

Senior Coast Guard Officer
APO San Francisco 96528

1650
13 September 1974

From: Senior Coast Guard Officer, Philippines
To: Commander, Pacific Area
Via: Commander, Fourteenth Coast Guard District (dcs)

Subj: Coast Guard Meritorious Unit Citation;
recommendation for

Ref: (a) COMDTNOTE 1650 of 12 JUN 74

1. Under the provisions of reference (a), it is recommended that the Coast Guard Meritorious Unit Citation be awarded to Philippine Section/Coast Guard Loran-A Technical Assistance Detail, Manila for the period 1 January 1972 to 30 June 1974.

2. Enclosure (1) is forwarded in substantiation of this award. Enclosure (2) contains a proposed citation. Enclosure (3) contains a list of eligible personnel.

A. L. OLSEN, JR.

Encl: (1) Summary PHILSEC/LORTAD
(2) Proposed Citation
(3) List of eligible personnel

PHILSEC/LORTAD SUMMARY
1 January 1972 - 30 June 1974

In April of 1971, command and control of the United States Coast Guard Philippine Loran chain was turned over to the Philippine Coast Guard under the Republic of the Philippines/United States Memorandum of Agreement of 10 October 1970. Under the Agreement, the United States Coast Guard, through PHILSEC/LORTAD, were to provide "...technical consultants and administrative assistance for the operation of the Loran-A transmitting equipment."

On 30 May 1973, PHILSEC was disestablished, and on 1 June 1973, the Loran-A Technical Assistance Detail, Manila was established with the same mission and personnel.

Personnel providing technical assistance and advice to the Philippine Coast Guard at the loran stations were often out of contact with their command. Personnel displayed judgment and maturity which greatly enhanced the image of the Coast Guard and the United States. Travel to and from these stations was accomplished by various methods, including charter aircraft, banca boats, jeeps, buses, ferries and fishing vessels. While traveling to the stations, these personnel were, by necessity, left to their own resources and judgment. After arrival at the station, communications were for the most part unreliable, negating a call to the command for guidance.

Each man became a representative of the United States in the Philippines and, as such, was on "duty" 24 hours a day. PHILSEC/LORTAD, being the point of contact in the Philippines, personnel were called upon to answer and research many requests for information from both Philippine and United States government agencies, and private sectors. On numerous occasions, at the request of the Philippine Coast Guard, PHILSEC/LORTAD assisted the Philippine Coast Guard in dealings with other agencies of the United States Government.

After each field trip, personnel made a "Field Trip Report" which was distributed to the Commandant of the Philippine Coast Guard, Commander, Philippine Loran Stations and the Commanding Officer of the station visited. These reports included the condition of the station and equipment, discrepancies noted, corrective action taken, training given and general comments. Because of the command echelons involved, the drafting of these reports required diplomacy and tact in the use of the written word not normally expected of non-clerical personnel. Basically, these

reports were the only objective reports of progress and deficiencies of the stations received by the Philippine Coast Guard, in that, it has no inspection or maintenance and repair program.

An active civic action program was maintained voluntarily at communities near the Loran Stations. At Batan Island Hospital, the only medical facility on the island, United States Coast Guard personnel on more than one occasion effected repairs to the hospital's equipment, including generating and X-ray equipment. At times, personnel lent money to Philippine Coast Guard personnel who had not received their pay and whose credit at local stores had been terminated. In Manila, personnel were active in community relations, including fund drives, Little League, Scouting and other various clubs and associations.

Engines and generators were overhauled on the stations. These overhauls required a large amount of planning, as all parts, including nuts and bolts, had to be ordered, received, and delivered to the loran stations before arrival of United States Coast Guard personnel. Often, parts would have to be hand carried by United States Coast Guard personnel to insure timely arrival on the loran station. This process required a great deal of lead time. The actual overhauls were accomplished with the assistance and supervision of United States Coast Guard personnel. Due to personnel turnover within the Philippine Coast Guard, on-the-job training was conducted in conjunction with these overhauls.

In addition to the duties required by the Agreement, PHILSEC/LORTAD performed many other unrelated duties, including: dependent transportation, recruiting of Philippine nationals, retiree assistance in many matters, and numerous other duties with the same personnel allowance established for the furtherance of the Memorandum of Agreement. Also, when established, Loran-A Technical Assistance Detail was further tasked with the responsibility of providing supply and administrative support to Senior Coast Guard Officer, Philippines and Merchant Marine Detail, Manila.

Due to the large number of dependents residing in the Philippines, PHILSEC/LORTAD was involved with dependent assistance daily, including assistance in passports and visas, arranging transportation, liaison with the American Red Cross, providing information on CHAMPUS claims, and communications with sponsors.

Physical Evaluation Boards were completed, with the exception of medical personnel, entirely from the resources of Loran-A Technical Assistance Detail, Manila.

Through the Base Industrial Relations Office at Subic Bay, the United States Coast Guard, under PHILSEC/LORTAD, employed three Philippine nationals. It was necessary that United States Coast Guard personnel were familiar not only with normal civilian employee relations but also with particulars involving foreign nationals.

In September 1972, Philippine Section provided support for the WESTPAC Loran-A/Loran-C calibration flight, and as stated by the aircraft commander, "outstanding service provided by PHILSEC and LORSTA Wake during subject flight greatly appreciated. Many Thanks." Philippine Section provided support for berthing, procurement of fuel, parking arrangements and diplomatic clearances.

In November and December 1972, requisitions were processed, material staged and local stevedoring arrangements were made for the WESTPAC log of Con Son and Tan My Loran stations by a Coast Guard C-130. Close liaison was established by Philippine Section with Naval Supply Depot, Subic Bay to insure timely delivery of supplies to the aircraft. This logistics operation insured the continued operation of the Southeast Asia Loran-C Chain.

Arrangements were made by PHILSEC/LORTAD for the necessary clearances, issuance of ID Cards, orders, transportation documents, and actual transportation provided by PHILSEC/LORTAD within the Philippines for fourteen Philippine Coast Guard trainees to attend the Loran-A School and the Instructor School at Governor's Island in May-July 1973.

During 1973, the Loran-A School at Sangley Point was established for the Philippine Coast Guard. Loran-A Technical Assistance Detail, Manila personnel refurbished a provided structure, installed, tested, and made operational the Loran equipment. In addition, lesson plans were made up for classes.

Loran-A Technical Assistance Detail researched and established procedures whereby the Philippine Coast Guard Loran Station at Batan could communicate with LORSTA MIYAKO JIMA, which had not been done in the past.

In July 1974, with the assistance of a U. S. Air Force team, a broken insulator on the tower at Philippine Coast Guard LORSTA TARUMPITAO was replaced with the station off-air for only four hours.

Results of District Inspections:

- 18 April 1972 - EXCELLENT
- 14 June 1973 - EXCELLENT
- 3 May 1974 - EXCELLENT

Overall, every man at PHILSEC/LORTAD functioned as part of a coordinated team in supply, administration, personnel and all of the multifarious functions of these commands.

STATISTICS:

Man-days on stations (not including travel time) ...	1236
Percentage of usable time (May and June 1974 percentage of usable time not available)	99.75%
Engines overhauled at stations	17
Emergency leave personnel processed	128
Unauthorized absentees returned to CONUS	18
Recruits enlisted	29
Personnel separated	9
Physical Evaluation Boards	3
ID Cards issued (all types)	300

U. S. COAST GUARD SECTION, PHILIPPINES AND
U. S. COAST GUARD LORAN-A TECHNICAL ASSISTANCE
DETAIL, MANILA

for service as set forth in the following:

PROPOSED CITATION:

"For meritorious service from 1 January 1972 to 30 June 1974 in discharging the obligations of the United States of America set forth under the Republic of the Philippines/United States Memorandum of Agreement of 10 October 1970. Under this agreement, personnel provided technical assistance and advice to the Philippine Coast Guard in the operation of five Loran-A Stations. Additionally, a large number of other missions were actively pursued utilizing the resources of these commands. These included Physical Evaluation Boards, processing and assistance to 128 Coast Guardsmen on emergency leave within the Republic of the Philippines, and an effective liaison with other agencies of both the United States and Philippine Governments. During this period, the Loran stations maintained an average of 99.75 usable time, enabling their use as navigational aids to be of significant value to allied forces in the Pacific area. A total of 1236 man-days were spent at the Loran-A stations furnishing instructions, advice and assistance. A vigorous dependent assistance program was maintained for dependents of Coast Guardsmen stationed outside the Republic of the Philippines. While enhancing the welfare of these dependents, this program also contributed to each individual Coast Guardsmen's morale. Through their efforts, a Loran-A School was set up at Sangley Point for use by the Philippine Coast Guard. A total of twenty-nine Philippine Nationals were recruited and enlisted, contributing to the success of the all-volunteer concept for the Armed Forces of the United States. Through the use of diplomacy, patience, and individual as well as collective expertise, personnel improved the capabilities of the Philippine Coast Guard in operating the Loran-A stations, and furthered relations between the two governments. Their dedication and devotion to duty reflected great credit upon the United States Coast Guard."

CAPT Richard E. HOOVER 3341 () , USCG
CDR Albert L. OLSEN, Jr. 5864 () USCG
CDR Jackson C. ARNEY 7094 () USCG
LCDR Leo J. BLACK, Jr. 7387 () USCG
CWO3(F&S) Leon R. CISEK 29071 () USCG
CWO3(MAT) Perry W. GINES 29463 () USCG
CWO3(ELC) William E. BRINDLE 29731 () USCG
CWO2(F&S) Theodore S. JONES 80038 () USCG
CWO2(F&S) Walter E. BARNES 80274 () USCG
CWO2(F&S) Joe D. GLAZE 80519 () USCG
ETC Florencio F. ANGEL 316 592 () USCG
ET2 Joe F. ASHLEY 327 709 () USCG
SS3 Melchor M. AVEO 387 426 () USCG
MK2 Maynardo S. CAEG 349 606 () USCG
DCCS Lloyd J. CHRISTMAN 295 867 () USCG
SS3 Johnny (n) COTONER 364 393 () USCG
YNC Ronald A. GILLETTE 362 554 () USCG
MK1 David D. HAYS 327 377 () , USCG
MK1 Kenneth E. HORCHLER 372 800 () USCG
ETC Daniel D. LARSON 373 778 () USCG
MKC Andrew H. MCCLARY 342 880 () USCG
ETC Brigido V. PAHED 316 584 () USCG
EMC Maximino C. RICASATA 322 541 () USCG
SS1 Domingo C. SUAYAN 316 743 () USCG