



Barque EAGLE Returns for SLEP Phase III

The 73-year-old ex-USS OAK RIDGE cradles the 80-year-old Barque EAGLE as the tall ship enters the dry-dock on October 1st to begin Phase III of its Service Life Extension Project (SLEP) at the Yard. The planned maintenance program spanning four years is designed to extend the service life of the Coast Guard's historic training vessel.

The Yard's work will involve continuation of berthing area renovations, abatement of lead containing coatings, lead ballast encapsulation, hull plate and structural repairs, and mast inspections. EAGLE will depart the Yard in spring 2017 for the Coast Guard Academy and preparation for training and summer ports of call.

EAGLE's SLEP is part of the Coast Guard's In-Service Vessel Sustainment (ISVS) Project targeted to perform life-cycle repairs on select Coast Guard cutters. The ISVS program is critical to long term sustainability of the Coast Guard fleet.

The Yard completed EAGLE's Phase I SLEP in May 2015. Work included hull and mast inspection, habitability upgrades, ballast renewal, mechanical systems and equipment inspections, and selected ventilation renewals. EAGLE's Phase II SLEP was conducted pier side and concluded in March 2016. Work concentrated on berthing rehabilitation, structural repairs, and mainmast inspections.

EAGLE is no stranger to the Yard. The shipyard has built upon decades of expertise on the tall ship including a service life extension from 1979 to 1982 and numerous repair availabilities over the last thirty-plus years.

Built in Germany in 1936, the United States acquired the EAGLE in 1946 at the end of World War II. The ship is 295-feet in length and can achieve speeds up to 17 knots in open oceans. The square rigger has more than 22,000 square feet of sail and five miles of rigging. Over 200 lines control the sails and yard arms.

Welcome Aboard!



(Photo by Charles Wilson, Yard)

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



Greetings! The past few months have been exciting, but also challenging for the Yard. We've celebrated successful completion of several important ship renovation projects, started several new ones, and made good progress toward modernizing our facilities and base operations. Unfortunately, we've also endured the loss of two Yard family members.

With regard to our recent successes, I am proud of the Yard's delivery of NOAA Ship THOMAS JEFFERSON. As part of our "National Fleet," THOMAS JEFFERSON collects information needed to maintain accurate charts of U.S. navigable

waters. The Yard's work enhanced THOMAS JEFFERSON's ability to perform this mission, including installation of state-of-the-art sonar equipment and extensive modifications to improve endurance and compliance with environmental regulations. I can confidently state that no other shipyard would have been able to overcome the technical and project management challenges associated with this project as well as the Yard.

We've also had the privilege of welcoming back EAGLE for the 3rd phase of her Service Life Extension Project (SLEP). Additionally, we welcomed STURGEON BAY for her SLEP, and delivered OAK and BRISTOL BAY back to operational service following their respective In Service Vessel Sustainment availabilities.

From a stewardship standpoint, we closed out FY2016 with sufficient retained earnings to keep our FY2017 composite labor rate inflation well below industry rates for the fourth year in a row.

North of the waterfront, we began a \$2.5 million project to repair our aging steam system – in a race against cold weather! The Military Support and Facilities Divisions made progress toward improving the material condition of our on-base berthing; our small cadre of Yeomen seamlessly transitioned military pay functions in support of base modernization, and our police force successfully implemented new systems to improve base security.

On our home-front, we mourned the loss of John Smith, a 5-year veteran of the Pipe-Shop, and Norman Caldwell, a 19-year Yard veteran. John was well known for his diligence and technical expertise which he brought to the Yard from his experience in private industry. Norman was beloved throughout the Yard for his upbeat and infectious can-do spirit, his insufferable love of Philadelphia sports teams, and the incredible positive impact he had to Yard operations and our family. Both will be remembered and missed.

Coast Guard Transfers Two Decommissioned 110' Patrol Boats to Republic of Georgia

The Yard hosted the Coast Guard Office of Acquisition Programs and Asset Project Office Baltimore Cutter Transition Division for the Republic of Georgia 110' Transfer/Signing Ceremony on Friday, September 30, 2016.

Held in Berry Hall, the event welcomed VADM Sandra Stosz, Deputy Commandant for Mission Support; high ranking members of the Georgian Delegation, and members of the U.S. and Republic of Georgia embassies.

Two decommissioned Coast Guard 110' cutters - JEFFERSON ISLAND and STATEN ISLAND - became the first Island-class cutters transferred by the U.S. Coast Guard Office of International Acquisition to a partner nation through the Excess Defense Articles program.

"The transfer of these boats will significantly enhance Georgia's capacity to monitor and secure its coastline, and make Georgia a stronger bulwark against regional and transnational threats," said Nicholas Berliner, Deputy Chief of Mission at the U.S. Embassy in Tbilisi, Georgia, in his ceremony remarks. "The enhanced capabilities these modern boats offer will significantly reduce the response



VADM Stosz (left) presents Major-General Zurab Gamezardshvili (right), Republic of Georgia Deputy Minister of Internal Affairs, with a photograph of the former Coast Guard Cutter STATEN ISLAND. (Photo by PA2 Mark Barney, USCG)

“We’re Working On It!”



CGC WILLOW (WLB 202) - Newport, RI



CGC ALLIGATOR (WPB 87372) (left) - South Padre Island, TX;
CGC REEFSHARK (WPB 87371) (right) - Boston, MA



CGC STURGEON BAY (WTGB 109) - Bayonne, NJ



CGC FLYINGFISH (WPB 87346) - Virginia Beach, VA

Yard Concludes Maintenance of NOAA Ship THOMAS JEFFERSON



(Photo by Gina Beran, X20)

The Yard recently concluded planned maintenance and a dry-dock availability on the National Oceanic & Atmospheric Administration (NOAA) Ship THOMAS JEFFERSON. The 208' hydrographic survey vessel returned to sea on September 7th following a 6-month modernization and renovation. Work included repairs, tank and system reconfiguration, upgrades to sonar and electronic navigation systems, and installation of some of the most technologically advanced hydrographic surveying equipment on board any vessel in the NOAA fleet! The ship creates and updates hydrographic charts for the Atlantic and Gulf coasts as well as Puerto Rico and the U.S. Virgin Islands.

The THOMAS JEFFERSON is the first NOAA vessel to operationalize new sonar technology providing data by echo sounders, multi-beam sonars, and side-scan sonars that map the sea floor. Resulting hydrographic surveys provide critical depth measurements. Updated nautical charts target positions of wrecks and other obstructions that can pose hazards to commercial shippers, commercial fisherman, and recreational boaters as they navigate the coastal waterways of the United



(Photo by CWO Kristopher McGhee, Health Services Division)

States.

Overhaul of THOMAS JEFFERSON was part of a five-year Memorandum of Understanding signed in 2014 between the Coast Guard and NOAA to perform maintenance on select NOAA vessels. The Yard completed its first planned maintenance of a NOAA ship, the FERDINAND R. HASSLER, in May, 2015.

The Yard held an all-hands ceremony on the waterfront on September 15th for Captain Lake and NOAA leadership to express appreciation to the

workforce for notable work on the 25-year-old ship. In the photo above, Captain Lake (stage right) joins Commander Chris van Westendorp (stage left), Commanding Officer of THOMAS JEFFERSON, to present Certificates of Appreciation to the Yard workforce for their expert craftsmanship and relay thanks for a job well done!



The Second Dozen

The Yard lifted the first patrol boat under the 87' Bow-to-Stern Project in November 2014 and throughout the past two years has successfully completed repairs on two dozen vessels. As with the first dozen, the patrol boats were delivered on time and under budget. The Bow-to-Stern program performs a 60-day planned maintenance on select cutters of the Coast Guard Atlantic Area 87' patrol boat fleet. The second dozen boats are pictured below in chronological order of completion. (See September-October 2015 "Yard News" for photos of The First Dozen.)

See [Bow-to-Stern](#), pg 6



CGC TARPON



CGC BONITO



CGC CROCODILE



CGC RIDLEY



CGC FINBACK



CGC DIAMONDBACK



CGC CORMORANT



CGC MARLIN



CGC YELLOWFIN



CGC SEAHAWK



CGC REEFHSARK



CGC ALLIGATOR

In Sympathy: RADM Robert Lucas, Yard Commanding Officer, 1980 - 1981

Rear Admiral Robert Lucas, USCG (Retired), passed away on July 10, 2016 at his home in Blanco, Texas. He was 86 years old. RADM Lucas served as the Yard Commanding Officer from June 1980 to May 1981, coming to the Yard from his prior assignment as Deputy Area Commander, Coast Guard Pacific Area.

A native of Hutchinson, Kansas, RADM Lucas was a 1952 graduate of the U.S. Coast Guard Academy and a 1960 graduate of the Massachusetts Institute of Technology where he earned, respectively, a Bachelor of Science Degree in Engineering and a Master of Science Degree in Naval Architecture and Marine Engineering. He also obtained a Professional Degree of Naval Engineering from MIT.

Admiral Lucas' sea duty assignments included service aboard the Cutters FORSTER, VANCE, BUTTONWOOD, NORTHWIND, WACHUSETT, and WINNEBAGO. He commanded the Coast Guard LORAN transmitting station on Eniwetok, Marshall Islands and was Executive Officer at the Coast Guard Captain of the Port Office in Honolulu, Hawaii. His career included duty as Chief, Naval Engineering Branch, First Coast Guard District. While serving as the Commanding Officer of the Cutter WACHUSETT from 1967 to 1969, he spent 10 months off the coast of South Vietnam as part of Operation Market Time, a joint Navy-Coast Guard anti-infiltration effort during the Vietnam War.

Admiral Lucas followed overseas duty with his assignment as Commanding Officer of the Coast Guard Resident Inspector's Office, New Orleans, Louisiana; Chief, Naval Engineering Division and Chief, Special Projects and Systems Branch, Coast Guard Headquarters; Chief Operations Division, 17th Coast Guard District; Chief of Staff, 17th Coast Guard District, and Chief, Office of Engineering, Coast Guard Headquarters. He returned to Alaska for his final assignment as Commander, 17th Coast Guard District.



*RADM Robert Lucas, USCG (Ret)
1930 - 2016*

See RADM Lucas, pg 8

Yard Enlisted Member of the Quarter



*SN Daniel Soctt, MWR
FY 16, Third Quarter*

Yard Civilian Employee of the Quarter



*Christopher George, Outside Machine Shop
FY 16, Third Quarter*

Bow-to-Stern, cont from pg 5

The Yard works on up to three 87' patrol boats simultaneously. Repairs are accomplished under a two-piece plastic wrapped, climate controlled scaffold system that accommodates the cutter's maintenance regardless of outside weather conditions.

When a crew arrives and completes pre-availability sea trails on the "work

pending" cutter, they remove gear from their boat and transport it to storage facilities on the pier. When the Yard refloats a completed bow-to-stern cutter, the crew cross-decks onto the new hull. They refuel the cutter and load outfit, ammunition, and pyrotechnics. Upon completion of dock trials, the cutter gets underway to fully

operationally test the vessel prior to final acceptance. Following successful sea trials, command of the cutter is transferred from the Commanding Officer of the Yard to the Commanding Officer/Officer-In-Charge. The patrol boat departs the Yard with a new crew and to a newly assigned homeport.

**Congratulations 2016 Service Pin Recipients!
1,385 Years of Combined Federal Service**

40 Years

Donald Shields

35 Years

John Downes

Lawrence Johnson

John Barlett

30 Years

Kenneth Haines

William Ricks

Jennifer Walter

Frederick Whitacre

Denise Borman

25 Years

Christopher Crider

Richard Harrell Sr.

Kenneth King

Darrell Burton

John Reynolds

John Terzano

David Gloriosio

Marvin Payton

John Weddle

John Wolfe III

Izear Cypress

Thomas Minor

Edward Turner III

Matt Suit

Wayne Schuyler

John Wells

James Schriefer

Marie White

20 Years

Mark Garrison

Michael Cook

James Mack

Gary Ricks

Michael Carman

Susan Bowie

David Scharf

15 Years

John Planinshek

Timothy Behan

Theodore Andrews

Steven Funk

Lynn Genco

10 Years

Raymond Angell

Darren Conrad

James Greenfield III

Donald Hayes III

Christopher Laporte

Richard Roberts

Donald Storm

Sharon Walston

Leon Wilson, Jr

Valerie Woodard

Benjamin Burnett

Jonathan Overton

Brian Wagner

Keith Hare

Robert Jeeter

Shane McLucas

Robert Mitten

Ryan Northcraft

James Young

Thomas Brophy

John Driscoll Jr.

Reese Scott

Kevin Means

Jason Deyo

Leonard Falcone

Richard Hare II

Eric Linton

Joseph Stuchinsky

Charles Wilson

Robert West

Stephanie Carver

5 Years

Douglas Bittner

Robert Compton

Dorothy Dietrich-Rivera

Robert Harris

Jonathan Horn

Ivan Dorsey

Jason Jerrell

Henry Phillips Jr.

Kristofer Smith

Edward Cuffley

Michael Cullings

Andrew Dove

John Smith

Steven Behan

Thomas Maszczenski

Ariel Dinero

Alex Firestone

Jeffrey Moylan

Stephen Furgerson

Adam Lindley

David Layton

Alexandre Brink

David Andrese



**Milestones
Retirements**

Patrick Cufley
Pipefitter Leader
32 Years

David Darling
Pipefitter Supervisor
42 Years

Alonzo Moulton
Pipefitter Supervisor
42 Years

Advancements/Promotions

SK3 Christian Dixon
William Malone, Sandblaster, WG-7
John Cary, Electronic Industrial Controls Worker, WG-8
Douglas Waters, Electronic Industrial Controls Worker, WG-8
Christopher Thompson, Electronic Industrial Controls Mechanic, WG-11
Robert Jeeter, Electronic Industrial Controls Mechanic, WG-11
James Justice, Electronic Industrial Controls Mechanic, WG-11

Thomas Maszczenski, Electronic Industrial Controls Mechanic, WG-11
Eugene Serio, Electronic Industrial Controls Mechanic, WG-12
Heather Shacklock, Financial Management Specialist, GS-9
Akil Jones, Crane Operator, WG-9
Ed Beetz, Machinist (CNC), WG-12
Michael Galante, Sheetmetal/Joiner Supervisor, WS-11

RADM Lucas, cont. from pg 6

In addition to receiving the Navy Presidential Unit Citation and the Bronze Star while on WACHUSETT during combat operations, Admiral Lucas was awarded the Legion of Merit, the Meritorious Service Medal, two Coast Guard Commendation

Medals, two Coast Guard Unit Commendations, the National Defense Medal, the Arctic Service Medal, the Vietnam Service Medal (with three Bronze Stars), the Republic of Vietnam Armed Forces Meritorious Unit Citation (Gallantry Cross), the Republic of Vietnam Campaign Medal,

and Expert Rifle and Pistol Medals.

Admiral Lucas is preceded in death by his parents, Norman and Augusta Lucas; his daughter, Susan, and his wife, Kay. He is survived by his daughter, Jennifer; one granddaughter, and a great granddaughter.

Republic of Georgia, cont. from pg 2

time it takes for the Georgian coast guard to investigate and interdict the potential transport of illicit goods, the smuggling of weapons of mass destruction components, or other illegal activities being carried out in the surrounding waters.”

The former cutters are scheduled to be shipped to the Republic of Georgia in summer 2017 after completing maintenance, upgrades, outfitting and training of Georgian coast guard crews in the Baltimore area. The Coast Guard will provide new equipment and technical and training services worth \$5.3 million under a Foreign Military Sales letter of offer and acceptance

with Georgia. The ships’ new names are OCHAMCHIRE and DIOSKURIA.

Each 110' patrol boat transfer saves the U.S. Coast Guard approximately \$400,000 in remediation and disposal costs.

The Coast Guard decommissioned JEFFERSON ISLAND and STATEN ISLAND in October 2014. The multi-mission 110' patrol boats entered service in the mid-1980s. Of the 49 original Island-class vessels, 27 remain in service. The Coast Guard is replacing the patrol boats with 58 154' fast response cutters, 18 of which are in service.

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