



DEPARTMENT OF HOMELAND SECURITY
U.S. COAST GUARD

YARD NEWS

BALTIMORE, MARYLAND

AN EQUAL OPPORTUNITY EMPLOYER

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*The Commanding Officer
of the United States Coast Guard Yard
requests the pleasure of your company
at the
Change of Command and Retirement Ceremony
at which
Captain Stephen C. Duca,
United States Coast Guard
will be relieved by
Captain John F. Kaplan,
United States Coast Guard
on Tuesday, the thirteenth of May
at ten o'clock
Shiplift area, Coast Guard Yard
Baltimore, Maryland*



*Participants: Full Dress White
Military Guests: Tropical Blue Long
Civilian Guests: Informal Attire*

Yard Missions: Value - Workforce - Relationships - Community

The Commanding Officer's Column

by Captain Stephen C. Duca



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

Happy 109th Birthday on April 26th to the CG Yard!

Where did five years go? Over ten percent of my lifetime and almost 20% of my commissioned service! I won't even try to **not** reminisce in this, my final CO's Column.

I want to start with a slew of "Thank YOU's". There is always risk in doing so, but my prevailing sentiment as my time at the Yard and in the Coast Guard comes to an end, is one of gratitude. I thank RADMs Kinghorn, Brown and Gabel for their confidence in my abilities to lead. I thank the numerous CG Associations [Baltimore CG Officers' Association, Warrants', Chiefs', Enlisted, Spouses'] for making the CG Baltimore community a caring place to work and recreate. No matter what the call for assistance (CFC, CGMA, HOOFTH, Angel Tree, Partnership in Education [led by ELC] and the list goes on), or the innovative work-life program (Chaplain's Summer Camp, Nate's

Baby Pantry, and more too!), the CG Baltimore community has reached out and responded in superior fashion. We've been blessed with caring Chaplains during my time here that have consistently shown ministerial leadership. I'll never forget the way the Curtis Bay campus turned out to support our fellow Coasties after Hurricane Katrina. I want to thank all the volunteer committees who continue to make our campus-wide Special Observances thought-provoking and relevant.

One of great strengths of the Yard campus is the depth and breadth of expertise that all the various commands and activities bring to bear on the CG's challenges. As the Installation Commander, running this complex would have been impossible without a sense of common purpose, cooperation, and exceptional teamwork.

While I have valued the collaboration with all 13 tenant activities, I want to recognize two that often toil outside

the spotlight, but nonetheless, have been crucial advisors. Mr. Jerry Davis of the Human Resources Center Northeast and his staff, especially Ms. Karla Brown, and Ms. Anita Gywnn, have been indispensable in the proper running of our civilian personnel requirements. Similarly, the CG Investigative Service (CGIS) office here in Baltimore has provided sage advice on law enforcement-related topics at all hours of the day.

Turning to just the Yard family, I'd like to thank both my Executive Officers, CDR Marty Oard, USCG (Ret) and CDR Brian McTague, for superior results in running the myriad of details and challenges of this 109-year old, 100 building, 1500 person, 120 acre facility. They weathered many a "You know, XO, I was thinking..." that led to some additional tasking on their already full plate.

See CO Column, pg 4



U.S. Coast Guard "2008 Engineer of the Year"

Commander John Slaughter (center), Chief, Yard Facilities Management Division, receives congratulations on his receipt of the U.S. Coast Guard "Engineer of the Year" Award from Admiral Thad Allen (left), Commandant of the U.S. Coast Guard, and Rear Admiral Dale Gabel (right), Assistant Commandant for Engineering & Logistics, U.S. Coast Guard. The Commander accepted his honors at the National Press Club in Washington, D.C. on February 21, 2008. (Official USCG photo by PA2 Daniel Bender)

Happy 109th Birthday, Coast Guard Yard!
April 26, 1899 - April 26, 2008

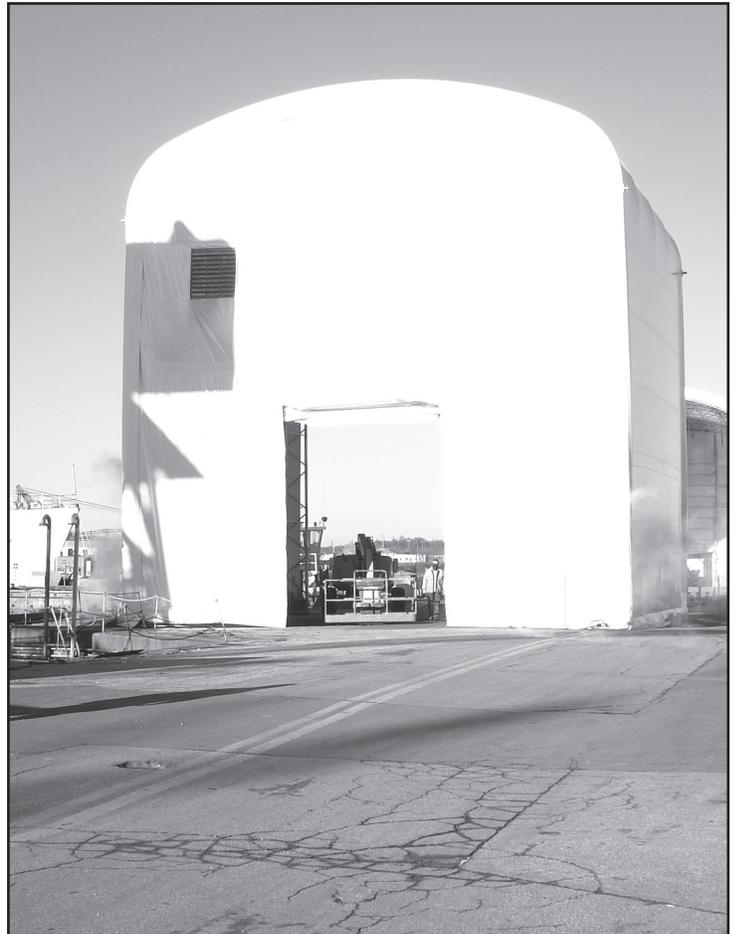
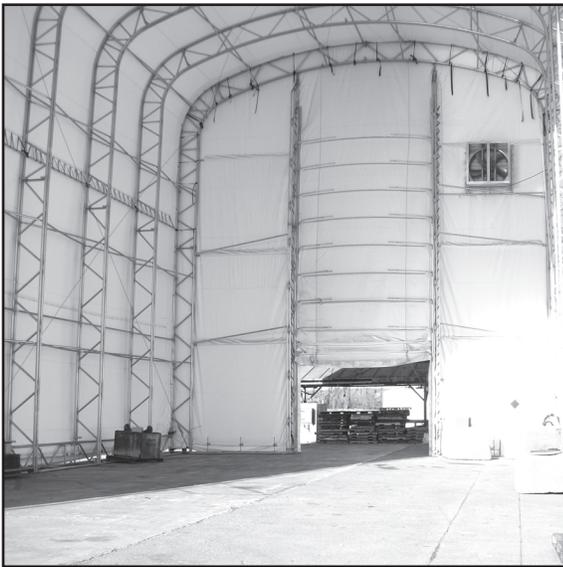
The Big Top

By Keith Herchenroder, Yard Business Manager

No, the circus is not coming to the Yard, even if it may seem so at some times! We are talking about the newest, most obvious addition to the waterfront – the Big Top. The Big Top is a three section enclosure acquired as a prototype to see if covering the 110' WPB's undergoing MEP will yield efficiency improvements by protecting the vessel and the workers from the elements. The original plan was researched and the wheels set in motion by LTJG Scott Kramer during his tenure as a Ship Superintendent here at the Yard. With his departure, however, for post graduate school, the Big Top was left somewhat ownerless. The "Lean Team" was asked to take on the Big Top to make sure that all basic Lean considerations were worked into the plan to give the best shot of making it a success.

To get the ball rolling, experts from just about all disciplines in the Yard were called in to help think through the best arrangement and concept of operations for use of Big Top. After numerous meetings, discussions with the vendor, studying diagrams, looking at space issues, and a host of other details, a plan began to take shape.

See **Big Top**, pg 10



Safety Corner

Last week, I had to pick up my wife's car from the dealership. We had an electrical problem and the mechanics kept the vehicle for over a week in order to figure out what was wrong. Fortunately, they were able to find and fix the problem. Unfortunately, they trashed my wife's vehicle. There was grease on the floor-mats, oiled fingerprints on the steering wheel and dash, as well as candy wrappers and an empty soda can on the seat. Needless to say, I was somewhat upset and let them know about it. I also demanded the clean up of the car.

After giving the service manager a piece of my mind, he agreed to thoroughly clean the car. Although I

Clean-Up Can Make a Difference

By Roger Taylor, Yard Quality, Safety & Training Manager

felt this was an accomplishment, the delay in the clean up was a couple of hours that I needed for something else.

While I was in the waiting room drinking tar-like coffee and glancing at last month's paper, I began to think about the Yard and our customers and the ships we work on. Do we leave fingerprints on the bulkhead panels? Are rags left in the bilge? Do we trash the vessel? Are we placing plywood and tarps on the decks so we don't scratch them? Do we avoid dropping tools and equipment? Do we protect when we weld? When we grind? When we repair and paint? Are we cleaning up after ourselves or do we

leave trash and debris for someone else to clean? Depending on who you speak to, the answer can vary.

The reality of the situation is this: We are getting paid to perform a quality job; this includes performing in a safe manner and delivering a good product, including cleaning up after ourselves. Good housekeeping will address these issues. A poorly kept work space is an invitation for accidents, injuries, as well as customer complaints. These are all things that need to be avoided. No one wants to get hurt and most people like to work in a clean environment.

By taking care of these vessels

See **Safety**, pg 10

CO Column, cont from pg 2

They followed through with zeal and purpose and made the command and campus better for all of us through their stick-to-it-ness. They also mastered the fine art of the “*but, Sir,...*” to keep me from getting too crazy in my ideas.

Truth be told, Ms. Mary Ann Stanke, the Command Admin Assistant, really runs the command. I’m often “Rent-a-Captain” being directed to this meeting or that event or reminded of something I asked her to remind me about. I will truly miss our daily collaboration. The Yard is a much better place for her friendly, professional presence.

One of the emphasis areas I placed on the Yard Executive Steering Committee when I assumed command was recognizing the great accomplishments of the command as a whole and especially its people. I’m pleased to announce in this forum that the Yard Industrial Department and the co-located Legacy Sustainment Support Unit (LSSU) were recently named co-winners of the 2008 Lucas Plaque, as the top Naval Engineering units in the entire Coast Guard. How fitting that an award named for a former Yard CO and CG flag officer be awarded to the Industrial Department and LSSU, which are co-located at the Yard! This award is also completely fitting because of the strong teamwork exhibited every day between the waterfront and the LSSU (and the cutters, their OPCONs, and our support partners) to complete our MEP workload, safely, on time or early, and on budget or under. Together with the LSSU, we’ve really stretched the support model in ways that I hope will be adopted in the emerging bi-level maintenance construct.

This latest Lucas Plaque award, and another CG-wide environmental award for “Outreach to Affected Communities” just received, makes nine CG-wide unit awards presented in the last five years. From Industrial to Medical to our Facilities Engineer-

ing, I asked for excellence, professionalism, knowing your jobs and getting measurable results. And the results are in...you are the best in the CG in what you do, even if you didn’t happen to get CG-wide recognition.

Similarly, six professionals at the Yard have been recently recognized in these pages as individual winners of CG-wide awards. In fact, Mr. Dennis McMenamin of the Yard’s Facilities Department, Environmental Section, was recognized CG-wide for Environmental Compliance. As I’ve said repeatedly, in this column, and at our campus-wide Environmental Compliance Committee meetings, environmental matters are a campus-wide effort. However, when our external ISO 14001 Environmental Management System auditors visit annually, they query the workforce (again campus-wide) on environmental policies to ensure that the knowledge is reaching everywhere. An acceptable answer to most environmental policy questions is literally, “Call Dennis!” Our external auditors accept this response, knowing the professionalism that will be on the other end of the phone line when he answers.

Similarly, Ms. Michelle Camara of our Fiscal Department was recognized, CG-wide, with her recent CG Chief Financial Officer (CFO) Award for her superior efforts to improve the accuracy and timeliness of financial account reconciliations. The CFO Award is yet another CG-wide award that confirms the importance and impact that Yard employees and military members have on the Coast Guard. Hearty congratulations to Ms. Camara as well!!

All these award winners, whether for a portion of the command or for individuals, are truly representative of the high caliber of people and their dedication to our CG Core Values.

Given the unique make-up of the Yard workforce: active duty military and federal civilian general schedule and wage grade, Yard Fund-funded

billets or not, union or not, and other distinctions, a high potential exists for the Yard command to chafe or even fracture along these groupings. For my entire time here, we’ve emphasized ensuring both the cutters (or other hardware) AND, for cutters, the crews themselves were as mission-ready as we could make them after a visit to the Yard. I’m very proud of the DIRECT EFFECT on CG mission execution that this singular focus provided. I would stack the personnel readiness support results of this command against any, anywhere.

Another major strategic emphasis I placed on the Yard was to seize on the *relative* stability of the multi-year MEP “anchor project” to address longstanding infrastructure “challenges.” Essentially, we still have the footprint of a 3000-producer, World War II vintage shipbuilding facility, but have shrunk to 400 producers! We’ve updated the campus-wide Land Use Plan and will be making capital investments within our current budgetary authority, as well as developing Problem Statements for major acquisition, construction, and improvement projects that require CGHQ approval.

As much as we’ve done, there is still MUCH more to do to keep the Yard’s labor rate competitive. We’ve positioned ourselves to make wise investment choices in the future. So while we’ve completely resurfaced Pier 1, the tower cranes throughout the Yard are also WWII vintage. Even the “baby” of the tower crane family in the shiplift land-based area is 12 years old. We’ve also made strategic capital investments in owning vs leasing our manlifts (after a business case analysis indicated it was the better financial option). We’ve purchased a new “magenta” lathe that gives our Inside Machine Shop capabilities that we previously had to sub-contract out, and purchased a new tow vehicle to replace the US Air Force hand-me-down that we were using.

See CO Column, pg 7

Assuring the Yard's Future

With the goal of "assuring the Yard's future" through the development of highly skilled, Coast Guard-oriented journeymen, the Yard graduated its first students from the Trades Training Program on February 28, 2008. The innovative and cost effective initiative began for this group of 18 graduates in January 2004.

Partnering with the Community College of Baltimore County, the trades training students received college credit academic instruction in addition to extensive trades theory training over the past four years. Work experience aboard ship or in the shops provided on-the-job instruction for each student's respective trade. Upon graduation, the new graduates received permanent career-conditional appointments at the Yard as WG-10 journeymen.

The Yard anticipates welcoming 20 more trades training graduates in 2009 as the next class concludes its four year educational journey, and in 2011, another class of 20 students matricu-

Yard Graduates First Trades Training Class

lating in 2007 will join their fellow graduates. The Yard hopes to start a new trades training class every two years.

With the current average age of the Yard's workforce reaching 48

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 tradition of quality "Service to the Coast Guard Fleet."



Pictured in the photo (left to right) are: Front row: James McKenna, Scott Martin, Frederick Souder, Michael Paschall, Jason Deyo, James Johnston, Brian Skillman and Christopher George. Back row: Timothy Behan, Kevin Center, Kenneth Puller, Joseph Dillard, Russell Cholewa, Thomas Clyburn, Adam Cole, Richard Aro, Joseph Appolin and Michael Griffith.

Congratulations, 2007 Retirees!

| | | | |
|--|--|--|---|
| Joseph G. Holly Painter Foreman 36 Years | Keith L. McNair Boatjoiner (Sheetmetal) 35 Years | John B. Eurice Marine Machinist Mechanic 26 Years | Joseph W. Grant Marine Mach Mech Helper 20 Years |
| Benjamin F. Bethel Electronics Mechanic 43 Years | John L. Tucker Jr. Rigger Leader 37 Years | Howard L. Reed General Foreman 38 Years | Theodore W. Litzenberger General Foreman 38 Years |
| Edward L. Girvin Shipwright Leader 34 Years | Sandra D. Wilson Occupational Health Nurse 4 Years | Gloria L. DiPietro Accounting Technician 27 Years | Marion V. Zepp Secretary 23 Years |
| Doris A. Stanford Accountant 38 Years | Alan W. Jefferson Tools and Parts Attendant 37 Years | James E. Lipscomb Boatjoiner (Sheetmetal) 36 Years | Edward M. Freeman Electronics Mechanic 24 Years |
| Clyde W. Thomas Jr. Production Superintendent (Shipbuilding) 40 Years | George Barnhouser Electrician 32 Years | John A. Fletcher Boatjoiner (Sheetmetal) 35 Years | Kendall A. Browning Sr. Boatjoiner 22 Years |

What's Going On In the Central Tool Room?

By Keith Herchenroder, Yard Business Manager

That is a question that many people might be asking! As many of our folks on the waterfront probably saw, there has been a lot of activity at the Central Tool Room lately. The "Lean Team" was asked to work with tool room personnel to design an operation that can be run with two tool room attendants in place of the four that had been previously assigned. Over the last few years, mandated personnel limitations have reduced the numbers of personnel assigned to the tool rooms, with a number of shops having no attendants. In an attempt to "do more with less," the Yard is looking to gain efficiencies to mitigate these losses. The Central Tool Room is the first stop on our journey to improve our tool room operations.

The first step in this process was conducting a 6S (sort, straighten, shine, standardize, sustain, and safety) event and eliminate the unused items from the shelves. To kick this off, 6S training was conducted with tool room personnel so that we would follow a structured approach to the process. After that, it was time to start the "sort" phase of 6S.

Warren Barr, Central Tool Room Foreman, already had a good idea of what needed to go and by the end of day one, all the red tags (items for



disposal) hanging from the shelves made it look like we decorated for the holidays! (See photo at top)

After three days of scanning and red tagging, over 400 items had been selected for removal. Some of these items were made in 1943 and hadn't been issued in anyone's memory! Many of these tools were old and had been made technologically obsolete over the years. As such, all they have been doing for the last 20+ years is collecting dust and creating work for the tool room employees, as they still had to be inventoried and accounted

for, even though no one used them!

Next came the "Shine" phase. Prior to disposal, the shops had the opportunity to look at the tools being considered for disposal to be sure they were not needed. Several shops took possession of a few tools that had use in their areas, but the overwhelming numbers of tools were deemed to be excess to our needs. As in any 6S activity, care has to be given prior to disposal that accountable property is surveyed and removed from property lists. This was accomplished in a few weeks' time, and the tools were rendered unusable and disposed of as scrap. These probably reduced the footprint in the Central Tool Room by 50%. Where possible, the shelves were cleaned and painted to brighten the area. (See photo at left)

The next phase was to "Set in Order". An A, B, C analysis was conducted to see the relative usage of the remaining tools. "A" items are the most frequently used and placed closest to the counter, while the least used are pushed to the back. We are currently working to rearrange the tools and shelves to suit the usage.

This is as far as the effort has gone to date, with more to come. Keep an eye on progress and see if you can get some ideas for your work area!



CO Column, cont from pg 4

I look at INNOVATION as another key outcome over the last five years. My first involvement was with Critical Chain Project Management (CCPM) on the waterfront. Its introduction to the Yard was CDR Eric Linton's idea, and it changed us forever. You've read about our ongoing construction of the new bio-methane landfill gas project with the City of Baltimore and Ameresco Federal Solutions. This idea was Rick Eschenbach's in the Facilities Department. "Closing" the first Superfund site and soon our second is another example of the great work that you have been doing. Keep those Yard Employee Suggestions (Y.E.S.) coming!!

Congratulations to the 18 graduates of the Trades Training Class of 2007! Culminating four years of academic achievement AND hands-on learning from the Community College of Baltimore County (CCBC), each graduate received a permanent WG-10 position in their trade. With two more classes in pipeline, this is another innovation to address a challenging job market for marine trades.

Our collective efforts in embracing and using Lean manufacturing have NOT been as successful as I envisioned. CAPT Kaplan and Mr. Keith Herchenroder (YARD Business Manager) recently briefed CGHQ on our Lean efforts and results. We have CGHQ support, but **Lean needs YOUR support**. I characterized the fundamental challenge as NOT the almighty LABOR RATE, but rather the number of hours we are charging to accomplish tasks.

Charge not what you can charge, but rather charge what you MUST charge.

We CAN charge for all the inefficiency that exists in the business of major ship repair, but the CG needs us to find ways to eliminate non-value added steps.

Even with the emphasis on labor hours over the labor rate above, I'm very proud that the net effect of our aggressive approach to zero-base the

Yard Fund budget has been a labor rate that has remained constant from 2005 (\$64.52) to the 2nd half of 2008 (\$64.50). If you took the original \$64.52 in 2005 and compounded three mandatory cost-of-living allowances (COLAs), increased benefits, and other fixed, non-negotiable costs, that \$64.52 in 2005 would be \$70.50 today! So we've beaten the rate of inflation while simultaneously making prudent investments and performing a gross workload in the mid-\$80M range annually. I thank Mr. Bob Hayden and his Yard Fiscal Shop for toiling, often unseen, to account for an annual \$80+M dollar workload at the transactional level.

The Yard's workload projections are usually topic number one when Yard management and the waterfront union hold our periodic meetings. With MEP, things look relatively rosy right now. Your accomplishments with MEP, including the assimilation of 82 prototypes into the three cutter class work packages, reducing 110' MEP from a 12-month to 9-month duration to close a crucial OPHOUR gap, and embracing the "End of Industrial Work" as a hard production deadline are all CRUCIAL to the CG's Mission Execution.

Not all has been fun and games in my last five years here, but I have way more good memories than bad. I recall Hurricane Isabel in September 2003, right after I reported, and then CAPT Rabago and I spending the night hoping that your timely and thorough preparations would bear fruit. Well, the crest of the surge was around 0700 that Friday morning and, we were back to production that afternoon!

So a final work thought: yes, you guessed it, what does all this mean to the Yard's VALUE to the fleet. I'll spare you a recount of the terms in the numerator and denominator of my VALUE Equation. You've endured that for three years now. In summary, I'm confident in noting that the CG Yard has NEVER BEEN MORE

RELEVANT to the Coast Guard.

That's another way of saying VALUABLE!!

I've tried to emphasize YOUR safety in my tenure. While we have made gains, on some days we are more lucky than good. With the increased overtime to address the full MEP workload, constant vigilance on an individual and collective basis is always needed. **BREAK THE ERROR CHAIN, PREVENT THE MISHAP!!**

I offer a final, sincere "Thank You" in advance to my crew and countless others for all preps that will go into the Change of Command and my retirement ceremony. I had no idea what a huge undertaking the public affairs of this facility would be with national and international implications for the CG. Mrs. Dottie Mitchell, our unparalleled Communications Officer, is on her 12th Change of Command ceremony. There was no joke of mine that Dottie wouldn't laugh at, whether they were funny or not!! She works tirelessly to ensure the Yard's message is being communicated to our numerous audiences. She (and Ms. Jennifer Walter, our "volunteer" Graphic Designer) have been very patient in taking my jumbled thoughts for this column and making them synergistically better than just one CO's ideas.

The Yard will be in the very capable hands and leadership of CAPT John Kaplan. I know he can expect your support and I see the Yard blossoming and rising to meet any and all new challenges that the Coast Guard throws its way under his leadership. The new Industrial Manager, CAPT Brian Merrill, brings a wealth of experience and will be a superb addition to the command.

My family and I will be remaining in the Baltimore area, and I hope to be put on the *Yard News* mailing list so I can read of your great "Service to the Fleet" for years to come.

With sincere thanks,
CAPT Steve Duca
38th Yard CO

**U.S. Navy League Honors BM1 Robert Flickinger:
“Baltimore Area Coast Guard Enlisted Person of the Year”**

The U.S. Navy League has honored Boatswain’s Mate First Class (BM1) Robert Flickinger as the “Baltimore Area Coast Guard Enlisted Person of the Year.” BM1 Flickinger currently serves as the Executive Petty Officer for Coast Guard Aids-to-Navigation Team (ANT) Baltimore under the command of Coast Guard Sector Baltimore located at the Yard.

The Baltimore Area Coast Guard Enlisted Person of the Year award began in 1981 at the initiation of the State of Maryland Navy League to honor and publicize the achievements of Baltimore area enlisted personnel. Nominations concentrate on members’ demonstration of leadership, Coast Guard rating skills, knowledge and core values, personal and work ethics, teamwork, and community service.

The U.S. Navy League’s Baltimore and Annapolis Councils bestow this recognition annually to a Baltimore area Coast Guard member who displays “inspirational leadership in all phases of his/her duties.” This year, BM1 Flickinger competed among several nominees from the various Baltimore area Coast Guard commands for the coveted title.

Coast Guard Aids-to-Navigation Teams

service beacons, buoys and other navigation aids to promote safe navigation for boaters on U.S. waterways. ANT Baltimore’s area of responsibility is between the C&D Canal and Kent Island. The team’s 10 crew members service 410 aids to navigation (ATON) in the Upper Chesapeake Bay. BM1 Flickinger, a 12 year Coast Guard veteran, has been stationed at ANT Baltimore since 2005 and has been the Executive Petty Officer for the past three years.

Petty Officer Flickinger conducted over 100 aids-to-navigation missions accounting for 600 underway hours during the last year. While engaged in these often complex operations, his professionalism and assertive leadership helped achieve ANT Baltimore’s zero operational mishap rating. Through long hours of classroom and underway training, BM1 Flickinger was also integral in ANT Baltimore’s receipt of an outstanding rating during the unit’s most recent “ready for operation” inspection.

Petty Officer Flickinger has dedicated many hours to the personal well-being of his crew through an in-depth knowledge of Work-Life and Employee Assistance



BM1 Robert Flickinger

Programs. He maintains an unsurpassed uniform appearance and has a “recruiting poster quality” presence.

His supervisor, BMC Michael Brandt, comments, “Petty Officer Flickinger is that one individual in an organization whom superiors routinely rely on to supervise or solve difficult problems or demanding situations. He consistently seeks ways to improve the quality and enjoyment of Coast Guard life with an uncommon perception to the morale and welfare needs of others. BM1 Flickinger’s deep personal pride and inspirational leadership identify him as an exceptional career Boatswain’s Mate.”

Petty Officer Flickinger is a native of Scranton, Pennsylvania, and graduated in 1996 from Riverside High School in Taylor, Pennsylvania, a borough of Scranton. He often volunteers to assist senior citizens in his hometown and raise funds for local charities. BM1 Flickinger is an avid runner, recently completing the Philadelphia half-marathon and the Steamtown Marathon in Scranton, Pennsylvania. He and his wife, the former Melanie Scolnick of Lancaster, Pennsylvania, currently reside with their daughter, Morgan, in Ellicott City, Maryland.

Coast Guard Ombudsman Appreciation Month

March is Ombudsman Appreciation Month. The Yard family extends appreciation to Yard Ombudsman Barbara Adams and Assistant Yard Ombudsman Theresa Smith for their time and dedication serving as a Command Ombudsman.

An Ombudsman is a volunteer spouse, reservist or auxiliary who is designated by the command as a link between the command and its families. The Ombudsman assists the command by providing information to family members regarding



Yard Ombudsman Barbara Adams (Photo of Assistant Ombudsman Theresa Smith is unavailable.)

sources of assistance available to them and referring individuals with concerns to the proper resources.

The Commanding Officer of the Yard appointed Barbara Adams, a Coast Guard Auxiliast, and Theresa Smith, wife of YN1 Jeffrey Smith, Military Personnel Branch, to their volunteer positions in August 2007.

Barbara Adams hails from Lafayette, Louisiana, and attended Tulane University in New Orleans, Louisiana, where she studied education and criminal justice. She has been a member of the Eighth Coast Guard District Coast Guard Auxiliary since 2004 and is active in Kiwanis International. Her hobbies include traveling, reading, and theater.

Originally from Kentucky, Theresa Smith is active in the Baltimore Area Coast Guard Spouses Association. She is currently working on a degree in Elementary Education at Howard County Community College in Columbia, Maryland. When not caring for the Smith’s 16 month old son, Kaeden, Theresa Smith enjoys sewing.

YARD NEWS



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Downey Brings “Christmas In April” To Neighbors In Need

Rory Downey, Yard Quality Assurance Team Leader, has voluntarily repaired the homes of needy neighbors in his hometown in Queen Anne’s County on the last Saturday of every April for the past 12 years. This year was no exception as Downey and a team of 14 volunteers including his father, Paul, and sister, Kim, worked from sun-up to sun-down on “National Rebuilding Day” as part of the nationwide organization known as “Christmas In April.”

The home modifications are free of charge to low-income, elderly, and disabled homeowners. Support comes from a variety of private businesses and scores of volunteers. There are 232 affiliates of the non-profit home rehabilitation organization operating in 46 states throughout the United States. Over 10,000 owner-occupied homes and community centers are revitalized annually. Queen Anne’s County traditionally hosts 15 teams of volunteer craftsmen and support workers who, on an average, upgrade 15 houses throughout the County by day’s end each year.

Rory has served as House Captain for his team’s “Christmas In April” commitment since 2001. The House Captain has overall responsibility for repair of the house. Beginning in February, the House Captain meets with the sponsoring organization and homeowner to review the repair plans. A team is assembled with jobs distributed according to skill level or preference, and lists drafted for required materials. “Christmas In April” delivers the materials to the job site a few days prior to the event. Materials for projects requiring pre-fabrication are picked up ahead of time.

Paul Downey has volunteered with his son for the last ten years. At the age of 75, Rory’s dad specializes in the prefabrication of wheelchair ramps and masterfully installs them in one day.



Rory Downey (left), is a 19 year Yard veteran who started his Yard career as an apprentice in the Pipe Shop. He has been in the Yard’s Quality Office for the past ten years. Paul Downey (right) is a 40 year retiree of WR Grace in Baltimore, Maryland. The father and son are posed in front of a newly fabricated and installed wheelchair ramp for a “Christmas In April” house in Queen Anne’s County, Maryland.

Rory’s sister, Kim Eichelman, usually works in insurance claims at Easton Memorial Hospital, but becomes the House Coordinator on “National Rebuilding Day.” Now in her sixth volunteer year, she is Rory’s partner assuring delivery of breakfast and lunch for the hungry volunteers and handing out shirts, safety glasses, and medical kits.

This year, Rory’s team restored the home of an elderly, wheelchair bound homeowner. The over 80-year-old senior citizen received two new windows, new soffets, all newly painted exterior window wood trim, a new front door, an installed motion detector, and, of course, Paul Downey’s new wheelchair ramp.

Christmas came early to this Queen Anne’s County homeowner through the generosity of Rory, his family and co-volunteers. There’s no need for her to wait for the joy of Christmas morning because the Downey team has already delivered “Christmas In April”!



Big Top, cont from pg 3

This plan called for considerable changes from the original idea, and fortunately, construction was not yet started, so the vendor was able to incorporate the new requirements. The changes included going to a three section design instead of the original two, adding ventilation fans, provision for 20" ports on the sides for ducting for blowers and grit removal, and larger access doors on the ends for equipment access. Options for heating and lighting were researched and equipment ordered.

The Big Top arrived in November as a pile of framing and material that had to be assembled. A tech rep from Big Top provided oversight to the Yard team from the Drydock Shop and Material Handling Group that did the assembly. Although not all elements were in place (lights/heat/

portholes), the Big Top was positioned over CGC EDISTO. Although the Big Top did create some increased noise issues and a learning curve to work within the confines of the structure, it proved its worth when the winter weather moved in.

With the vessel protected from the wind and rain/snow of the winter, work was able to continue when it would otherwise have been brought to a standstill. When the EDISTO was ready to be fleeted and moved to the shiplift area, the Structural Shop estimated that \$25,000 had been saved in time and efficiency that would have otherwise been lost had we not had the vessel covered.

While waiting for its next use to enclose CGC SITKINAK, the new LED lighting was received and installed, bracketing made up for the heaters, and new brackets

made to help simplify the securing of the Big Top over the vessel. During the work on SITKINAK, we are planning to compare efficiencies of using scaffolding versus manlifts during the structural repairs, so we can evaluate the best method for getting repairs completed. It should be noted that right now, the Big Top is a prototype concept. If the gains realized continue to prove its worth, there are many enhancements that can be made to improve our business practices. Potential exists for providing wheels or a rail system to make moving it easier, modification to allow spray painting, and perhaps even a second Big Top can be justified. And, as always, we will be looking for suggestions from the water-front on how to continue to improve the process!

Safety Corner, cont from pg 3

during the overhaul and repair period, we are pleasing our customers which assists in the Yard's value to the Coast Guard. By taking time daily to maintain a clean area, we reduce the additional time required at the end of the job. A customer who is satisfied will be more likely to return.

Having customers return is necessary in order to secure the future of the Yard.

Practice good housekeeping, secure hoses, lines and equipment, maintain clear paths of travel, use protective tarps and materials when possible, and clean your area often. These steps will help reduce

accidents and injuries as well as show our customers we care about what we do.

Although my wife's vehicle was fixed, I don't think I will return. We can avoid the Yard's customers' thinking the same by paying attention to good housekeeping.

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

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