DEPARTMENT OF HOMELAND SECURITY
U.S. COAST GUARD

YARD NEWS

BALTIMORE, MARYLAND

AN EQUAL OPPORTUNITY EMPLOYER

VOLUME 61 NUMBER 01 JANUARY/FEBRUARY 2012

YARD REPAIRS EAGLE
HISTORIC TALL SHIP RETURNS TO SEA

The 76-year-old Coast Guard Barque EAGLE arrived at the Yard on October 4th to begin an 18-week, $5 million repair availability that included overhaul of the main mast and bowsprit, refurbishment of the figure head and stern board, hull assessment, bilge inspection, pilot house repair, and removal and repair of the shaft and propeller. Despite the unique challenges of working on a steel hull with 75,000 rivets and a square-rigger with six miles of roping, the Yard accomplished the 75-item job list on EAGLE and bade farewell to its historic guest on the morning of February 8th, pictured above. *(Photo by Mike Lesh, X30)*

THE U.S. COAST GUARD YARD - WE FIX SHIPS

The Commanding Officer's Column

by Captain Richard K. Murphy

Greetings! I've said it before, but it always bears repeating - the work you do here has purpose and consequences. The Coast Guard's mission is vital to the nation's security and prosperity. Your individual efforts are critically important to the Coast Guard's mission by directly improving the capability and readiness of the surface fleet. Every cutter that sails after being at the Yard is providing Coast Guard men and women the tools they need to safety and effectively execute their duties. You should be very proud of what you're accomplishing as part of the Yard team.

The waterfront's workload continued to provide a significant challenge to ensuring timely, efficient, and high quality workmanship. Your focus, professionalism and dedication were critical in getting us through this challenging period. Despite the large work package and aggressive schedule, EAGLE completed a very successful 18 week, $5M availability that included overhauling the main mast and bowsprit, dry docking, hull/bilge inspections, removing/inspecting/ and repairing the shaft/propeller, and pilot house repairs. CGC THETIS (270' WMEC-910) departed for her homeport of Key West, FL after a successful 12 month, $11M MEP availability - highlighted by the installation of a new Main Propulsion Control and Monitoring System. CGC GRAND ISLE (110' WPB, Gloucester, MA) completed a 31 week availability that involved significant hull replacement. MEP work continues on the MATINICUS, BEAR, ESCANABA and CHANDELEUR.

Many thanks to all involved in the recent successful surveillance audit of our ISO 9001:2000 Quality Management System. Quality is definitely an "all-hands" evolution, but I'd like to specifically thank Roger Taylor and his Quality Management team, as well as internal auditors, for their ongoing efforts in this area.

The Commander Assignment message is out and the Yard's Executive Officer, CDR Pat Dugan, will be relieved this summer by CDR Patrick Dozier who is coming from Headquarters (CG-926). CDR Dugan will be heading off to Headquarters (CG-9322) in support of NAIS (Nationwide Automated Identification System) acquisition.

Thanks to everyone for your con tinuing attention to safety! In particular, congrats to the Inside Machine Shop (x-22) for earning the CAPTAIN'S AWARD for being accident free in 2011; the Electronics/ Ordnance Shops (x-32/33) for earning the INDUSTRIAL MANAGER'S AWARD (lowest accident ratio), and Shipfitters/Welders (X-11/13) for reducing their 8 year avg. accident total by over 30% in 2011. We're doing a good job with our focus on safety, but there's always room for improvement.

I'm also proud to report that, yet again, the Yard was very well represented at the Baltimore Federal Executive Board annual awards with four Gold/Silver and eight Bronze award winners. Yard personnel went up against exceptional performers from every area of Federal Service including the Army, Social Security Administration, and IRS. It's great to see the Yard personnel and their much deserving accomplishments being recognized beyond the Coast Guard.

CDR Barresi and his team have been working hard over the winter to improve the Yard's facilities; the front gate upgrade being the most noticeable. Beyond improving the look of the entrance, this project also included improvements to the water main, storm water management, and safety. There have also been major repairs to the steam system; a rehab of the central locker room (Bldg 77), and improvements to Building 78's break and training rooms are underway. The new paint booth complex is also on schedule. Right now, workers are finishing the office area on the north end of Bldg 78. These and other projects, such as electrifying the tower cranes, are investments in the Yard's future.

Thanks for all you do to keep the Coast Guard's surface fleet Semper Paratus!

New "Yard News" Electronic Mail Distribution

The "Yard News" can be viewed on the Yard's external website www.uscg.mil/yard (click on home page "Yard News") or on the Coast Guard's internal CG Portal. Thank you for your readership!

-Editor, Yard News

"We're Working On It!"

Arriving in July 2011, the Cutter ESCANABA is the 5th 270' Phase II Mission Effectiveness Project (MEP) at the Yard. Currently, the Yard is installing the new prototype single point davit and painting the superstructure, mast, and exhaust stacks. The Machine Shop is working on the main engine fuel rack modification, governor repairs, and the fabrication of the new small boat cradle. The Electric Shop is installing the main propulsion control monitoring system. The Electronics Shop is installing new antennas and transducers. The Pipe Shop is replacing all of the sewage and grey water piping and working on the fire suppression system. The Sheetmetal and Joiner Shops are refurbishing the living spaces. The Structural Shop is busy installing doors, hatches, and helicopter tie downs. ESCANABA will return to its homeport in Portsmouth, Virginia, in early summer.

The Cutter BEAR is the 6th under the 270' Phase II Mission Effectiveness Project (MEP). Homeported in Portsmouth, Virginia, BEAR arrived at the Yard in October 2011. Yard tradesmen are blasting and preserving all ballast tanks and selected JP-5 tanks. Structural work includes renewal of the Aux II tank top, repairs to the Aux I deck, and several tank & bilge repairs. A new sewage holding tank will be installed. Upgrades to the machinery plant control & monitoring system, fuel oil purifier, and lube oil purifier systems are also ongoing. The BEAR will be completed this spring.

The 110' Cutter CHANDELEUR is the 17th and final 110' patrol boat under the Mission Effectiveness Project (MEP). The cutter arrived in August 2011 and anticipates departing in June. Structural repairs to the hull and main deck are 100% and 90% complete, respectively. Piping systems are currently being installed. MEP significantly improves a cutter's mission capability and reduces its operating and maintenance costs by replacing obsolete systems. Upon completion of MEP, CHANDELEUR will travel to a new homeport in Ketchikan, Alaska.

Yard Concludes Repairs of Ice Rescue Airboats

From summer 2010 through fall 2011, the Yard inspected and repaired five ice rescue airboats for the Ninth and First Coast Guard Districts. Structural modifications, along with hull strengthening and electronics and communications improvements, upgraded the boats for operational use during winter's freeze. The Coast Guard tasked the Yard with the airboat project due to the shipyard's long-standing expertise in small boat repair.

The "Coast Guard Compass," the official blog of the U.S. Coast Guard, posted the following article on January 15, 2012 and relayed the operational commitments of the Service's ice rescue airboats.

Two airboat crews get underway on a safety patrol for residents who were stranded during late winter flooding and freezing in Fargo, North Dakota. (U.S. Coast Guard photo by PA2 Annie Elis.)
Visually similar to swamp boats used in the Everglades, the aluminum hull airboats have a V8 550 horsepower engine that turns a large fan on the stern, instead of the standard prop/rudder. The fan pushes the craft across the ice at 15 knots (approximately 19 mph). Each ice rescue airboat carries a four-man crew.

On Thin Ice

While scores of boaters in colder parts of the country have put their boats into storage until spring, many still rely on their vessels for hunting, fishing and transportation. But what happens when a lake or river freezes over and a snowmobiler falls through the ice, or fishermen become stranded on an ice floe?

The Coast Guard, Always Ready, responds with an airboat.

Being at the wheel of an airboat is rare, as they are found at only 11 units across the Coast Guard. While there are few airboats, they are operated by exceptional coxswains who operate on frozen lakes and rivers – an environment that is constantly in flux.

There are many variables that any smallboat coxswain must keep in mind when they are at sea, but an airboat coxswain has to be aware of all that and more.

"Land, water and ice affect the handling of the boat differently. Add wind, current, fog and snow and, the fact that the boat doesn't have reverse, and you realize handling is a unique challenge," said Lt. Warren Fair, the Coast Guard's ice rescue program manager.

An airboat's handling characteristics challenges many coxswains due to the diversity of terrains and missions the platform is used on. But before a coxswain even gets a turn at the wheel, they must first become certified as an ice rescuer.

Beginning with the basics of ice terminology and protective equipment, potential airboat crewmembers learn the movements required of teams in ice rescues. Airboat crews must also learn about the factors that affect how the ice forms, including water current, depth, snow cover and temperature.

Continuing their training, coxswains are required to exhibit in-depth knowledge of the airboat itself, including mechanical characteristics, mission performance, boat operations and hard and soft water handling skills.

The skills these Coast Guard members learn requires a commitment to proficiency, as airboats are highly sought after to conduct emergency relief missions in environments other than ice. Due to their mission diversity, airboats serve as a perfect platform when responding to natural or man-made disasters, such as Hurricane Katrina, Red River flooding and Deepwater Horizon.

As maritime search and rescue professionals, the Coast Guard understands the dangers of cold water as well as the dangers of venturing out on the ice. While the airboat crews are ready to respond, those who live on or near the ice should always consider ice safety.

If people choose to go out on ice, Lacy encourages keeping the acronym "ICE" in mind.

I – Intelligence: Know the weather and ice conditions, know where you're going and know how to call for help.

C – Clothing: Have proper clothing to prevent hypothermia. Dress for the water temperature, not the air temperature.

E – Equipment: Have proper equipment including marine radio, life jackets, screw drivers, ice picks, etc.

The Coast Guard performs missions in the most extreme of environments and ice is no exception. As you make a serious investment and commitment to ice safety, the Coast Guard makes a serious commitment to being Always Ready.

Yard Overhauled Cutter Interdicts Millions In Illegal Drugs

MEP's Investment In TAMPA Yields High Dollar Returns

The Cutter TAMPA, homeported in Portsmouth, Virginia, entered the Yard in 2010 to begin modernization under Phase II of the Mission Effectiveness Project (MEP). Throughout the year, Yard managers and tradesmen tackled scores of repairs, replacements, and upgrades to improve the cutter's mission capability and reduce operating and maintenance costs.

Completing MEP, TAMPA departed the Yard in early 2011 to return home. The 270' medium endurance cutter logged in 185 days underway last year in support of critical Coast Guard operational missions that included a drug interdiction case keeping $138 million of cocaine off America's streets. For the Mission Effectiveness Project, this is a huge return on TAMPA's $7.6 million MEP investment.

The below Coast Guard press release relays TAMPA's activities and is testimony to the Yard's quality service to the fleet that enables the Coast Guard to do its job.

PORTSMOUTH, VA, December 8, 2011 Thursday — The crew of a Coast Guard cutter is scheduled to return to their homeport of Portsmouth, Sunday at noon, following a 52-day patrol in the Caribbean Sea.

During the deployment, the crew aboard the Coast Guard Cutter TAMPA, a 270-foot medium endurance cutter, worked alongside government agencies to prevent $138.6 million worth of illegal drugs from entering the United States.

The crew worked with other Coast Guard high and medium endurance cutters and the Navy USS OAK HILL, a 610-foot Harper's Ferry class dock loading ship homeported in Little Creek, during the deployment.

The TAMPA embarked a helicopter crew from the Coast Guard's Helicopter Interdiction Tactical Squadron in Jacksonville, Fla., to increase the cutter's law enforcement capability by allowing the simultaneous deployment of both the helicopter and the cutter's small boat to monitor high-threat drug trafficking.

The crew apprehended people aboard a boat smuggling approximately 3,000 kilograms of cocaine with an estimated street value of $79 million.

The TAMPA will return to Portsmouth from Guantanamo Bay, Cuba, where they completed the transfer of an additional 2,250 kilograms of cocaine. The additional cocaine, worth $59.6 million, was intercepted by the OAK HILL and the Coast Guard Cutter GALLATIN, a 378-foot high-endurance cutter homeported in Charleston, S.C.
(Editor, Yard News thanks PA1 Brandyn Hill and D5 Public Affairs staff for their contribution to this article.)

Working on TAMPA's Phase II MEP modernization last year, Yard tradesmen re-install the cutter's shaft and propeller during dry-docking on the Yard's shiplift.

Lean Update: Building #78 5S Event

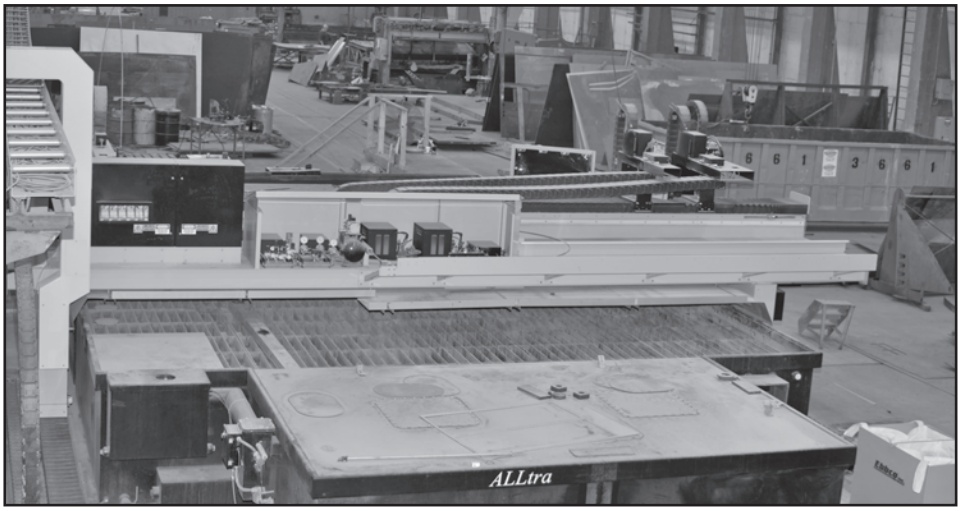
By Eric Linton, Yard Business Manager

Roger Pugh, Structural General Foreman and a Yard Greenbelt, is leading a Lean 5S (Sort, Set in order, Shine, Standardize and Sustain) event in Building #78 for the Yard Structural Group. Team members include Rex Shaver, Victor Fricke, Justin Murray, Don Storm and Joe Myers from the Structural and Material Handling Shops. The team is sorting through the large volume of materials in the shop that were left over from various Yard projects. While doing this, they identified about $42,000 of plate metal that could be used to support future projects.

You may wonder how the shop got so much extra metal plate in the first place. Plate comes in standard sizes that almost always are more than what the shop needs. After the work is complete, often there is some usable material left. Because it didn't make sense to scrap the material, the shop kept it, but they didn't have a good way to manage the plate so that it could be found and used when needed. The team has decided how they will manage the material and organize it into an efficient shop "inventory."

Inventory data that describes what the shop has will be provided to Yard planners. The planners will then know what they have that can be used to reduce future project material costs. The objective is to minimize shop inventory and material waste.

Now that the team has completed three (sort, set in order, and shine) of the 5S's, they are moving on to standardizing the shop. They have developed a new shop layout and are investing in some new equipment to better handle metal plate. They also plan to integrate the new plate handling equipment with the shop's plasma/water jet cutting machine.



Location of CNC machine, water jet machine, and miscellaneous plates in the Fabrication Shop waiting 5S organization.

Chaplain's Corner

What Were They Thinking

By Chaplain Jason Ulven

When I watch the news or read articles online, sometimes I laugh, sometimes I almost cry, but mostly I just shake my head and ask, "What were they thinking?" For today's headlines alone, "Man accidentally shoots self at Georgia gun show" and "Indonesia to hit train roof riders with nasty goop" and lastly, "Man gets stuck in elevators twice in one day."

It's one thing to hear about these things when we're just talking about strangers. Some guy doing something stupid somewhere doesn't really make much of a lasting impact on us. But it's another thing when someone you know and love does something stupid or selfish or both, and you're left wondering what they were thinking. As a chaplain, I see this all the time. Someone comes in to my office; tells me what's going on in their family, and even though I like to think that I can't be surprised anymore, their predicament is often unbelievably surprising, and their pain is very real.

How is it that a good, reliable person that you love and care about ends having an affair, abusing their kids, or experimenting with drugs? I think that what it comes down to is that most of us have convinced ourselves that we can do anything we want, and we're not going to let others tell us right from wrong. We feel entitled to do whatever feels right at the moment, without regard for how our decision will affect other people or will affect our future. We end up rationalizing our desires and jumping off the diving board before checking to see if there's even water in the pool.

Drink and drive? We'll be just fine.

Click that link where "hot girls are waiting?" Who could it hurt?

Load a pistol at a gun show while it's pointed at our leg? What could possibly go wrong?

There's a verse from the New Testament that perfectly summarizes our dilemma. In 1 Corinthians 10: 23-24, it says "I have the right to do anything," you say—but not everything is beneficial. "I have the right to do anything"—but not everything is constructive.

We easily get wrapped up in thinking we can do whatever we want, but often those decisions do us more harm than good. Life is not about our rights or our entitlements. It's not about getting away with something and pushing across clear lines. Life is about living well, both for others, for ourselves, and for God. The truth is, we're not missing anything by taking the high road. Well, that's not true… we're missing a DUI, a broken marriage, and a bullet in the leg.

BAMTC Elects New Leaders

Captain Murphy swore in the newly elected leadership of the Baltimore Area Metal Trades Council (BAMTC), AFL-CIO, on January 10th. Twenty-six council members, Chief Stewards and Shop Stewards coordinate the activities of the Yard's wage grade labor organization. Founded in 1962, the BAMTC promotes timely completion of jobs, increased productivity, improved quality workmanship, elimination of unsafe working conditions, prevention of accidents, and promotion of goodwill. Employees can reach the BAMTC on x7483.

BAMTC Council

Walter Brooks	President
Mike Anderson	Vice President
Roy Stewart	Recording Secretary
Donald Pearl	Treasurer
Shane McLucas	Secretary Treasurer
Mike Paschal	Trustee
Donald Storm	Trustee
Eric Harvey	Trustee
Alvin Kuhn	Sergeant At Arms

Chief Stewards

Bryan Martin	X-11-12-13 Local 608
Mike Anderson	X-41-42-43 Local 1
James Thompson	X-31-32-33 Local 1383
Roy Stewart	X-22-23 Local S-43
Raymond Wolfe	X-21 Local 486

Shop Stewards

Kirk Randolph	Pipe Shop
Shane McLucas	Electric Shop
James Young	Ordnance
Mark Blankenship	Electronic Shop
Vacant	Rigging Shop
James Mack	Paint Shop
Russell Belt	Outside Machine
Tom Clyburn	Inside Machine
Alvin Kuhn	Wood Shop
Bryan Martin	Sheetmetal Shop
Donald Storm	Structural Shop
Richard Dobhial	Structural Shop

Yard Graduates Third Trades Training Class

The Yard graduated its third Trades Training Class during ceremonies held in Berry Hall on January 24, 2012. Twelve students completed four years of academic classes and studies in the sheetmetal/joiner, pipefitting, electrical, and painting trades.

Captain Murphy bestowed graduation certificates and emphasized the class's special accomplishments.

"The Yard took a look at you and saw your potential," the Captain commented. "We invested time and funding in each of you and want you to seize this opportunity to springboard into a rewarding career. The Yard is a great place for you to be successful."

Trades training strives to "assure the Yard's future" through the development of highly skilled, Coast Guard-oriented journeymen. Partnering with the Community College of Baltimore County, trades training students receive 39 college credits towards their Associate of Arts Degree, in addition to extensive trades

See **Trades Training**, pg 9

The Class of 2011 Trades Training graduates are (left to right): Matthew Dumsha, X40; Harlan Cox, X10; Jessica Dembinski, X10; Eric Harvey, X30; Alan Randolph, X20; Raymond Dix, X40; Robert Jeeter, X30; Shane McLucas, X30; Michael Williams, X10; Alexander Moulton, X40. Not available for photo: Michael Galante, X10 and Ryan Northcraft, X30.

The Yard bestows the T.K. Turner Award to the trades training graduate with the highest Grade Point Average. This year's recipient was Michael Williams (center) who maintained a 3.92 GPA throughout his studies. The Award is posthumously named in honor of Yard retiree and former Trades Training Instructor Thomas K. Turner. Turner family members Kara Turner (left) and Derwin Turner (right) were present for the ceremony.

Retirements

Leon Wilson
Services Group
General Foreman
42 years

Bob Byrd
Marine Machinery
Mechanic Supervisor
40 years

Promotions/Advancements

LTJG Stephen Henderson, Facilities Management Division
DC1 Andrew Brzezinski, Yard Firehouse
John Downes, Services Group General Foreman, to WS-18
Gary Wolford, Mechanical Eng Tech, to GS-12
Terrence Robinson, Shop Planner, to WD-5
Kevin Center, Marine Machinery Mech. Supervisor, to WS-10
James Milan, Electronics Measurement Instrument Mechanic, to WG-12
Dan Sames, Sheetmetal Joiner Worker, to WG-8
Ken Puller, Electrician Leader, to WL-11
Anthony Attiliis, Pipefitter Worker, to WG-8
Ben Burnett, Pipefitter Worker, to WG-8
John Danko, Pipefitter Worker, to WG-8
Alan Randolph, Pipefitter Worker, to WG-8
Douglas Zyla, Pipefitter Worker, to WG-8
Matthew Dudley, Marine Machinery Repairer, to WG-8
Frank Galek, Marine Machinery Repairer, to WG-8
George Johnson, Marine Machinery Repairer, to WG-8
Ronald Lowman, Marine Machinery Repairer, to WG-8
Jeremy Simon, Marine Machinery Repairer, to WG-8
William Bittner, Painter Worker, to WG-7
John Driscoll Jr., Painter Worker, to WG-7
Edward Zaruba, Painter Worker, to WG-7
Harlan Cox, Boatjoiner (Sheetmetal), to WG-10
Jessica Dembinski, Boatjointer (Sheetmetal), to WG-10
Michael Galante, Boatjoiner (Sheetmetal), to WG-10
Michael Williams, Boatjoiner (Sheetmetal), to WG-10
Raymond Dix, Painter, to WG-9
Matthew Dumsha, Painter, to WG-9
Alex Moulton, Painter, to WG-9
Brian Kindig, Structural Worker, to WG-8
Christopher LaPorte, Structural Worker, to WG-8
Kenard MCoy, Structural Worker, to WG-8
David Thomas, Structural Worker, to WG-8
Stephen Gately, Electrical Worker, to WG-8
Joseph Hansberger-Evans, Electrical Worker, to WG-8
Jared Zyla, Electrical Worker, to WG-8
Eric Harvey, Electrician, to WG-10
Robert Jeeter, Electrician, to WG-10
Ryan Northcraft, Electrician, to WG-10
Shane McLucas, Electrician, to WG-10

Trades Training, cont. from pg 7
theory training over their four year commitment. Work experience on board a ship or in a shop provides on-the-job instruction for each student's respective trade. Upon graduation, new graduates are promoted to WG-09 and WG-10 journeymen.

The Yard initiated the Trades Training Program in 2004 and graduated the first class of 18 craftsmen four years later. The second trades training class of sixteen students began their studies in 2005, finishing up the program in 2009.

A fourth trades training class of 21 students anticipate graduation in 2013, and a fifth class of prospective graduates in 2015 is underway.

With the current average age of the Yard's workforce at nearly 47-years-old, the Trades Training Program provides an education in critical skill areas designed to develop technically sophisticated craftsmen who will continue the Yard's commitment to quality "Service to the Coast Guard Fleet."

Congratulations, Class of 2011!

Yard Front Entrance Gets Facelift

By LT Dave Holden, Facilities Asset Manager

During the last few weeks, the Yard Facilities Management Division has been working hard at the front entrance, and it is evident there are some significant changes. Safety, security, and environmental impacts were the main drivers of the project; however, we were also able to improve the aesthetics and finish water main repairs.

In addition to obvious improvements completed, such as new paving, new fencing, and upgraded security lighting, there were important environmental aspects resolved. Now, storm water run-off along the 1/4 mile entrance roadway properly flows into designated drainage and into an engineered trench that runs the length of the new posts/ropes.

Thanks for everyone's support on this project and for keeping workers safe during the construction period.

Spill Response Kits In Place On Waterfront

By Bob DeMarco, Yard Environmental Engineer

The Facilities Management Department Environmental Branch has assembled three "Spill Response Kits" and placed them in strategic locations along the industrial waterfront areas - east wall, OAK RIDGE, and Pier 1. These spill kits contain materials to block spills from entering storm drains, absorbents to soak up spills, and chemicals to neutralize certain types of spills. The kits are readily identifiable, large white dock boxes labeled "SPILL KIT."

When a spill of non-hazardous material occurs (for example, oil or anti-freeze fluid), every effort should be made to block any nearby storm drains to prevent the spilled material from entering the drains, as they lead to Curtis Creek or Arundel Cove. Spills on concrete or asphalt can be readily cleaned up without harm to the environment. Once a spilled material reaches the storm drain, however, it is released into the water and, in most cases, is not recoverable.

Spills to the waterways are always reportable to Federal and State regulatory agencies. Reported spills may also lead to further investigations and enforcement actions, including potential fines.

If you see a spill, please report it immediately by dialing ext. 3000 from any Yard phone or call (410) 636-3993 from any other phone. If you have any questions, please contact a member of the Yard Environmental Branch by calling ext. 3111 from any Yard phone.

Yard Police News

By SN Lauren Funicelli,
Yard Police Department

This month there have been several traffic pattern and sign changes. The Police Department is focused on informing and enforcing to improve many safety issues on our campus.

There are now crosswalks for pedestrians from the North Lot to the sidewalk, crossing the street and leading into the pedestrian gate. Stop signs have been added in critical areas. Drivers, please be sure to come to a complete stop and ensure there is no pedestrian traffic.

Please, for your safety, do not stop on the train tracks when approaching the gate. The tracks are active and trains often pass through in the morning and throughout the day.

As you have probably noticed, the new traffic approach does not accommodate as many cars as the old one. Traffic can back up quickly if there are delays. Please help us by having your parking pass and ID cards ready when you approach the gate. Also, it is required that your parking pass or hang tag be visibly displayed during the duration of parking at the Yard.

Bicycles are a great way to get around the Yard. We want to be sure that those riding bicycles are wearing a helmet with the required chin strap retention. It is also important that bicycles follow the same traffic pattern as other vehicles. Most bicycle accidents occur because cyclists believe they are safer riding against traffic. This has proven to be incorrect. Vehicles turning onto a road often do not check the direction they are traveling towards because they are not expecting traffic coming down the wrong lane. This often leads to catastrophic accidents when a vehicle turns at speed right into a cyclist. Bicycle racks have been installed in the North Lot, so please use them!

The Yard Police Department has recently responded to several fire alarms and cases, including two car accidents. We have confiscated expired Maryland Drivers Licenses and ID Cards (remember it's a new year, so check yours), issued 30 parking tickets, conducted 15 traffic stops, issued information on revised parking areas, and reminded our personnel to drive safely.

Thank you for helping us keep everyone safe!

YARD NEWS

Printed on Recycled Paper

The YARD NEWS is an authorized publication published bi-monthly for active and retired employees of the U.S. Coast Guard YARD and selected Coast Guard offices. The views and opinions expressed are not necessarily those of the Department of Homeland Security nor the U.S. Coast Guard. Address contributions and inquires to: Editor, YARD NEWS, U.S. Coast Guard YARD, 2401 Hawkins Pt Rd, Baltimore, MD 21226; Tel. (410) 636-7238; dottie.e.mitchell@uscg.mil

Captain Richard Murphy
Commanding Officer
Jennifer Walter
Collateral Duty Graphic Designer

Dottie Mitchell
Editor
YN3 J. Walden/SN C. Loubriel
Collateral Duty Photographers

Inclement Weather Hotline
410-636-7910
Option #1

Department of Homeland Security
U.S. Coast Guard Yard

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

Official Business
Penalty for Private Use $300