



SFLC

Surface Forces Logistics Center

SFLC EXISTS TO SUPPORT THE FLEET

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COAST GUARD DIVING ENHANCES MISSION SUPPORT WITH NEW TRCS AND SNDL RECOMPRESSION CHAMBERS

By DIV3 ADAM L. PRATER



The U.S. Coast Guard (USCG) is advancing its dive operations by procuring four Transportable Recompression Chamber Systems (TRCS) and one Standard Navy Double Lock (SNDL) recompression chamber. This initiative is supported by DIV3 Adam Prater and DVC Kendall Smith of Diving Equipment Systems Light (DESL), working under the Long Range Enforcement (LRE) product line at the Surface Forces Logistics Center (SFLC). These team members will ensure the recompression chambers are ready for operational use by developing and implementing comprehensive maintenance procedures and establishing (continued on page 5)



CO CORNER

As we approach this time of year, many of us start thinking about family, good food, and some slower-paced work schedules. But just as assets keep operating, our mission support continues. While we might scale down support to a skeleton crew, please make sure you look out for each other and spread out the duties so everyone gets some down-time. National security missions will continue, drug and human traffickers don't stop, rescues will still be needed, and buoys need to be properly on station to allow a \$6.5 trillion economy to effectively operate. I recognize the frustrations and challenges that our maintenance funding shortfall has caused. As I have traveled around the various SFLC hubs and Districts, many of you have made it clear the hoops you are jumping through to continue to sustain the fleet with less resources. This does not always translate into having to do more work, as some of our Port Engineers are in a situation where they must find maintenance availabilities to manage because many are being deferred. Many Port Engineers are shadowing and/or tag-teaming availabilities so that they can learn important skills for their future assignments as naval engineers. These resource constrained times present different challenges depending on what your roles and duties might be. While there are challenges, there are also opportunities. I am excited about some of the investments we are making in data management and data analytics. We have created a new position and are putting together a team that will take the power apps and dashboards you all are creating and look at rolling them out at an enterprise level with life-cycle support, so that they just don't become another "spreadsheet" with limited utility in someone's personal folder. This team of folks is looking at enhancing our data discipline, data cleansing, and data management coupled with more robotic automated processing so that we can make reporting and "marketing" our data more effective for everyone. This is key as we continue to build trust and transparency with our stakeholders. The trust and transparency we already have with stakeholders have allowed us to receive \$60M of the \$100M that was made available to all four service/logistics centers in early FY25 taxes. As you can see, we received the largest share. I am very proud of the amazing work you all do each and every day, 24 hours a day and 365 days a year. Please be good shipmates, look out after each other, continue to strengthen our service culture, and provide service to the fleet. Merry Christmas, happy New Year, and enjoy the holiday season!



CAPT Andrew Pecora

V/r,
CO
Captain Andrew Pecora
Commander, Surface Forces Logistics Center



CMC CORNER

Season's Greetings from the CMC Chair!
I wanted to take a moment to talk about emotions during this time of year.

Instead of suppressing core emotions, like anger and sadness, which when invalidated worsen anxiety and depression, the Change Triangle shows us how to identify and be with our emotions, so we stay connected to ourselves. To "work the triangle" the steps include:

- Identifying what you are experiencing
- Pausing to breathe and calm yourself
- Naming the core emotions, you are feeling in that moment
- Listening (without judgement) to what your emotions are telling you
- Thinking through how to move forward



SKCM Derrio Foster

Here are a few suggestions to help you get through the holidays:

- Don't avoid your emotions. Instead identify and validate them.
- Give yourself compassion. Notice if you are being hard on yourself or blaming yourself and instead be compassionate to your suffering.
- Talk to yourself the way you would talk to your best friend.
- Remind yourself that emotions are temporary (even though they may feel like they could last forever).

Finally, if the holidays are hard for you, know that you are not alone. For all of us, the holidays bring forth a generous mix of emotions. However, it's not whether we have emotions that determine our fate, it's how we make use of them. Please continue to look after one another and take care of yourself. Together we succeed! Happy Holidays and Roll Tide!

V/r,

SKCM Derrio Foster
Command Master Chief, Surface Forces Logistics Center





CG-45's CORNER

Greetings from Coast Guard Headquarters and the Office of Naval Engineering!

By the time this article is published we will have completed the 2024 NECAT all hands event. This year, the theme was the "Status Quo is the Risk Position" and unlocking innovation is the key to our future success.

In 2024, we had three distinct NECAT events: a Community Leadership Event with senior Naval Engineers, a State of the Naval Engineering Community address, and the classic NECAT all hands event. Across these three leadership sessions I gained a great deal of insight on the challenges across naval engineering from the deck plates aboard our cutters, to the support personnel at the waterfront, to the loading docks at our inventory control points, to programmatic here at HQ.

In the Fall newsletter we highlighted our intent to overhaul the NEPQS, the importance of the "First Five Years" as a Naval Engineer, and non-conventional career tracks with all of them creating a pathway to senior O6 naval engineering positions.

Our Workforce Manager, LCDR Laurin Teegarden, CG-452, has received volumes of ideas and support from the fleet, is strongly partnered with the Talent Management Task Force (TMX) and the Rating Force Master Chiefs, and has briefed me on what the next generation of NEPQS will look like. I'm proud to report that NEPQS 2.0 will be the most comprehensive and adaptive professional development curriculum that Naval Engineering has ever enjoyed!

There are too many noteworthy events to discuss in full, but I want to highlight a couple. We are close to commissioning the USCGC STORIS (formerly the Commercially Available Polar Icebreaker), which will bring the number of in-service high latitude ice breakers to three. We have expanded our global logistics framework to support increased out-of-hemisphere 154' WPCs deployments into austere logistics environments. The OPC, PSC, and WCC programs continue to advance on delivering the next generation of assets, complete with significant advances in the elements of logistics to support them.

Our future will include new sustainment challenges. However, my 34-years in naval engineering have taught me that through our resourcefulness, innovation, and effective communications we will safely navigate the shoal waters ahead of us.

*Captain Thomas Lowry Sr.
Chief, Office of Naval Engineering*



CAPT Thomas Lowry, Sr.

(from front page)

standardized operational protocols for all diving units.

Strategic Deployment Across Dive Lockers

To enhance mission readiness and improve diver safety, the TRCS recompression chambers will be positioned at key Coast Guard dive locker locations:

- Regional Dive Locker East (RDLE) in Portsmouth, VA
- Regional Dive Locker West (RDLW) in San Diego, CA
- Aviation Technical Training Center (ATTC) in Elizabeth City, NC
- Regional Dive Locker Pacific (RDLP) in Honolulu, HI

These transportable recompression chambers provide immediate access to recompression therapy, ensuring divers can be treated promptly for decompression sickness and other diving related conditions. Their compact and portable design allows them to be rapidly deployed throughout the world, significantly improving the Coast Guard's operational flexibility and response times.

Supporting Polar Operations with the SNDL Recompression Chamber

The acquisition also includes a Standard Navy Double Lock (SNDL) recompression chamber, which will be deployed as needed aboard the Coast Guard's Polar Ice Breakers. These vessels are essential for operations in the Arctic and Antarctic, where diving conditions are extreme and require specialized safety measures and immediate access to recompression chambers.

Previously this requirement was met by the U.S. Navy and Army providing not only the recompression chambers but also the chamber teams required to operate them aboard the Polar Ice Breakers. The Coast Guard's new SNDL chamber ensures the continuation of this critical capability, while establishing an organic Coast Guard solution for these operations, including the necessary personnel to operate the chambers.

The SNDL recompression chamber's double-lock design allows immediate treatment while maintaining operational flexibility, ensuring divers working in unforgiving polar regions can receive critical care when needed. This investment underscores the Coast Guard's commitment to safeguarding its personnel and ensuring mission success in these high-risk environments.

Strengthening Mission Support and Readiness

The procurement of these advanced recompression chambers is a pivotal enhancement to the Coast Guard Diving. By positioning TRCS recompression chambers at each dive unit and supporting the Polar Ice Breakers with an SNDL recompression chamber, the Coast Guard is ensuring its divers have access to life-saving capabilities wherever they operate.

The partnership with DESL under the LRE product line at SFLC ensures that these recompression chambers will be properly maintained and their operational readiness sustained for years to come. These new tools will enable Coast Guard divers to execute their critical missions safely and effectively, including assisting with Aids to Navigation, performing Underwater Ship Husbandry, conducting Ports, Waterways, and Coastal Security missions, supporting environmental protection efforts, as well as other Coast Guard statutory responsibilities. Hooyah and Deep Sea!



AN OLDY, BUT A GOODY!

By Mr. Ryan Young, LREPL Projects Branch

All human artifacts have a life cycle, and a recent SFLC project transitioned shore and floating facilities to a new stage.

Base Seattle was built in 1925 for a steamship line. Built to the standards of the day, it has numerous issues and doesn't meet the needs of our fleet.

USCGC POLAR SEA was commissioned in 1977, serving high latitude missions until multiple failures of her engines forced her layup in 2010.

By 2021, POLAR SEA was getting in the way of Major Acquisition Shore Infrastructure (MASI) projects and environmental remediation. In conjunction with Base Seattle, CG-932(MASI), CEU Oakland, and the Maritime Administration (MARAD), SFLC-LRE-Projects proposed, planned, and executed the movement of POLAR SEA from Seattle to the Suisun Bay Reserve Fleet for long term storage, allowing Civil Engineering work (dredging, demolition, reconstruction) to begin.

SFLC-LREPL-Projects negotiated an agreement and funds transfer to MARAD; a drydocking availability to scrub invasive marine species off her bottom; an open ocean tow from Seattle to Mare Island Drydock, and tow and entry into the Reserve Fleet.

No availability is completed without growth, and the biggest "oopsie" for POLAR SEA was discovering that her "air draft" (the distance from the water's surface to the highest point on the cutter) was a few feet too high to pass under the last rail lift bridge. So, her mast was cropped off just above the aloft conning station and strapped to her flight deck.

POLAR SEA still serves, in a different role, and a different place.



Tractor tugs bring POLAR SEA past Mt. Diablo, the highway bridge, and into the Suisun Bay Reserve Fleet, dawn

BUSL RETURNS TO THE CG YARD

By LTJG Nolan Johnson



The 49' Stern Loading Buoy Boat (BUSL) made a historic return to the Coast Guard Yard earlier this year as BUSL 49416 arrived to undergo a major depot-level availability. Originally constructed at the Yard between 1997 and 2002, all 26 vessels in the BUSL class continue to serve today in support of the Aids to Navigation mission nationwide. However, with aging components, obsolete parts, and ongoing supply chain challenges, maintaining these assets has become increasingly complex. The planning for BUSL 49416 indicated a challenging maintenance availability, with a need for innovative and adaptable solutions. The Coast Guard Yard was the clear choice for conducting this complex ship repair work.

Upon its arrival, BUSL 49416 presented several significant challenges. Extensive corrosion across the platform required the replacement of numerous mechanical and structural components. CG Yard was able to fabricate or overhaul many critical parts that are no longer available commercially including shafts, shaft stands, rudders, a condensate tank, and various mounting brackets. Additionally, the Yard replaced all the exterior hatches and scuttles, while also servicing and repairing the BUSL's buoy handing equipment and systems.

The most formidable challenge involved the vessel's generator. Due to years of unstandardized modifications, what initially appeared to be a straightforward gauge replacement escalated into more than 500 man-hours of troubleshooting the generator's complex wiring harness. With the generator's parts obsolete, inadequate wiring diagrams, and an inability to source replacement components, this repair required expertise from across multiple Coast Guard entities to successfully resolve.



In total, the Yard completed 49 work items and addressed 68 change requests over the course of 234 days—just in time for BUSL 49416 to return to ANT Jacksonville, where it supported critical waterways restoration efforts following Hurricanes Helene and Milton.

Small Boat Product Line extends its sincere gratitude to the Coast Guard Yard and all personnel involved in this project for their outstanding work. While unforeseen challenges are a part of any complex maintenance effort, the successful completion of this first drydock availability marks a significant milestone in ensuring the continued operational readiness of the BUSL fleet.



IPF DETROIT ‘RESCUES’ D9S ICE MISSION

By LT Clara Ashton, Industrial Manager

Highlighting their adaptability and tradecraft, IPF Detroit met a vital District 9 mission requirement by delivering operational ice rescue boats despite funding shortages and minimal technical documentation. The project began when Base Cleveland, SBPL, and District 9 stakeholders engaged with IPF Detroit to assess if they could return any of the 9 ice rescue boats to operations by the FY2025 ice season. In spring 2024, all the ice rescue boats were classified unsafe for operations, w/ no economically feasible commercial option. After tenacious investigation, and significant interference removal IPF Detroit worked with SBPL and ESD to assess and create repair solutions. The scope of work was unique for each asset and included structural and surface weld repairs, reinforcement of critical structural frames, steering system component renewals, electrical repairs, and hull reshaping from dents and impact points. IPF Detroit was fully up to the task and accomplished repairs rapidly. This quick progress allowed IPF to expand the scope and bolster asset longevity by installing new cable terminals and fabricating framing brackets and bow winch mounts for items past service life. This total effort facilitated the 3 targeted hulls being completed ahead of schedule. As a result, IPF Detroit’s proficiency will allow them to deliver two additional hulls, with greater repair needs, by the start of the January 2025 ice season. The extra assets will best prepare District 9 to meet operational needs and provide much needed runway for the proper design of solicitation of the next generation of ice rescue boats.



Weld repairs in process on assets



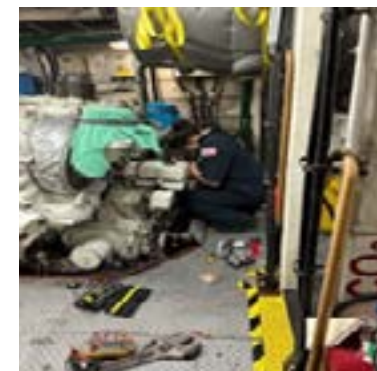
Team of SBPL, ESD, and IPF Detroit creating repair plans for ice rescue boats.

IPF NEW ORLEANS CGC YELLOWFIN MDE SWAP

By Ms. Jolene Scarlett, LCDR Josh Zirbes, LCDR Harold Pipert

When CGC YELLOWFIN suffered a disabling casualty to their STBD MDE, IPF NOLA stepped up to conduct an organic MDE change out and return the District 8 asset to a fully mission capable (FMC) status.

YELLOWFIN was underway transiting the Mississippi river in RMD when they received a high exhaust temp alarm on BMDE’s, during the system intact check, the STBD MDE was found to have oil coming from the dipstick, oil return and crankcase breather. The cutter secured the STBD MDE, navigated to the nearest mooring, and via borescope, found the A bank #3 cylinder to have both push rods in the cylinder bent, pieces of the piston in the cylinder and a crack on the top of the piston. YELLOWFIN was able to transit to Base NOLA where IPF NOLA worked with PBPL for all required parts/supplies and set a repair timeline. IPF commenced the MDE breakdown, cutter prep and MDE change out. Leveraging IPF’s technical expertise and savvy engineering abilities, the MDE changeout was completed ahead of schedule and was completed 100% in house with the expectation of the MTU tech rep for required break in.



MDE being unwired



MDE removal Prep



MDE craned off

IPF NOLA’s eagerness to conduct the MDE change out and complete all alignments with the MTU contracted entity, saved 2 weeks in down time and \$60,000 in labor costs.



Modified Soft Patch for AC Duct



MDE Install

CONTRACTED O-LEVEL CUTTER TOPSIDE PRESERVATION

By CDR Mathew Eyler, Base Boston Naval Engineering Department

Base Boston awarded contracts to J. Goodison Company for USCG cutter topside preservation at Base Boston and Naval Station Newport. The contracts encompass touch-up and overcoating of existing exterior coating systems on any cutter that moors at either location. District 1 funded each contract up to the ceiling for both locations at \$250,000 and the performance period is 8/20/24 through 8/19/25. The intent is to perform organizational-level preservation tasks conventionally accomplished by non-rated military personnel, which may be difficult for crews to keep up with due to workforce shortages or fewer non-rates assigned to optimally-manned cutters compared to legacy ones. Additionally, the contracts seek to relieve cutters from competing demands of training, maintaining, and operating; prevent structural degradation by providing another means to promptly address coating failures as they appear; and extend the interval between condition-driven depot-level major coating system projects.

Base Boston obligated \$250,000 based on the projected need for preservation services over a calendar year. The cost of any particular project amounts to the contractor's travel costs, billed as actual expenses, plus the price for specific tasks that are defined in a Schedule B. Units request services simply by contacting the Contracting Officer's Representative, who schedules them with J. Goodison.

In the first three months, the contracts facilitated 300 square feet of deck machinery touch-ups on Thunder Bay during a port call; 600 square feet of freeboard overcoating on John Patterson; and 300 square feet of freeboard, superstructure, and non-skid touch-ups on 4 other Boston-based FRCs. Boston's Senior Officer Present Afloat, on behalf of all 7 Boston-based cutter Commanding Officers, praised the initiative as providing critical bandwidth needed to overcome competing demands, greatly improving both materiel condition and operational readiness.



John Patterson before-and-after port and starboard quarter freeboard coating system overcoating.

THE ONE STOP SHOP- SFLC CHEBOYGAN

By LT Mike Dougall

IBCT-Cheboygan successfully completed CGC MACKINAW's \$7M Dry Dock availability earlier this fall at Fincantieri Bay Shipbuilding. The collocated Cheboygan team consists of three active-duty personnel and two civilians, and serves as a centrally located, one stop shop for all MACKINAW's Naval Engineering support, whether planned or unplanned. In addition to executing planned availabilities and providing casualty support, the Cheboygan team manages MACKINAW's seven annual requirement contracts that ensure MACKINAW's power generation, distribution, propulsion, monitoring, navigation, and deck machinery systems receive over \$3M in annual support. This also includes a facilities contract that supports the 20-acre base collocated with MACKINAW and assists Cleveland Housing with snow and refuse removal at local Cheboygan based housing. Outside of compiling availability packages, responding to casualties, and ensuring timely vendor payments, the Cheboygan team can be found completing maintenance and upgrades around Base Cheboygan, whether to the facility itself or to the two forklifts, crane car, and manlift the team oversees. Past upgrades have included replacing the parking lot lights with energy efficient LEDs, installing a new security system, conducting utilities use analysis, and replacing a failed HVAC fan unit, all while ensuring Base Cheboygan meets applicable HSWL requirements. While the Cheboygan team serves a variety of functions outside of SFLC's standard duties and responsibilities their primary focus remains the Naval Engineering support of MACKINAW and District 9.



Coast Guard Cutter MACKINAW's Dry Dock at Fincantieri Bay Shipbuilding



IPD MOBILE BLAST BOOTH REPAIR EFFORT

By Mr. Chad Shaw, LCDR Josh Zirbes, LCDR Harold Piper

When IPD Mobile automated blast booth suffered a bearing failure rendering the booth NMC, IPD members applied their keen engineering abilities and effected repairs to the technologically advanced piece of equipment.

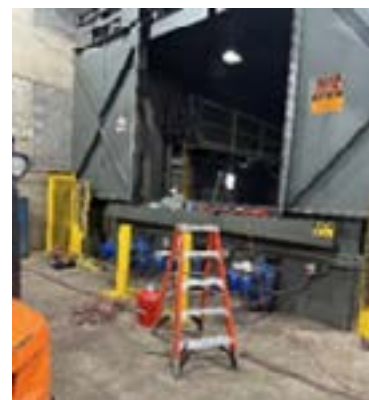
IPD MOB employs use the of a Pangborn automated blast booth to streamline the blasting of the various buoy hulls they service. The booth contains three augers under steel grating that carry's the expended blast media back to the hopper for reuse within the system. All three augers have to be operational, or the system will secure due to a built-in safety feature. As a proprietary Co, Pangborn reserves the right and is the only authorized parts dealer and service provider for this piece of equipment. With that in mind, buoys stacking up in the yard/losing production days and knowing the extensive delays that can come along with contracting and scheduling Pangborn for service, IPD embraced the casualty and went to work. They disassembled the equipment, diagnosed the issue, identified the failed part and part number, submitted the parts request, kept in constant contact with Pangborn for parts ETA and installed upon receipt of the parts for a SAT operational test.



Mid auger support



Blast booth in breakdown



Auger motor removal

IPD MOB's willingness to organically repair and service the equipment failure saved the Coast Guard over 45 days in further production delays and \$50,000 in labor costs.



End of the auger supported



Wiped/damaged Bearing

SFLC-ALD-MLB

By LT Daniel Gomez

On 11 OCT the SFLC-ALD- Mobile Logistics Branch (MLB) was activated to respond to damage caused by hurricanes HELENE and MILTON at Sector St. Petersburg and AIRSTA Clearwater. The 10 members loaded up 5 trucks with necessary equipment such as generators, tents, and other equipment to support mission readiness. Shortly after arriving, the MLB was able to satisfy the main concern of the Sector CO by getting his station fully mission capable (FMC). Prior the MLB arrival, their SAR capability was NMC as the small boats were unable to fuel and their generator power was nonexistent. The MLB assessed the situation, responded to customer needs, and immediately deployed equipment. Within 24 hours, the MLB enabled SAR operations to be FMC. MLBs also supported Station Cortez with generator power satisfy their mission requirements. After the needs of Sector St. Petersburg were met, the MLB shifted to support AIRSTA Clearwater. Damage had been done to the rotary and fixed wing hangars and fences after the AIRSTA experienced 3 feet of flooding. The entire duration of MLB support lasted 40 days. During that time, the MLB remained on site, while working with Repair Teams throughout the Coast Guard until out partner units were back to a normal operations tempo.



Prior the MLB arrival, their SAR capability was NMC as the small boats were unable to fuel and their generator power was nonexistent. The MLB assessed the situation, responded to customer needs, and immediately deployed equipment. Within 24 hours, the MLB enabled SAR operations to be FMC. MLBs also supported Station Cortez with generator power satisfy their mission requirements. After the needs of Sector St. Petersburg were met, the MLB shifted to support AIRSTA Clearwater. Damage had been done to the rotary and fixed wing hangars and fences after the AIRSTA experienced 3 feet of flooding. The entire duration of MLB support lasted 40 days. During that time, the MLB remained on site, while working with Repair Teams throughout the Coast Guard until out partner units were back to a normal operations tempo.

NOTABLE WINTER 2025 DATES

1 JANUARY - NEW YEARS DAY*

20 JANUARY - MARTIN LUTHER KING, Jr DAY*

2 FEBRUARY - GROUNDHOG DAY

14 FEBRUARY - VALENTINE'S DAY

20 FEBRUARY - PRESIDENT'S DAY*

*FEDERAL HOLIDAY

EXPLORING CONDITION-BASED MAINTENANCE THROUGH DATA ANALYSIS

– Using the Past to Predict the Future –

By CWO2 Andrew Rodriguez LRE SES-2

LREPL-SES2, ESD-NAME, Coast Guard Research and Development Center, and the US Naval Academy have partnered to develop case studies for machinery control system visualization using Coast Guard Machinery Control Systems (CGMCS) data onboard the 418-WMSL class. Goal of the project is set to analyze and/or predict engineering system casualties or determine system health with a plan pointed toward implementation of condition-based maintenance practices for finding and heading off failures. The team is using the RDC's Azure government cloud environment, called the Research and Development Center Test Environment (RDCTE) to store data and conduct analytics in a secure and accessible environment. Once captured and stored the data is shifted and analyzed within the Wattsworth analytical infrastructure, which is a framework used to acquire, process, and project the data for human interaction and visualization. Currently, Wattsworth contains approximately 3-years of CGMCS data from six WMSL assets captured between 2021 – 2023 in small batches. Furthering this project, the team is working with NAVSEA Philadelphia CGMCS Team to obtain larger period data captures and streamline the transfer of CGMCS data from the cutter to Wattsworth with minimal effect and interaction to the operating environment; allowing for more robust analytics of greater relevant data and the creation of more holistic and recent operational insights.



Figure 1: Wattsworth Sensor Networks Monitoring a Bearing Temperature Shutdown from SSDG3

Current case studies the working group has attempted include; defining baseline operations measured by sensors under specific gate points for propulsion modes to compare against Full Power Trial data, exploring different style wastewater (grey water) tank level indicator for effectiveness, investigating high temperature scenarios in the SSDG (Ship Service Diesel Generator) rear bearings (Figure 1), identifying root cause of MPAC (Medium Pressure Air Compressor) high failure rates, identifying root cause of AN/75 power modules, validate and verify questions IRT CCG bearing temperature differences in Cruise mode, MDE heat exchanger differential cross fleet validation, and set points for the VHCT (Vacuum Collection Holding and Transfer) system (Figure 3) to name a few. The projects above have come directly from fleet questions, Reoccurrences of EAL data points, and general relevant fleet topics of concern.

WMSL EAL Data

ID	SNP	Classification	Problem (LLM)	Reported Date	Corrected?
004334	752	Main Diesel...	The #1 MPDC cannot operate at full power without triggering high...	2014-10-10	✓
004335	752	Main Diesel...	The #2 MPDC cannot operate at full power in seawater temperatures...	2014-10-10	✓
004336	750	Boat Launch...	Boat doors malfunctioning due to faulty proximity switches...	2015-03-07	✓
004337	753	Unknown	The Gas Turbine Torque Limiting Sensor is generating an alarm for...	2015-07-10	✓
004338	750	MVAC &...	The A/C Flt Refrigerant Detection System is indicating a leak...	2016-08-20	✓
004339	750	Unknown	The #1-#7 card for Remote Terminal Unit (RTU) 7 failed...	2016-08-20	✓
004340	750	Propulsion (Red...)	The CRP/CPM P3 pumps are running continuously due to faulty level...	2016-09-16	✓
004341	750	Unknown	The REDUM base station is producing a constant clicking noise...	2016-09-23	✓
004342	750	Unknown	The #A steering pump's charge pressure relief valve is worn and...	2016-10-10	✓
004343	750	Unknown	Waste units are operating without seawater strikers, and the...	2016-10-29	✓
004344	750	Propulsion (Red...)	The Main Reduction Gears (MRG) proximity sensors have failed...	2016-11-10	✓

Figure 2: WMSL EAL Data Summarizing the Problem, Action, and Resolution derived from LLM

Additionally, the team is working on the incorporation of cutting edge Artificial Intelligence and Large Language Models (LLM) technology to clean and process the EAL discrepancy data, aimed at re-classification and summarizing EAL entries into sentences that define the Problem, the Action, and the Resolution (Figure 2). Looking toward next steps the future of taking EAL data along with analog sensor data within the Wattsworth environment, could allow discrepancy data to indicate cutters and times of interest for targeted analysis. This process of refining data and creating better models, could allow future maintenance analyst and integrators to fold back discoveries onto the greater fleet, providing a more comprehensive data analysis for linking fleets failures to trackable data schemes.

Finally, this is where you come in! If any current/past WMSL sailors or stakeholders have any recommendations on WMSL casualties or events that may be plaguing the fleet and need further analysis, please contact CWO Andrew Rodriguez. Please note that analyzed systems must be monitored via CGMCS. Thanks!

VHCT Runtime Statistics

WMSL ID	Pump #1 Run Time	Pump #2 Run Time	Pump #1 Run Time	Pump #2 Run Time
1444	10 Jan 2023 20:12:33	10 Jan 2023 20:12:33	10 Jan 2023 20:12:33	10 Jan 2023 20:12:33
1447	10 Jan 2023 22:13:57	10 Jan 2023 22:13:57	10 Jan 2023 22:13:57	10 Jan 2023 22:13:57
0002	07 May 2023 28:35:58	07 May 2023 28:35:58	07 May 2023 28:35:58	07 May 2023 28:35:58
0003	07 May 2023 28:35:58	07 May 2023 28:35:58	07 May 2023 28:35:58	07 May 2023 28:35:58
2000	03 Jul 2023 14:57:22	03 Jul 2023 14:57:22	03 Jul 2023 14:57:22	03 Jul 2023 14:57:22
2002	03 Jul 2023 15:01:20	03 Jul 2023 15:01:20	03 Jul 2023 15:01:20	03 Jul 2023 15:01:20
1568	18 Apr 2023 18:33:25	18 Apr 2023 18:33:25	18 Apr 2023 18:33:25	18 Apr 2023 18:33:25
1569	18 Apr 2023 18:33:25	18 Apr 2023 18:33:25	18 Apr 2023 18:33:25	18 Apr 2023 18:33:25
2000	07 Aug 2023 12:48:37	07 Aug 2023 12:48:37	07 Aug 2023 12:48:37	07 Aug 2023 12:48:37
2700	03 Aug 2023 25:25:12	03 Aug 2023 25:25:12	03 Aug 2023 25:25:12	03 Aug 2023 25:25:12
1783	19 Dec 2023 14:47:38	19 Dec 2023 14:47:38	19 Dec 2023 14:47:38	19 Dec 2023 14:47:38
1580	19 Dec 2023 14:53:25	19 Dec 2023 14:53:25	19 Dec 2023 14:53:25	19 Dec 2023 14:53:25
3044	00 May 2023 00:38:00	00 May 2023 00:38:00	00 May 2023 00:38:00	00 May 2023 00:38:00
3045	00 May 2023 00:38:18	00 May 2023 00:38:18	00 May 2023 00:38:18	00 May 2023 00:38:18

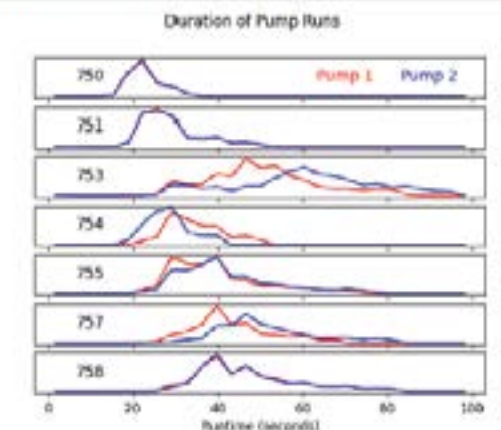


Figure 3: Data Collected from WMSL VHCT Runtime, Assisting in Preventative Measures Evaluation

Naval Architecture Section Industry Outreach

By **Tim McAllister, Naval Engineering**
SFLC-ESD-NAME Naval Architecture Section

Members of the SFLC-ESD Naval Architecture Section participated in several industry outreach events over the last few months. Eric Schmid presented the results of Operational Test & Evaluation (OT&E) efforts including data analysis for determining effective speeds on davit system constant tension winches at the ASNE Multi-Agency Craft Conference (MACC) in July 2024. A series of trials were performed on the WMSL fleet to validate constant tension winch speed requirements for next-generation fleet davits, including OPC. Additionally, Ben Brainard presented a paper at the SNAME Power Boat Symposium in October 2024. The paper and presentation highlighted the full-scale trials, model testing, and analysis/simulation efforts conducted by SFLC-ESD-NAME to develop risk-based boat operator guidance. It was well-received by industry partners and other government agencies in attendance. The symposium was held as part of the annual SNAME Maritime Convention, which allowed for networking with other government agencies and current and potential USCG vendors.



From Left to Right, Dr. Ibrahim, Karl Stambaugh (Nav Arch Sect Retired.), Eric Schmid, Ben Brainard, and Chris Barry (Nav Arch Sect Retired) at the SNAME Powerboat Symposium.

A MESSAGE FROM OUR OMBUDSMAN

Hi families,

I hope everyone had a fantastic fall. I don't know about you, but we are going into my favorite months. I just wanted to remind everyone that I am here for any needs you may have. I constantly check my email so that is the best way to reach me. My email is ombudcms@gmail.com. I hope everyone has a great start to the fall and school year.

Your Ombudsman,

Ryane Page



SELF CONTAINED BREATHING APPARATUS (SCBA) RECAPITALIZATION

By **CWO James Wacker**

SFLC-ESD-SSB Damage Control and Life Saving Equipment Section (DCLES)

Beginning in January of 2025, DCLES will be leading the surface fleet during the replacement of the obsolete M7 Responder Self-Contained Breathing Apparatus (SCBA).



Parts support for M7 Responder packs ended in June of 2024. SFLC determined a sole source award to MSA to procure the G1 SCBA pack represented the best alignment with budget, policy, and regulatory requirements. By contracting with MSA, over 10,000 SCBA bottles deployed throughout the fleet could be retained, since regulations prohibit bottles and packs from different OEMs to be combined. A contract with MSA was awarded in July 2024 for supply of packs, bottles,

masks, and parts. Purchase orders for approximately 3,800 SCBA packs, 5,200 masks, and sustainment parts were issued prior to the end of FY24.

Throughout calendar years 2025 and 2026, units will begin receiving new G1 SCBA packs as part of their regular SCBA maintenance schedule. SCBA maintenance tasks will continue to populate annually on unit's maintenance due lists. Units will submit requisitions for certified packs per current process, at which time they will receive new G1 packs in lieu of the obsolete M7 Responders. Units will follow the DCLES-provided disposition instructions for the old packs and, if issued from the Baltimore Inventory Control Point (ICP), return the Pelican shipping cases to the ICP. At completion of rollout, G1 SCBA support will mirror the legacy M7 SCBA model.

Send all questions to DAMAGECONTROL@uscg.mil (DCLES shared mailbox), Mr. Jason Barnett (DCLES Chief) (jason.c.barnett@uscg.mil), or DCCM Curtis Hoyt (SCBA Program Manager) (curtis.w.hoyt@uscg.mil).





Newly Reported 01 OCT 2024-31 DEC 2024

SK3 Huertasrolon, Christopher
EM1 Kowal, Shane
MK1 Frissoria, Joseph
MK1 Whitley, Marcus
ENS Saldarriaga, Marcos

Retired 01 OCT 2024-31 DEC 2024

SK1 Yee, Gary
MKC Crawford, Eric
GMC Rose, Kenneth
SKC Sison Christopher
MKC Dipaola, Jacob
DCC Aspuru, Leonardo
MKCS Porter, Jonathan
EMC Hampton, Gregory
LT Ruona, James
CWO2 Foran, Joseph
MKCM Rothdeutsch, Andrew
CWO4 Paquette, Jeffrey
SKC Maccallum, Todd
MKCS Moyer, David
CWO4 Keplinger, Christopher
GMCM Robertson, William
CWO4 Meese, Joshua
CWO4 Brummett, John
ETC Crosthwait, Michael

SFLC Officer Promotions (OPAL Numbers 10-12)

LCDR		
Buys, Ryan J.	ADPL 1-Oct-24	SFLC PB PROJECTS BR
LT		
Kersey, Matthew B.	ADPL 19-Oct-24	OL-SFLC-PORTSMOUTH VA
Cordero, Lizbett	ADPL 13-Nov-24	OL-SFLC-SAN JUAN PR
Giarratano, Wade L.	ADPL 16-Nov-24	OL-SFLC-NORFOLK VA
LTJG		
Codling, Aston L.	ADPL 10-Oct-24	OL-SFLC-ALAMEDA CA
Robbins, David A.	ADPL 10-Oct-24	OL-SFLC LRE PDM-ALAMEDA
Guerrero, Igor	ADPL 20-Dec-24	OL-SFLC LRE AMS-ALAMEDA
Madrigal, Michael E.	ADPL 20-Dec-24	SFLC IBCT ENG ASSET MGMT SEC
Thorn, Christian P.	ADPL 20-Dec-24	OL-SFLC LRE AMS-ALAMEDA

SFLC Enlisted Advancements (EPAA Numbers 10-12)

01 OCT 2024	
MKC Jeffrey Taylor	010588 042599
YNC Tessalynn Sablan	009844 042599
GMCS Christopher Wilderman	036519 042599
DCCS Keegan Martin	010588 042599
01 NOV 2024	
GMCM Joseph Donahue	036546 042822



New Employees

Donnie Boyer	Supervisory Logistics Management Specialist
Henry Ma	Naval Architect
Leton Sampson	IT Cyber Security Specialist
Giovanni Wada	Supervisory IT Cybersecurity Specialist
Benjamin Clark	Electrical Engineer
Tiffany Galloway	Supply Clerk
Jonathan Morris	Equipment Specialist
Donna Saldarriaga	Office Automation Assistant
Jonathan Soja	Naval Architect
Christopher Wolfe	Mechanical Engineer
Peter Godney	Supervisory General Engineer
Ayanna Broom	Contract Specialist

Promotions

Cory Peterson	Mechanical Engineer
Kimberly Burtwell	Contract Specialist
Monica Paul	Contract Specialist
Robert Durham	Technical Information Specialist
Paula Bussey	Technical Information Specialist
Christopher Filispach	Supply Systems Analyst
Patricia Walters	Supply Clerk Technician
Hannah Reed	Technical Information Specialist
Jesse Perez	Purchasing Agent
Rhiannon Thomas	IT Cybersecurity Specialist

Retirements

Lisa Dize	Technical Information Specialist
Pamela Carter	Secretary
Michael Wilson	Mechanical Engineer
Patrick Brown	Contract Specialist

CEOQ

Civilian Employee of the Quarter, Qtr 3, Level I	Yvette (Renee) Johnson
Civilian Employee of the Quarter, Qtr 3, Level II	Tanya Diaz-Cross

ARTICLE PROPOSALS/SUBMISSIONS FOR THE SFLC NEWSLETTER



Newsletter Submission Guidelines

- Identify a newsletter "Area of Focus" that matches your piece; see below:
- Please send proposals only. Before you write an article, approval of the proposal/content must be obtained from the Editor.
- Keep article word count below 300 words, as much as possible.
- Photo submissions (optional):
- JPEG, GIF, or PNG format
- 300 dpi or higher
- Deadlines for receiving proposals is 1 April 2025

**Submit all proposals to:
LTJG Ryan Casey, Ryan.Casey@uscg.mil**

CAPT Andrew Pecora
Commander
Surface Forces Logistics Center
U.S. Coast Guard
2401 Hawkins Point Rd.
Baltimore, MD 21226
(410) 762-6010

<https://uscg.sharepoint-mil.us/sites/sflc/SitePages/BOD-SFLCNewsletter.aspx>

LTJG Ryan Casey, Editor in Chief
Sean F. McDaniel, Graphic Designer

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Editor, SFLC Newsletter
2401 Hawkins Point Road
Baltimore, Maryland 21226
443-418-8345
Ryan.Casey@uscg.mil

