electronic Industrial Control,	WG-2606-8
3/1/2020	Dylan Marucha,	Electronic Industrial Control,	WG-2606-8
3/1/2020	Andrew Benson,	Shipwright Worker,	WG-5220-8
3/1/2020	Christopher Meyers,	Shipwright Worker,	WG-5220-8
3/15/2020	Jack Williams,	Electrical Helper Trainee,	WG-2606-3
3/15/2020	Tate Scott,	Electrical Worker,	WG-2806-8
3/15/2020	Brandon Vernon,	Eng. Tech (Electrical),	GS-802-8
3/15/2020	Elijah Dorsey	Painter Helper Trainee,	WG-4102-3
3/15/2020	Erica Lee	Painter Helper Trainee,	WG-4102-3
3/29/2020	Margaret Robb	Civilian Payroll Systems Analyst,	GS-301-11
3/29/2020	Timothy Glidden	Machinist,	WG-3414-11
3/29/2020	Corey Stewart	Crane Operator,	WG-4724-9
5/10/2020	Tim Fields	Asst Qual, Safety & Train. Mgr,	GS-301-13
5/10/2020	Reese Scott	Qual Assur Spec,	GS-1910-12
5/24/2020	Elliott Huntley	Sheetmetal Joiner Helper,	WG-4701-5
5/24/2020	Kenneth Pollock	Structural Helper,	WG-3801-5
5/24/2020	Bret Johnathon	Structural Helper,	WG-3801-5

Photo of the Quarters 1 and 2



Photo of Quarter 1 taken by Scott Akers (CG Yard Fiscal Department) of CGC Eagle while drydocked. This was an unusually warm and foggy winter's day which created an eerie feeling on the waterfront, but also provided a great photo opportunity!

Photo of Quarter 2 taken by Don Riddle (CG Yard Industrial Department) of CGC John Midgett while drydocked in Seattle, WA. That is Tim Duncan (Rigging Shop) on the mast, removing USCG electrical equipment for vessel decommissioning.

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