



Improving Business Practices

Yard Sets New Fueling Milestone On 110' MEP Cutter

The Yard recently set a new milestone on the Coast Guard Cutter NAUSHON (at right) in early February by completing the first fueling evolution for a 110' patrol boat undergoing a Mission Effectiveness Project (MEP) availability. Not since the 210' Major Maintenance Availability Program over a decade ago has a Yard fueling team accomplished this process.

Traditional fueling usually involved the ship's crew, resulting in additional time away from homeport and assigned operations as well as increased costs. Refueling Coast Guard cutters and boats is a routine evaluation. Refueling is usually accomplished, however, by a crew intimately familiar with their vessel. Further, unlike MEP, a vessel's fuel system is normally intact and exceptions are managed by the "Tag Out" system. For MEP, where the entire fuel system, tanks, piping, fittings, valves are all worked on, the potential for overlooking components and spilling fuel increases significantly.

The Yard formed a team made up of representatives from the Industrial Department, Mechanical Shop, Facilities Management Division, Pipe Shop, and the Legacy Sustainment Support Unit (LSSU). The team composed a first-of-its-kind fueling procedure, received extensive fueling training and made advanced preparations for the project under the guidelines of the Yard Environmental Management System Manual.

See 110' MEP cont pg 7



Pictured left to right are Yard fueling team members: James Tochterman, Bill Hoffman, Ricky Alston, Ron Lowman, Henry Whitacker, LT Hector Maldonado, James Johnston, and Stephen Hoffman. Taking the photo is team member Dennis McMenamain.



The Commanding Officer's Column

by Captain Stephen C. Duca



Capability	Readiness	Original Work Scope + Growth + Capability Improvements + Maximum Operational Availability + Personnel Readiness
VALUE =	Cost	Dollars, Production Work Hours, Overhead Charged
	Resources Consumed	

Happy New Year to all as we approach the Yard's 109th year of operation! I'd like to start with my congratulations to CAPT John Kaplan for his recent selection as the Prospective Commanding Officer of the Yard. As our Industrial Manager (IM) since July 2005, CAPT Kaplan brings unsurpassed knowledge and experience of the current challenges of running the Yard waterfront. The entire Yard campus will be in very good hands. We have set the Change of Command for Tuesday, May 13th. Many more details will follow and we'll keep everyone posted. I'm also pleased to announce that CAPT Brian J. Merrill has been assigned as the

next YARD Industrial Manager (IM). CAPT Merrill is currently the Chief of the Office of Naval Engineering (CG-45) at CG Headquarters. As our "Boss" and thus heavily involved in Yard programmatic issues and with his wealth of experience in fleet maintenance, CAPT Merrill will surely step right in seamlessly as the new IM.

Congratulations to the Yard and the Quality Management staff for successfully retaining the Yard's ISO certification after a surveillance audit conducted in January 2008. The Yard undergoes external surveillance audits semi-annually and a full recertification audit once every three years. In the recent surveillance audit, the ABS

auditors identified three non-conformances. As a result, the Quality staff issued three minor Corrective Action Reports to the proper functional area for action. The ABS Auditors were extremely complimentary on the professionalism of the Yard's workforce. I am very proud of the Quality Management staff, our internal auditors, and all those Yard employees involved in the recent surveillance inspection. Thank you!

I'd like to add my personal thanks to the wonderful Flag letter sent by RADM Currier, the Commander of the Thirteenth CG District in Seattle, WA (published at left.). CGC CUTTYHUNK completing a five-week, post-MEP transit from Baltimore to Port Angeles, WA with very few cutter Casualty Reports (CASREPs). This accomplishment is a very fitting testament to the experience, care and dedication of our waterfront and all who support the production workforce. Well Done and Thank You all!

Welcome to CGC SITKINAK (oops, they arrived on 31 Jan 08 and have already departed to multi-crew another operational cutter) and welcome to CGC ACTIVE (en route from her homeport of Port Angeles, WA as we go to print).

I also want to commend everyone at the Yard and our support partners for the crucial improvement in completion of the 110' MEP for CGC NAN-TUCKET. The Legacy Sustainment Support Unit or LSSU acts as the ship's inspector cadre for the MEP cutters, right up to and during the transition when the cutter crew returns at the End of Industrial Work. LSSU's assessment for NAN-TUCKET: "As a result of dockside

MEP Note of Thanks!

COMMANDER
THIRTEENTH COAST GUARD DISTRICT
SEATTLE, WASHINGTON 98174-1067
January 8, 2008

Dear Rear Admiral Blore,

Please accept my sincere appreciation for your highly professional oversight and execution and oversight of CGC CUTTYHUNK's Mission Effectiveness Program (MEP) from October 2006 to October 2007. This \$6 million project revitalized the cutter through major improvements in material condition, habitability, engineering, communications and navigation equipment. When CUTTYHUNK arrived at the Coast Guard Yard in August 2007, she was plagued with recurring casualties, many manifested during her 7,300 nautical mile transit from the West Coast. On December 25, 2007, she returned to homeport after several months in dry dock. CUTTYHUNK's return voyage clearly tested the extensive rehabilitation undertaken during MEP and served as a testament to the professionalism with which this project was completed. Successful conclusion of the project resulted in a more capable, more reliable resource for District Thirteen which will enhance our ability to provide multi-mission service throughout the region.

The Coast Guard Yard and the Legacy Sustainment Support Unit (LSSU) provided unmatched service and support throughout this complex project. The obvious pride in craftsmanship, coupled with superior workmanship, achieved the highest level of customer satisfaction. Particularly worthy of mention are Mr. Dave Magrogan and Mr. Robert Byrd, of the Coast Guard Yard, who provided critical IT and mechanical system support during sea trials. Their dedication and impressive technical expertise were instrumental to ensuring that CUTTYHUNK was ready for sea prior to commencing her lengthy voyage back to Port Angeles. In addition, LT Hector Maldonado, of the LSSU, demonstrated exemplary attention to detail as he doggedly pursued resolution of final punch list items identified during sea trials. Beyond this, LSSU's coordination of ammunition on-load relieved the Cutter's crew of this burden and facilitated timely departure from Portsmouth, VA and subsequent achievement of a precisely coordinated voyage plan.

While I look forward to the Fast Response Cutter's entry into service, I appreciate the need to maintain and upgrade the aging 110' CPB fleet. MEP plays a vital role in ensuring the continued readiness of these platforms and the safety of those who sail them. It is with reluctance that I relinquish CGC ORCAS to MEP in 2010, but I am confident that the pride and professionalism exhibited by those involved in the MEP during the CUTTYHUNK project will again be demonstrated in workmanship on ORCAS resulting in a very capable cutter.

Please express my thanks, and that of the Thirteenth District crew, to those responsible for this outstanding achievement.

Sincerely,

J.P. CURRIER
Rear Admiral, U.S. Coast Guard

Commandant (CG-09)
Attn: RADM Gary Blore, USCG
2100 2nd Street, S.W.
Washington, DC 20593

Delney Honored As “Coast Guard Civil Rights Service Provider of the Year”

Vice Admiral Vivien Crea, Vice Commandant of the U.S. Coast Guard, presented the 2007 Coast Guard Civil Rights Service Provider of the Year (Full-Time) Award to Les Delney, Yard Equal Employment Opportunity (EEO) Specialist, during ceremonies held last month at Coast

Guard Headquarters. Delney was cited for providing senior leadership with statistical workforce analyses, for increasing cultural and community awareness, and for efforts to promote equal opportunity to more than 700 employees at the Yard. (See full article in November/December 2007

Yard News) Present for the ceremony were (pictured left to right): VADM Vivien Crea; Ms. Marie Cheney, mother of Les Delney; Les Delney, and Ms. Terri Dickerson, Director, Coast Guard Office of Civil Rights. *(Photo courtesy of Coast Guard Office of Civil Rights)*



“Fair Winds & Following Seas”

The Coast Guard Barque EAGLE departed the Yard on February 2nd for its homeport in New London, Connecticut, after completing a 16-week availability. Yard tradesmen accomplished their work on America’s 72-year old Tall Ship within budget and on time. The scope of work included: removal and inspection of the tail shaft that resulted in the installation of a new shaft; repair of the propeller; overhaul of various sea valves; rudder repairs; anchor windlass overhaul; preservation of the shaft alley that required removal of the ballast plus blasting and painting of the bilges; shell plating repair and replacement; refurbishment of male berthing spaces, and new deck and paint.

The Yard’s core expertise in maintaining legacy cutters is a key strategic element of the Coast Guard’s ship repair capability, translating directly into “readiness” of the Coast Guard fleet. *(Photo courtesy of Bob Schwabik)*



Military Persons of the Quarter



HS3 Andre Mills, FY '07, 4th Qtr

Civilian Employees of the Quarter



Nicholas Tomas, FY '07, 4th Qtr



SN Jamie Hernandez, Jr., FY'08, 1st Qtr



John Marcinkevich, FY'08, 1st Qtr

Chaplain's Corner

The Marriage Covenant

by Chaplain Brian Jacobson

What a wonderful thing it is to find someone, fall in love, and know that this special person will be with you for the rest of your life. As your Chaplain, I would like to reflect on your commitment to your spouse and to honor the vows you have exchanged with one another.

Both the covenant between God and His people and the covenant between married partners entail privileges and obligations.

Our love response to God's covenantal commitment to us is shown through worship and law. Through worship, we bless God for His goodness to us. Through the law, we love God by living in harmony with the principles He has revealed for our well-being. Both, worship

and law, find their parallel in the marriage covenant. They are lifestyle statements for persons in covenant. These marriage "laws" are the structure of the marriage house, which is built on a covenant foundation. It is an enlightening exercise to interpret the Ten Commandments as ten principles of conduct for married people. Renowned Marriage Counselor Paul Stevens has produced a most perceptive comparison between the two covenants by means of the following:

Covenant Between Israel and Yahweh

1. No other Gods
2. No graven image
3. Not taking the Lord's name in vain
4. Remembering the Sabbath day
5. Honoring father and mother
6. No murder

7. No adultery
 8. No stealing
 9. No false testimony
 10. No coveting
- Covenant Between Wife and Husband
1. Exclusive loyalty to my spouse
 2. Truthfulness and faithfulness
 3. Honoring my spouse in public and private
 4. Giving my spouse time and rest
 5. Rightly relating to parents and in-laws
 6. Freedom from hatred and destructive anger
 7. Sexual faithfulness; controlled appetites
 8. True community of property with the gift of privacy
 9. Truthful communication
 10. Contentment: freedom from demands

The above shows that the implications of the Ten Commandments for the marriage covenant are profound. So, See **Chaplain**, pg 10

Lean Update

Road Trip!

by Keith Herchenroder, Yard Business Manager

One of the important tools used in the process improvement world is benchmarking. **Benchmarking** is a process used in which organizations

evaluate various aspects of their processes in relation to what is considered a best practice in a similar field. The Yard recently embarked on

several benchmarking trips to see what ideas and concepts we might be able to bring to the Yard to improve our efficiencies.



The Yard team at Newport News Powder Coat Facility.

Our first trip was to Northrop-Grumman Newport News Shipbuilding (NGNN) to take a look at their painting and powder coating operations. The Yard team for this visit was Leon Wilson, Larry Phinney, LT Eric Larsen, Rodger Pugh, Keith Herchenroder, and Joe Maggiore (VPMEP). Mr. Dave Williams of NGNN was our tour guide and connected us with their experts in paint and powder coating. The main purpose of this trip was to learn the pros and cons of powder coating as we are considering this as a possible product line at the Yard when we move and upgrade our painting

facilities with a move of some of the paint complex into Building 78. NGNN has an impressive powder coating facility that they put in place about five years ago. This matched up with an acceptance by the Navy of powder coating as an excellent, low maintenance coating system that is suitable for a number of applications, including pipe and cable hangers, watertight doors and hatches, and even smaller sections of anchor chain. From an efficiency standpoint, a part that used to take several days to be completed in a conventional coating system can be powder coated and ready for use in an hour. Also, the

powder coating process produces almost no waste, so HAZMAT disposal is a fraction of that with conventional systems. We also toured one of the conventional painting complexes and got a good look at how the equipment is set up to support a one-direction work flow as much as possible. One thing that was apparent in both of the complexes was that all process areas are well marked, all work in progress is labeled. In a facility that employs 18,000 personnel and builds 90,000+ ton aircraft carriers, you can't leave things to guesswork! The same holds true for a 500+ person shipyard doing MEP work!

See **Lean**, pg 6

SPECIFY VALUE- A change to form, fit, or function that the customer is willing to pay for, and is done right the first time.

IDENTIFY THE VALUE STREAM- All the activities that are performed by an organization as it delivers its products or services to the customer.

CREATE FLOW- Putting the "Value added" steps in the right sequence, with no stops, scrap, or backflow.

INITIATE A "PULL" SYSTEM- Nothing is produced or obtained until it is needed.

STRIVE FOR PERFECTION- Going back and looking at our processes again and again in an effort to continuously improve.

TYPES OF WASTE

Overproduction- producing over customer orders, producing unordered materials or goods, includes early production

Waiting- hanging around, idle time (time when no value is added to the product).

Transportation- handling more than once, delays in moving materials, unnecessary moving or handling.

Excess-Inventory- unnecessary raw materials in stores, work in process (WIP), & finished stocks.

Motion- movement of people that add no value to the product.

Over-processing- unnecessary processing or procedures (work carried out on the product which adds no value).

Defects- poor quality, rework, scrap.



No doubt as to where things go or where to find them!



Special tools shadow boarded on moveable cart.

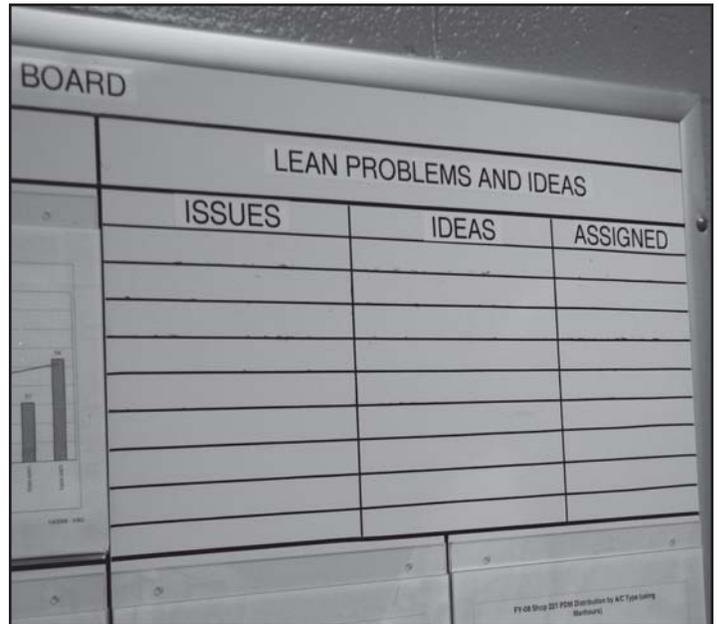
The next visit was to the Coast Guard Aircraft Repair and Supply Center (AR&SC) in Elizabeth City. The folks in E-City have been involved in Lean Manufacturing for several years now and as such, are a bit further down the road than where we are. Joe Maggiore (VPMEP) and I paid a visit to see what they have been doing and what ideas we may be able to bring to the Yard. AR&SC has received a lot of positive press over the work they have done to

improve productivity in the HH-60J helicopter overhaul process. Several years ago, AR&SC was being confronted with a crisis in that the projected demand for H60 overhauls was nine airframes per year, but the capacity at that time was only six per year. The thought of idling aircraft in a holding pattern was completely out of the question, so they had to look for process savings to increase throughput. After studying all aspects of the overhaul and implementing a number

of improvements, they were able to increase capacity to ten airframes per year and save \$3.6M in costs. This success has spawned similar efforts in the engine overhaul and gearbox overhaul areas. Many of the ideas were actually quite obvious and one overall feature was organization and cleanliness of work areas. Overall, we walked away with lots of ideas that may be help for our shops here at the Yard as we continue down the Lean path.



A place for everything in the work area.



Anyone on the shop floor can submit a suggestion.

CO Column, cont from pg 2

testing and a thorough inspection of the ship, the LSSU compiled a comprehensive PUNCH list of over 170 discrepancies that the Yard has diligently worked to complete. Only 46 items now remain on the list. To put this in perspective, at the End of Industrial Work for our previous 110' MEP delivery (CGC CUTTYHUNK in November) there remained over 120 discrepancies which were each resolved prior to 'Sail-Away'. LSSU is very pleased with the progress made and the level of finish of the cutter."

Without compromising **SAFETY** or **Quality**, we have a challenge ahead to deliver two MEP cutters (NAUSHON and SENECA) on the same date (28 March) with CGC DECISIVE's MEP ending one short week later. We are up to the challenge if we work smarter and listen to each other.

I'd like to devote the balance of this column to two of our favorite topics: Safety and the Yard Workload. I present a summary of our Calendar Year 2007 safety statistics vs. CY 2006. The good news is that in every significant measurement, we've reduced our MISHAP rates and costs. I want to thank everyone for looking out for yourselves and your co-workers. But we can never let our guard down. On 13 Feb, we had a worker break his ankle due to a slip on icy waterfront pavement. He will most likely be out of work for many weeks. Most of these statistics are posted in every shop as required by OSHA regulations.

CY07 vs. CY 06 Safety Statistics

As reported in the annual OSHA log: in 2006, we had a total of 102 accidents/injuries; in 2007 we reduced the figure to 95.

In 2006, our total recordable accidents, based on the OSHA standard were 94; in 2007, this was reduced to 85.

In 2006, total lost time accidents, based on OSHA standards were 70; in 2007, the figure was reduced to 52.

The total accident case rate based on 100 employees, as per OSHA recommended calculations, was reduced from 17.4 (in 2006) to 15.7 (in 2007)

Total lost time case rate (accidents involving days away from work, restricted duty, or transfers) was reduced from 10.24 in 2006 to 9.56 in 2007.

Total lost time, based on OSHA standard, was reduced from 7,350 hours in 2006 to 4634.75 in 2007 (a difference of 2715.25 hours).

I'd like to add a measure of perspective to the last safety statistic. At our current composite waterfront labor rate of \$66.96 per hour, those 2715 hours equate to \$182,000 in cost avoidance. That \$182K can be reinvested in many more beneficial ways and/or we can offset known cost increases (like annual COLAs) or reduce our overhead costs and thus labor rate.

I want to offer a historical and, at the same time, futurist view of the Yard workload. When I arrived in summer 2003, the Yard was facing yet another annual gap between the workload needed to keep the workforce gainfully employed and the workload the CG was sending to the Yard. It was a difficult challenge to maintain a full workload. Fast forward to 2005 and now with the 110'/210'/270' Mission Effectiveness Projects (MEPs) in full swing, we have more than sufficient workload versus our workforce numbers at the aggregate level. (We'll leave individual shop workforce-to-workload imbalances alone for this discussion.) Many of you have been working 30-40% overtime for the past several months to ensure we meet our schedule commitments.

Here's the deal: The Acquisition, Construction and Improvement (AC&I)-funded MEP anchor projects will be largely done by FY-2013. While CGHQ is aware of the Yard's future, post-MEP workload needs, we are currently turning away potential future work. Specifically and as one

example, we have been approached with a potential project to become the CG's organic depot for the overhaul of the new Welin-Lambie boat davits being or recently installed on the 378', 270', and 210' cutter fleets. That's roughly 45 davits to set up a production line to replace wholesale on the cutters and then bring back here to overhaul and restock the CG's shelf. If we are unable to take on this additional work (whatever the reason) and our potential customer finds an alternate source, then we potentially lose that workload FOREVER.

This is why our Lean manufacturing efforts are so vitally important to the future of the Yard. I've said in many forums that there is no shortage of work that the CG would like to send to the Yard. This is across all our product lines, Ordnance, Electronics, prototype installs and repair work. We must continue to find ways to deliver more *throughput* for the same or lower cost. That is fundamentally the definition of **VALUE** (remarkably still at the top of my column every two months!). Work that we are currently turning away now that we could accomplish by becoming more efficient might be work we will desperately wish we had secured in the future. That's why every idea on improving **SAFETY FIRST**, while providing **QUALITY** work **ALWAYS**, **DELIVER(ing) EARLY** and **DELIVER(ing) VALUE** is so central to the Yard's (and YOUR!) future.

110' MEP Cutter, cont from pg 1

On February 5th, the fueling team took delivery of 5500 gallons of fuel from a commercial contractor, made the connections, and fueled NAUSHON. The team completed the evolution with no incidents and no spills, setting the stage for continuation of a new way to manage the fueling process at the Yard.

The NAUSHON is the second cutter from the west coast to receive the 110' MEP upgrade package. Homeported in Ketchikan, Alaska, the NAUSHON began its availability in June 2007 and is expected to depart the Yard this spring.

Yard Superfund Project

Site #4 Removal Action Underway

by Bob DeMarco, Yard Environmental Engineer

The Yard is currently conducting a Removal Action at Superfund Site #4 to reduce potential risk to human health from exposure to soil contamination resulting from past business operations. Site #4 is the former Salvage Lot located in the northwest quadrant of the Yard. Samplings of the three-acre site have indicated the presence of polychlorinated biphenyls (PCBs) and lead in the ground under the surface soils or, in some instances, under concrete slabs. The Yard is excavating several feet of contaminated soil and transporting it to regulated disposal facilities. Work is done in consultation with the U.S. Environmental Protection Agency (EPA) and the Maryland Department of the Environment (MDE).

The Yard initiated action at Site #4 on November 12, 2007. To date, efforts have included the installation of erosion and sediment controls; demolition of a pile wall constructed of steel beams and wooden slats; demolition of three concrete slabs, and recycling and off-site disposal of wood, steel, and concrete removed.

In addition, soil sampling has been conducted to characterize the contaminated soil to ensure proper handling and disposal. The excavation of over 2,400 tons of contaminated soil began on December 26, 2007 and is planned for completion in late February 2008. Verification sampling and site restoration will be completed during March 2008.

The contaminated soil in Site #4 is being removed to levels that are safe for any future activities or “residential levels”, the strictest and most conservative level of clean-up.

The Yard was finalized on the EPA’s Superfund National Priority List (NPL) in 2002. Nine sites have been identified for study. In September 2007, Site #1 consisting of sediments under the shipways and old dry dock was de-listed from the NPL. Remedial investigation and human health and ecological risk assessments of the site indicated removal action was not required. Work continues on the remaining eight sites.

The sites within the Yard that have low levels of contamination are a result of accepted business practices 30 to 50 years ago when the mindset for environmental protection was far different than today. Such activities are no longer methods of business for the shipyard. Placement on the NPL affords the Yard access to necessary funding to identify and correct any environmental concerns on the 108 year old industrial complex. This effort intends to assure a healthy environment for the Yard’s employees and neighbors and to protect a nearby natural treasure – the Chesapeake Bay.



COMING SOON!!

**COAST GUARD
MUTUAL ASSISTANCE CAMPAIGN
APRIL 1-30, 2008**

YARD NEWS



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Captain Stephen Duca
Commanding Officer
Jennifer L. Walter
Collateral Duty Graphic Designer

Dorothy Mitchell
Editor
M. Suit/T. Grabowski/
SK3 A. Shaske
Collateral Duty Photographers

A Champion For Others!

LCDR John Swidrak, Branch Chief of the Electronics & Ordnance Project Management Branch, currently serves as Captain for the U.S. Coast Guard Skeet Team. Beginning participation in tournament shooting competitions in 1996, Swidrak has won numerous skeet shooting championships, holds national rankings, and has earned All-American Team recognitions. He serves as Coast Guard Director for the National Skeet Shooting Association.

Skeet, a Scandanavian word meaning “to shoot,” is both a competitive activity and recreational sport designed to simulate bird hunting. Sportsmen using shotguns break clay disks known as pigeons that are forced into the air at high speeds and from various angles. Beginning in 1920, the sport was organized by a group of Massachusetts sportsmen desiring to practice target shooting and to sharpen their aiming skills for hunting season. In the 1940s, skeet shooting became a practical way to instruct World War II air force bomber gunners on how to hit moving targets like enemy planes. Today, skeet shooting is an internationally recognized recreational sport with strong military ties.



Pictured at the White Tail Ridge Shooting Center’s skeet shooting competition are (left to right): LT Marc Alden, LCDR John Swidrak, CWO Jim Simmons, ET2 Steve Lowe, and FS1 Brian Hill.

One recent skeet shooting event of local interest was the inaugural “Wounded Warrior Project” held to benefit the Walter Reed Army Medical Center in Bethesda, Maryland. Last fall, LCDR Swidrak and several active duty and retired members of the Armed Forces donated their time and materials to hold a skeet shooting

clinic for wounded American soldiers home from the Iraq War. With over 70 percent of today’s war injuries being eye & limb related, participation in the clinic was a challenge for many “wounded warriors.” But as they moved from station to station, they began to hit targets, and, more importantly, once again enjoyed the sport of skeet shooting.

Another high-profile skeet shooting opportunity is the upcoming Armed Services Skeet Championships sponsored by the National Skeet Shooting Association. This year’s competition will be held at the Richmond Gun Club in Richmond, Virginia, May 9-16. The inter-service competition event is open to active duty military members. LCDR Swidrak will be a representative on the Coast Guard Skeet Shooting Team. Coast Guard members interested in participating should contact LCDR Swidrak by phone, 410-636-3797 or by e-mail, John.P.Swidrak@uscg.mil



LCDR John Swidrak takes aim at a clay pigeon during a recent skeet shooting event.

Chaplain, cont from pg 4

that marriage is more than just a piece of paper. It is commitment one to another.

I ____, take you ____, to establish this covenant, with God, to be my wedded spouse, to have and to hold, from this day forward, for better, or for worse, for richer, or for poorer, in sickness and in health, to love and to cherish, until death do us part, I pledge you my faithfulness, according to this Covenant we are establishing before God this day.

I hope and pray that the Lord will bless you all!

P.S. Before closing this month's column, I wanted to thank you all for the outstanding contributions the HOOPTH and Angel Tree received this year. With your support, we were able to bless over 90 families with holiday meals and 79 kids with Christmas presents. Times are truly tough on our younger personnel and those with unfortunate circumstances that have impacted their lives. The ray of sunshine filled these 90 plus homes will blossom flowers of joy that will last for a

lifetime and will change their lives for a lifetime.

I also would be remiss if I did not mention all of the support given by the Officers', Warrant Officers', Chiefs' Mess, Enlisted, and Spouses' Associations. (Every time you give a gift to one of these Associations, you are also giving a gift to support our holiday programs!) Associations, I want to personally thank you for your generous hearts. You all truly made this a successful event!

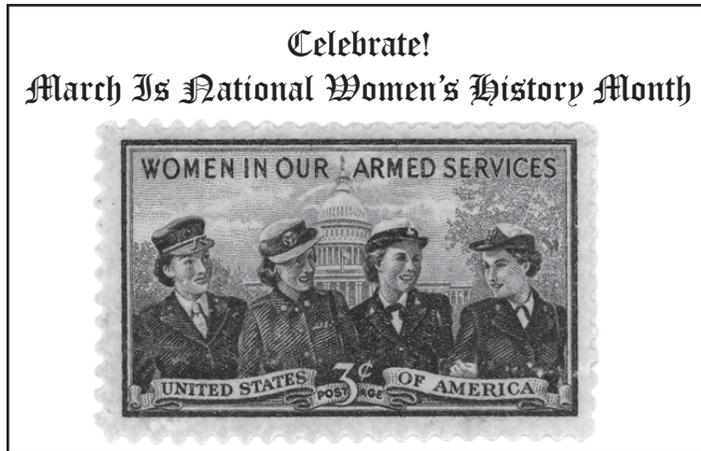
Wedding Bells!

Congratulations to Kristin Chaney, Yard Industrial Department, and Ken Brickell, X20, on their February 8th wedding. The newlyweds reside in Edgemere, Maryland.

Retirees' News

Best wishes to Abraham Loyal, ELC, who retired on January 3, 2008. Abraham's federal career spanned 39 years and 11 months.

The Yard family extends congratulations to retiree Donald Pearl whose granddaughter, Molly Dodd, performed in the "Nutcracker" this past holiday season. A member of the Baltimore School for the Arts, Molly danced as The Kissing Doll, and one of the Arabian and Chinese dancers at the Meyerhoff Symphony Hall.



**Department of Homeland Security
U.S. Coast Guard Yard**

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Baltimore, MD 21226-1797

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