

MEMO ROUTING SLIP		NEVER USE FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS		ACTION	
1 TO	<i>dpl</i>	INITIALS	<i>CD</i>	CIRCULATE	
		DATE	<i>6/13</i>	COORDINATION	
2	<i>Olen</i>			FILE	
				INFORMATION	
3				NOTE AND RETURN	
				PER CON-VERSATION	
4				SEE ME	
				SIGNATURE	
REMARKS					
<p><i>Overhaul for GEN. at Atter will be funded my quarter. And will be accomplished by Doz detachment. Atter info for Prep for Garrison</i></p>					
FROM				DATE	
B. E. THOMPSON				<i>6/13</i>	
Chief, Operations Division				PHONE	

DD FORM 95
1 OCT 60

REPLACES DD FORM 94, 1 FEB 50 AND DD FORM 95, 1 FEB 50 WHICH WILL BE USED UNTIL EXHAUSTED.

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★ U.S. GOVERNMENT PRINTING OFFICE: 1969-393-706/S-82

UNITED STATES GOVERNMENT

Memorandum

TO : Chief, Operations Division

DATE: 12 June 1974

FROM : Chief, Aids to Navigation Branch

SUBJECT: ATTU Personnel Allowance Change

REF : (a) LORSTA ATTU Letter 5321 of 23 April 1974

1. Comments on reference (a) were requested from the other interested divisions and their comments are attached.

2. Based on the comments submitted by (f) Division, the upgrading of the SK3 billet to an SK2 billet would not substantially improve the situation at ATTU. The alternative suggested by Mr. Anderson appears to be the most practical solution to the problem and the billet increase is not recommended.

3. The units justification for the addition of one FA/FN infers that the overdue major overhauls of the three generators on ATTU have resulted from a lack of sufficient personnel to perform the overhauls. The units solution to the problem is apparently to place a live watch on the generators until such time as they receive an additional FA. The more realistic solution appears to be to put forth a little extra effort and conduct the major overhauls that are required on the three generators. After completion of these overhauls, the number of engineering billets assigned should be sufficient to provide the routine servicing and maintenance of the engineering plant without the addition of another billet. I am sure the unit would not be willing to sacrifice one SA billet to obtain an FA billet. I have no other offsetting billets available in the Aids to Navigation program and therefore, recommend that the request for the addition of an FA billet at ATTU be disapproved.

4. Increasing the seaman compliment at ATTU to provide additional watch standers during the expected shortages of ET's is not recommended.

H. B. Stanley
H. B. STANLEY



Commanding Officer
USCG Loran Station Attu
FPO Seattle 98798

5321
23 April 1974

From: Commanding Officer, USCG Loran A/C Station Attu
To: Commander, Seventeenth Coast Guard District (o)
Subj: Attu personnel allowance change; request for
Ref: (a) Unit personnel allowance of 2/28/74
(b) CCGD17 ltr 3262 of 21 MAY 1973

1. It is requested that Attu's unit personnel allowance be changed to the following:

(a) Add 1 SK2, delete 1 SK3

Justification: It has been Attu's experience that the SK3 billet assigned to this unit is generally filled by an SNSK. Invariably these latter possess little or no practical experience, having just completed a prior period of schooling. The volume and complexity of Attu's logistics requirements demand, it would seem, at least a modicum of practical experience, particularly vis a vis the unique complications presented by an isolated unit. It is felt that the SK billet would more nearly serve Attu's requirements were it filled by either an SK3 with prior field experience, or an SK2.

(b) Add 1 FA/FN

1. Justification: At present there are 11 vehicles aboard Attu requiring perpetual servicing and maintenance by the Engineering Dept. Of two boilers installed in the station only one is operational. The three generators operating on Attu are past due for the major overhauls that need to be accomplished. In response to the above precarious situation, a continuous live watch is sustained by Eng. personnel. The present billet structure reads: 1 MKC, 2 MK3's, 1 FA. In view of the above it would appear that present personnel allowances are insufficient to cope properly with the Engineering requirements presented. It is felt that the addition of at least 1 FA would help alleviate some of the burden weighing on this dept., and would also provide assurance that each peice of machinery receives the full care and maintenance that is properly due it.
2. It is noted that Attu's 2 MK3's are due to be rotated from this unit simultaneously in mid June 74.

ENCLOSURE (1)

5321

23 April 1974

Subj: Attu personnel allowance change: request for

(c) Regarding Attu's Deck Department the following points are to be noted:

- p/eee*
1. At present the manpower indicated ref (a), is sufficient properly to discharge assigned deck functions. However, should the present satisfactory on board strength of electronics technicians be decreased, then, in accordance with ref (b), additional SA's would be lost to electronics watch-standing duties.
 2. The present ~~onboard~~ onboard strength of SA/SN's is nine. Two SA's however ~~is~~ presently standing electronics watches. Several SA's are lost to radio watches.
 3. Four SA's are due to be rotated from this unit in July.
 4. A heavy work load is scheduled for this summer.
 5. Taken in conjunction, the above inclines me to suggest that the present personnel allowance of Attu's deck department be seriously considered for possible increase by at least 2 or 3 additional SA's.

2. It is felt that the above mentioned requirements and suggestions are reasonable ones and that they satisfactorily reflect Attu's present, minimum needs.


C. P. MURPHY

ENCLOSURE (1)

MEMO ROUTING SLIP		NEVER USE FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS		ACTION	
1	TO	<i>P - comments attached.</i>	INITIALS <i>M</i>	CIRCULATE	
			DATE <i>5/2</i>	COORDINATION	
2		<i>comments attached</i> <i>eee</i> <i>eee/ecv</i>	<i>M</i> <i>5/6</i>	FILE	
			<i>5/20</i>	INFORMATION	
3		<i>f</i> <i>Comments attached.</i>	<i>clg</i> <i>5/23</i>	NOTE AND RETURN	
				PER CONVERSATION	
4		<i>OAN</i>		SEE ME	
				SIGNATURE	
REMARKS <i>Your comments are solicited.</i>					
FROM <i>OAN</i>			DATE <i>4/25</i>		
			PHONE <i>367</i>		

DD FORM 95
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ENCLOSURE (2)

MEMO ROUTING SLIP		NEVER USE FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS		ACTION
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			PER CON-VERSATION	
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			SIGNATURE	
REMARKS Item 1(a) - Concur - LORAN(A/C) station operation would support this request. Item 1(b) - Concur. The off-setting resource would probably be a SN billet. Attu is now authorized 8-SN and 1 FN. Item 1(b)(2) - Contacted HQ and with reporting of MK3 TAFT the unit will have staggered the rotation dates of the MK3's. Item 1c)(1) - Unit has SA-EW in addition to 8 SN. He should be used as an ET watchstander. Item 1(c)(3) - New SA's will be ordered as they become available for assignment and this should help stagger rotation dates. Item 1(c)(5) - I believe the workload is only temporary, i.e. lots of projects going on this summer and I do not foresee a reduction of ET billets. C. J. MAHAFFEY				
FROM		DATE		
PP		5-2		
		PHONE		291

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ENCLOSURE (2)

MEMO ROUTING SLIP		NEVER USE FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS		ACTION	
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		DATE	COORDINATION		
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3			NOTE AND RETURN		
			PER CON-VERSATION		
4			SEE ME		
			SIGNATURE		
REMARKS					
<p>Item 1(b) - do not concur with P in reducing the SN by 1 to gain an FN. Attn is crying the blues that sufficient SA are not available to do all the work.</p> <p>Item 1(c)1 - As I have noted previously, the CO is not utilizing his men properly - the SA/SN's are going to have to do more than merely standing watches. There is no reason why they can't be utilized on these projects.</p> <p>Item 1(c)4 - Maybe ecv has scheduled too much for accomplishment by statutory force</p> <p>Item 1(c)5 - concur with p. There have been a sufficient number of SA/SN's in the past. Why must we increase now, with a new CO???</p>					
FROM		ecv ell W		DATE 5/6	
				PHONE	

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ENCLOSURE (2)

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REMARKS 1.2. We have voiced our concern on a number of occasions about the assignment of SN/sk's and SA/sk's to Korean Stations. It seems to be the major drawback of "CAC" that personnel are assigned mechanically - without any real consideration or understanding of unit needs. This rarely happened when assignments were made by the District. I'm not sure however that upgrading the billet to SK2 would have any value for solving the problem since we get SN/sk's in SK2 billets almost as often. Rather suggest that p address the problem formally to HQ requesting that <u>no Korean Station billets</u> - not just SK's - be filled below grade level and that any underbilletting necessary be absorbed by larger District units. The fact also remains that any SK					
FROM		(over)		DATE	
J				3/23	
				PHONE	

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ENCLOSURE (2)

assigned to a Horan Station - even a second class - will be basically inexperienced as far as most of his duties are concerned. Example - (1) unique 17th Dist supply procedures (2) his duties as acting station yeoman etc. We could probably solve most of these "inexperience" problems ourselves by allowing the JK to be at the station about a month and then bringing him to the District for a two week TAD training period with f & p divisions. Kodiak might be an alternate training site. The major drawback here is money, but we are beginning to feel strongly that it will be well worth the expense. Funds available, we will try a pilot program on this next year with the junior JK's that seem to be having problems.



5321

Ser 3223

8 JUL 1974

From: Commander, Seventeenth Coast Guard District
To: Commanding Officer, USCG Loran Station Attu

Subj: Attu Personnel Allowance Change

Ref: (a) Your letter 5321 of 23 April 1974

1. Comments concerning your recommended changes to your personnel allowance are as follows:

a. Add one SK2, delete one SK3. The upgrading of the SK3 billet to an SK2 billet would not substantially improve the experience level of the Storekeeper assigned to Attu. SN/SK's are often assigned to fill SK2 billets by Headquarters as well as SK3 billets. The assignment of such inexperienced personnel to units such as yours is a matter of concern to us. We have requested that experienced personnel be assigned to billets at restricted Loran Stations whenever possible. Even if an experienced SK2 were assigned to the station, he would still be basically inexperienced as far as most of his duties are concerned. It is unlikely that he would be familiar with the unique Seventeenth District supply procedures, nor would he likely have had prior experience with personnel records and other Yeoman duties. It is felt that a more practical solution to the problem is to bring the inexperienced Storekeepers into the District office or to Base Kodiak after approximately two months at the station for a two week TAD training period, with representatives from the Comptroller Division and Personnel Division. If funds are available, we intend to initiate a pilot program for this purpose during the current fiscal year.

b. Add one FA/FN. The generator overhauls will be funded this quarter and will be accomplished by Base Ketchikan. The engineering workload of your unit is equivalent to the workload at other Loran Stations with a similar personnel allowance. The number of engineering billets assigned should be sufficient to provide the routine servicing and maintenance of the engineering plant, without the addition of another billet. Replacement personnel for the two MK3's being transferred this summer will arrive during alternate months, which will partially eliminate the concurrent departure of both MK3's next year.

PREVIOUS EDITIONS MAY BE USED HESTANLEY/pah 3 JUL 74 701 367

OFFICE OR DIVISION	oan	o	P	f	dcs	oan							
INITIALS OF RESPONSIBLE OFFICERS	1 P	2 P	3 P	4 P	5 P/S	6 M/F							
INTRA-OFFICE OR DIVISION INITIALS	15	16	17	18	19	20							
DATE OUT	7/3	7/5	7/5	7/8	7/8	7/9							

Subj: Attu Personnel Allowance Change

c. Increase SA compliment. New SA's will be ordered as they become available for assignment and this should help stagger rotation dates. In addition to the eight SN's authorized for your unit, you also have an SAEW on board. He should be used as an ET watchstander. The authorized SN/SA compliment for your unit is considered adequate.

2. The personnel allowance changes recommended in reference (a) are not approved.

P. C. LUTZI
Chief of Staff, Acting