



ISVS Begins! Welcome MORRO BAY!

The Coast Guard Cutter MORRO BAY, a 140' icebreaking tug, entered the Yard on June 23rd to begin an anticipated 12-month Service Life Extension Project (SLEP). The cutter's arrival heralds the beginning of the Coast Guard's In-Service Vessel Sustainment (ISVS) program designed for the Yard to perform life-cycle repair availabilities on select classes of Coast Guard cutters. The ISVS project will help vessels meet or exceed their designed service life through a recapitalization of targeted hull, mechanical, electrical (HM&E), and electronic systems. The ISVS program reflects a positive future for the Yard as the shipyard provides expertise and best value to the Coast Guard for maintenance of cutters that are in need of a mid life renovation to meet their intended service life.

To sustain mission effectiveness, the Coast Guard's near-term ISVS projects for the Yard include SLEP repairs and dry-docking of the 140' Icebreaking Tugs (WTGB), a SLEP

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140' Ship Characteristics:

Maximum Range: 4,000 miles

Maximum Speed: 14.7 knots

Length: 140 feet

Beam: 37.5 feet

Displacement: 662 tons

Power plant: Two diesel engines

Armament: Two M60 Machine guns

Icebreaking capability: 18-20 inches

Crew: 17 Personnel (3 Officers, 14 Enlisted)



The MORRO BAY (WTGB 106), pictured on the Yard's shiplift, was commissioned in March 1981 and is homeported in Cleveland, Ohio. Named after American Bays, the 140' class cutters are used for domestic ice breaking on the Great Lakes and Northeast coast. The tugs help clear shipping channels in the winter months, support search & rescue and law enforcement operations, and enforce environmental regulations in all seasons.

The Commanding Officer's Column

by Captain George A. Lesher



Greetings, Shipmates!

This issue highlights the beginning of the In-Service Vessel Sustainment (ISVS) program featuring the first cutter to be inducted, the MORRO BAY. This is a great program for the Coast Guard as we have no shortage of aging cutters needing renovation and/or a service life extension. Instead of the program being attached to a particular cutter or boat class, the Coast Guard inducts the vessel(s) with

the greatest need into the program as time goes on. The first four classes planned are the 140' WTGBs, the EAGLE, the 225' WLBs, and the 47' MLBs. This work is ideal for the CG Yard as we team with SFLC's Engineering Services Division and Product Line to develop the design, material procurement, and production specifications. Once the cutter or boat arrives at the Yard for the production work to begin, the new systems are installed, as built drawings developed and the usual prototype design changes are implemented. We also have the advantage of combining this renovation work with routine maintenance items such as dry-docking, painting, plate renewal, etc. and the usual surprises we find on old cutters once systems are removed like rusted steel, worn machinery parts and things of that nature.

The final article in this issue is a tribute to the 41' Utility Boats built here at the CG Yard. My first memories and impressions of the Coast Guard were seeing these boats on patrol and performing tows as I grew up recreational boating with my family on the Chesapeake and Delaware Bays. I even saw one up close hand performing a tow as Dad miscalculated the amount of fuel required for the transit to VA Beach during a family vacation one year. So, I was part of one of those 350,000 search and rescue missions the boats performed. These boats served our country well, built by the talented craftsmen here at the Yard.

As we move into fall and the kids go back to school, be safe in all you do both here at work and home.

Thanks for all you do,

Semper Paratus!

ISVS, cont. from pg 1

of the Coast Guard Barque EAGLE, a Major Maintenance Availability (MMA) of the 225' Seagoing Buoy Tenders (WLB), and a potential SLEP of some 47' Motor Lifeboats (MLB). Other vessel classes will be identified in the future for ISVS.

The Yard has proven many times in its history that it is the ideal facility for conducting life-cycle repairs and modernizations. Yard tradesmen "breathed life into" nine 180' buoy tenders, accomplished under the Service Life Extension Program from 1983 to 1993. From 1984 to 1998, the Yard conducted a mid-life renovation through the Major Maintenance Availability Program for 14 cutters of the 210' Medium Endurance Cutter fleet. And this summer, the Yard will conclude a nine year (2005-2014) Mission Effectiveness Project providing modernization to fourteen 210' cutters, seventeen 110' cutters, and fourteen 270' cutters (Phase I and Phase II). Each accomplishment throughout the past several decades serves as a tribute to the quality craftsmanship of the Yard.

The Service Life Extension Project for MORRO BAY will include specific system upgrades and improvements: propulsion plant; heating; ventilation; air conditioning (HVAC); installation of an engine room fire-suppression system; boat launching davit replacement; Oily Water Separator replacement; stack exhaust configuration modifications, and improved crew habitability to meet current standards.

On July 8th, the Yard dry-docked MORRO BAY on the shiplift to begin upgrades. The Yard anticipates completing the cutter's SLEP in June 2015. MORRO BAY will take its place in Yard history as the first vessel under ISVS, a project critical to the long term sustainability of the Coast Guard fleet, now in the capable hands of the Coast Guard Yard.

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Commanding Officer

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“We’re Working On It!”



*Foreground left to right:
CGC FORWARD (WMEC 911) –
Portsmouth, Virginia; CGC WILLIAM
TATE (WLM 560) – Philadelphia,
Pennsylvania*



CGC CHOCK (WYTL 65602) – Baltimore, Maryland



CGC DILIGENCE (WMEC 616) – Wilmington, North Carolina



CGC GANNET (WPB 87334) – Dania, Florida



CGC NANTUCKET (WPB 1316) – St. Petersburg, Florida

Spread the Good News!

Timely Delivery Accomplished On BARBARA MABRITY

The 175' buoy tender BARBARA MABRITY, homeported in Mobile, Alabama, entered the Yard on March 26 for a 13-week routine repair availability. The cutter departed the Yard on time on June 21. CDR Matthew Lake, Yard Industrial Manager, congratulated the Yard Paint Shop. He commented, "Mr. Weldon Legg & Mr. Reese Scott (along with their respective teams) did an exceptional job completing the paint work aboard BARBARA MABRITY. Working the extra hours last week helped ensure MABRITY was delivered on time (21 Jun), and that she could get back to homeport for the CO's change of command and retirement (after 30 years of service). Bravo Zulu!" Highlighting the efforts of the Yard Rigging Shop, John Downes, Yard Services General Foreman, added, "We also had a team of riggers lead by Mr. Leonard Herd, Jr, who worked until 2200 Friday ensuring all weight handling equipment was tested. This, too, contributed to the timely delivery of the vessel."



Yard Paint Shop Achieves Personnel Certification

In 2006, the Yard received its first quality painting certification for marine coatings from SSPC, the Society for Protective Coatings (formerly known as the Steel Structures Painting Council) and has achieved re-certification for the past eight years. SSPC focuses on quality preservation of industrial/marine structures and surfaces that use specific marine and industrial coatings. The certification is testimony to the high standards of the products and practices of the Yard Paint Shop.

In order to maintain its SSPC

QP-1 certification, the Yard must meet personnel certification requirements for each aspect of coating removal or



application. The SSPC recently conducted training/certification courses for Paint Shop personnel. The Yard accomplished a significant training goal for the Paint Shop's three SSPC certified NAVSEA Basic Paint Inspectors, two SSPC certified Coating Application Specialists, five SSPC certified C-7 Blasters, and ten SSPC certified C-12 Painters.

Having the SSPC certification ensures the customer that coating requirements are performed in accordance with SSPC world-wide standards and is testimony to the quality business practices of the Yard Paint Shop.

HAPPY 224TH BIRTHDAY, U.S. COAST GUARD!

AUGUST 4, 1790 – AUGUST 4, 2014

Milestones

Retirements

LT Matthew Keller 28 years	Penny Yacobi IT Specialist 38 Years	Timothy Firme Ordnance Equipment Worker 30 Years	John Unitas Machinist (CNC Operator) 34 Years
Charlie Zerbe Production Manager 48 Years	Frank Schwartz Electrician Supervisor 40 Years	John Huppman Boatjoiner (Sheetmetal) 29 Years	

Advancements/Promotions

Andre Harrington, Structural Group Foreman, WS-3820-18	Kenneth Puller, Electrician Supervisor, WS-2805-11
Cecil Justice, Structural Group Asst Foreman, WS-3820-15	Mike Ebert, Electrician Supervisor, WS-2805-11
Michael Galante, Sheetmetal Joiner Supervisor, WS-4701-11	James Blueford, Shipfitter (Welder) CNC Operator, WG-3820-12
Harlan Cox, Sheetmetal Joiner Leader, WL-4701-10	Ken Ducker, Electronics Industrial Controls Mechanic Leader, WL-2606-12
Dennis Fore, Ordnance Equip Mechanic, WG-6641-11	Claude Lamb, Electronics Industrial Controls Mechanic Leader, WL-2606-12
Daniel Cade, Painter, WG-4102-9	Keith Hare, Electronics Industrial Controls Mechanic, WG-2606-12
Jan Blevins, Painter, WG-4102-9	Jeff Kaminski, Electronics Industrial Controls Mechanic, WG-2606-12
Nicholas Theiss, Pipefitter, WG-4204-10	Shane McLucas, Electronics Industrial Controls Mechanic, WG-2606-12
Carl Weiland, Planner/Estimator, WD-4204-8	Robert Mitten, Electronics Industrial Controls Mechanic, WG-2606-12
Floyd Maith, Sandblaster, WG-5423-7	Ryan Northcraft, Electronics Industrial Controls Mechanic, WG-2606-12
Harvey McRae, Heavy Metal Equipment Repairer Leader, WL-5803-10	John Upright, Electronics Industrial Controls Mechanic, WG-2606-12
Michael Williams, Planner/Estimator, WD-4701-8	Eric Harvey, Electronics Industrial Controls Mechanic, WG-2606-12
Rick Mariano, Electronics Industrial Controls Mechanic Supervisor, WS-2606-12	Joseph Phinney, Electronics Industrial Controls Mechanic, WG-2606-12
James Thompson, Electronics Industrial Controls Mechanic Supervisor, WS-2606-12	Dontae Mariano, Electronics Industrial Controls Mechanic, WG-2606-12
John Keith, Crane Operator, WG-5725-11	Bart Ramsey, Electronics Industrial Controls Mechanic, WG-2606-11
	Alexandre Brink, Accountant, GS-510-9

Yard Spotlight: MWR (Courtesy of the "Plan of the Week")



New to the area or stuck in dry dock looking for something to do? Visit the MWR at the Columbus Recreation Center and see what Baltimore has to offer. A variety of discount tickets can be purchased through the friendly staff at the gym. Tickets to Orioles games, National Aquarium, Maryland Zoo, and Spy Museum are just a few that are offered through MWR. The MWR staff pictured in the photo at left include (left to right): SN Shawn Eskins; FN Anthony Moscatiello; SN Dylan Pentoney; Shawn Reed, Deputy Manager MWR; SN Jordan Tushingham, and IT3 Monica Willemsen. Not available for photo were John Earles, Director MWR, and FSC Elbert McGougan, MWR Chief.

Tribute To Yard Built 41' Utility Boats

Last 41' UTB #41410 Retires From Service

The U.S. Coast Guard retired the last 41' utility boat (UTB) in ceremonies held at Coast Guard Station Grand Haven, Michigan on July 31st. #41410 was one of 208 vessels of the 41' fleet that the Yard constructed from 1972 thru 1982, delivering the final boat to the Coast Guard in 1983. The trim, white 41' footer had an aluminum hull and fiberglass superstructure painted with the Coast Guard racing stripe. The boat was designed to operate under moderate weather and sea conditions where speed and maneuverability were crucial.

The 41' UTB was well known to recreational boaters throughout the United States. Over its 41-year career, the 41' fleet conducted 350,000 search and rescues missions, saved over 41,800 lives, and saved over \$400 million in property. The 41' fleet was "always ready" for the call.

"The UTB clearly punched above its weight class!" commented Admiral Paul Zukunft, Coast Guard Commandant, who attended the retirement ceremony for #41410. The Commandant continued to remark, "The story of the "Utility Boat" is an interesting story to tell, because in many ways, the UTB represents the very nature of the Coast Guard. It's small...but highly capable. It's multi-mission. It's there when you need it. It's not about flash or glamour. It's about sustained mission excellence."

"The 41' just got the job done – day in and day out. On the baseball field...you'd call it a utility infielder; in cycling...a domestique; in football...a strong safety. It was unsung. It was a workboat. Above all...It is quite possibly among the most successful assets the Coast Guard has ever operated."

The 41' UTB construction project began at the Yard in 1971 when the

Yard built a prototype boat designed by engineers at Coast Guard Headquarters. The prototype and follow on vessels were intended to replace a fleet of aging 40' utility boats built at the Yard from 1950 to 1966 (over 300 vessels).

The Coast Guard adopted the Yard's 41' UTB prototype, and the Yard began project construction in 1972, delivering the first boat #41300 to Station Manasquan Inlet, New Jersey in 1973. The final boat #41507 was delivered to Station San Francisco, California in the former 12th Coast Guard District (now 11th District) in 1983. During the height of construction, Yard tradesman built up to thirty 41 footers a year

During his remarks at the #41410 retirement ceremony, Admiral Zukunft commented, "All of our 41's were

built in-house over a ten year period by the Coast Guard Yard in Baltimore, Maryland...A point of great pride."

The Coast Guard's new 45' Response Boat Medium (RB-M) is replacing the 41' fleet. With improved response time and agility for mission response, the RB-M has increased speed to over 40 knots; new ergonomics; heavy weather capability; upgraded C4 Intelligence, Surveillance and Reconnaissance, and enhanced safety features.

"It is the new face of the working Coast Guard," the Commandant commented. "But the RB-M has big shoes to fill! The 41' UTB will undoubtedly be missed by boat crews across the country and the public it served. It was a great platform."



Coast Guard Boat #41410 and its crew begin their journey back to Coast Guard Station Muskegon, Michigan following the boat's retirement ceremony on July 31st at Coast Guard Station Grand Haven, Michigan. Among the 208 41' utility boats constructed at the Yard, #41410 was the last 41 footer to be retired from Coast Guard service. Delivered from the Yard in 1977 to Station Milwaukee, #41410 served the maritime community for over 37 years, having single or multiple assignments to Coast Guard Stations: Milwaukee, Calumet Harbor, Kenosha, Two Rivers, Sturgeon Bay, St. Clair Shores, Sheboygan, and Muskegon. (Photo by Chief Petty Officer Alan Haraf, 9th Coast Guard District)



The Yard built a detailed, full-scale wooden mock-up of a 41-footer in November 1971 before construction began on the 41' fleet in 1972. The mock-up included every longitudinal and frame; every bulkhead; every piece of equipment that would be part of the actual vessel. The curved hand rails were hand-carved, laminated wooden beams. Yard workers used a paint bucket for the horn atop the pilothouse!



The Yard constructed the 41' UTB fleet from 1972 to 1982. The final boat #41507 was delivered in 1983 to the west coast where it began a long career of saving lives and enforcing maritime laws of the United States. #41507 retired from service in 2012.

The 41' Fleet

41 feet long

Over 41,000 lives saved

41 years of service

Ship Characteristics

Length: 40'8"

Beam: 13'6" (max)

Draft: 4'2" (max)

Displacement (lbs): 28,500 lbs

Main Engines: 2 Cummins diesels

BHP: 560

Propellers: Twin

Max Speed: 26 knots

Today, Coast Guard Boat #41346 serves as a "Gate Guardian" at the entrance to the Yard. Delivered to Coast Guard Station Grand Isle, Louisiana in May 1975, the boat retired at Station Gulfport, Mississippi in February 2010. Shortly afterward, the Yard acquired the decommissioned boat for display as a tribute to the 41' fleet and as testimony to the maritime expertise of the shipyard - to be appreciated by the community and all who work and visit the Coast Guard Yard.



Yard Personnel Recognized for Length of Service

Captain Leshner recently awarded length of service certificates and pins to Yard civilian personnel “in recognition of their service in the government of the United States of America.” Eligible employees received the honor which recognizes tenure in federal service and appropriately cites incremental 5, 10, 15, 20, 25, 30, 35, 40 or more years of service. Length of service is determined by “service computation date.” Melvin Dash, Mechanical Group Shop Planner, attained the longest length of service – 45 years!

Congratulations to all service pin recipients!

45 Years
Melvin Dash

40 Years
Gary Ludwig
Ken Ducker
Louis Duckery
Frank Schwartz
Terry Hafko
Warren Barr

35 Years
Doug King

30 Years
Brian Ames
Wilson Crum
Christopher Stead
Dave Brehm
Jerome Brown
Ray Dix, Jr
Barry Appolin
Dave Sackalosky
Michael Haskins
Kenneth Ward
Eugene Wilson
Ricardo Mariano
Roy Bartholomew

25 Years
Earl Wingate
Richard Dobihal
Michael Smith
Donald Benson
Donald Harrison
Richard Rasinski
George Jackson
Paul Feehly
Doug Griffin
Thomas McNeill
Ron Viands
David Keats
Ray Wolfe
Michael Virtue
Cecil Justice
Fred Washington
Joseph Noland
James Thompson
Bob Brubach
Willie Harrington
Grady Bosheers
George Reed
Halson Stafford
John Earles
Charles Le Brun
William Smith
Charles Seekford
Darrell Lee
Kristin Brickell



Captain Leshner (left) honors Melvin Dash (right), X20, with a 45 year service pin.

Barbara Stewart
20 Years
Norman Scharff
Clayton Alderman
William Martin
Charles Howle
John Moore
Brian Dash
Samuel Cornish
Rickey Alston
Chris Edmondson
Joe Meyers
Joe Kasian
Levonja Witherspoon
Michael Odair
Bryan Brown

15 Years
Michael Griffith
Heather Shacklock
Tom Maholland
John Folker
Eric Hughes
Fred Souder
James McKenna
Roy Stewart
Chester Mitchell
Michael Ebert
Joe Appolin
Howard Brown
Russell Peacock
Brian Covington
Raymond Poteat
Thomas Slevin
William Schweigman

Weldon Legg
Walter Skowrunski
James Johnston
Donald Harris
Ernest Gunn
James Snyder
Jason Grad
Robert Berry
Bryan Martin
Kevin Robinson
Myles Schucker
Mousa Yagoub
Brian Skillman
Russell Belt
Damien Smith

10 Years
Jeff Garner
Terrence Robinson
Brittany Center
John Zyla
Matthew Aaron
Dontae Mariano
Charles Thompson
Enidel Torres
Charles Bare
Gary Oakley
William Heath
Aaron Bloch
Sandra Parmer
Steve Matelli
Scott Martin
Adam Cole
Carl Weiland
James Meyers
Rick Eschenbach

Russell Cholewa
Richard Cress
Tom Clyburn
Chris George
Lewis Mitchell
Joseph Ortt
Tim Walker
Adam Brown
Chris Labonte
Stacy Scott
Russell Root
Jason Deyo
Chris Hamlett
Travis Jacobson
Donald Becker
Al Carroll
James Calvert
Dan Loftus
Doug Beasley
John Laird
Gary Wolford
Jeff Isaac
Howard Altenburg
Heather Laumann
Greg Pulley
Walter Carr
Daryl Cockerille
Tim Firme
John Pickron
James Scanlon
Mike Seawell
Julius Hill
Keith Jordan
Paul Flanagan
Jeremiah Covert
Nicholas Tomas

Charles Greene
Melody Bloch
Leonard Herd
Julius Jenkins
George Harris

5 Years
John Rider
Dave Scharf
Dan Zyla
Colin Hart
Shawn Ruhling
Joe Phinney
Harlan Cox
Karen Bruno
Leslie Pollock
Michael Stevens
Joe Foca
Ryan Sackalosky
Dennis Fore
Claude Lamb
Lamont McCloud
Dave Coburn
Teddy Rosemond
John Upright
Joel Rye
Ron Lowman
James Blueford
Percy Stevens
Dashae Mariano
James Shifflett
Carson McCorry
Brian Kindig
Stephen Gately
Joseph Hansberger-Evans
Max Carter
Tim Roberts
James Yeatts
Ray Dix, III
Matthew Dumsha
Gilbert Cook
Adam Kozakiewicz
Ian Tucker
Eric Alexander
Anthony Attiliis
Mark Daniels
George Johnson
Matthew Dudley
James Bauernschmidt
Robert Hilde
Barry Burnett
Kenard McCoy
David Thomas
Earl Powers
Touraine Nickens
Floyd Maith
John Danko
Greg Cogar
Jeff McHale