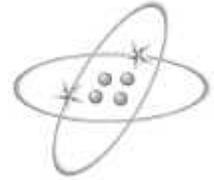




WAVEGUIDE



Electronics Technician Force Notes

JANUARY 2011

Visit my CGPortal Place – [ET RFMC Corner](#)

Note: Most of the links in this document require you to be within the CGDN+ Network.

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Disclaimer: This newsletter is for the sole purpose of passing information to those within the Electronics Technician Rating. The material contained within is not for record purposes nor represents any Coast Guard official policy. Questions, comments, or things of interest may be sent to joseph.e.harold@uscg.mil

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• **RFMC Update:** I hope everyone has had a refreshing and safe holiday season. This will be my final reminder to all the ETCs out there that plan on taking the next SWE. February 1st is the deadline to have everything done including ET EPO recommendations (EPME 12-8.03-P) and Force Notes input (ET EPO 8.G.02). If you haven't made your submissions to me yet and plan on taking the SWE, now is the time to submit. Will I be bouncing the names on the next advancement list off my folder of submissions? I think so. I have provided information in the last two Force Notes on what I am looking for and how you can submit. This input really helps me put out a great product and also helps me to constantly improve the ET EPOs. I save all input and it will be taken into account during the next review and I will already be using some input in my quest to update and correct the references listed in the current document.

- **Copernicus Award:** The Copernicus Awards recognize individual contributions to Naval Warfare in the disciplines of command, control, communications, computers and intelligence, information systems and information warfare. The Armed Forces Communications and Electronics Association (AFCEA) sponsors the awards. This year I am pleased to announce that ET3 John Iams of ESD Miami Beach was one of the awardees. PO Iams has done some spectacular and inspiring engineering and programming work with the COTHEN/ALE HF system that has not only made the system work much more efficiently and effectively, but the upgrades are being evaluated by CG Headquarters in pursuit of Defense Information Systems Agency (DISA) Type 1 certification and approval.

In my research of the award, it appears that ET3 Iams is the only Coast Guard Third Class Petty Officer to receive one of these awards. They usually go to officers, more senior enlisted and civilians. His achievements are very impressive. Congratulations ET3 Iams!

- **CGC Hamilton and JRR:** *Submitted by ETC Brian Goodwin of CGC Hamilton*
Greetings from CGC Hamilton – Team ET shop

Upon receiving orders to CGC Hamilton last year I was curious in regards to how tactical ETs and legacy ETs interacted. When I left the Morgenthau in the summer of '03 as a legacy ET it was pretty much, "us and them" and they even mustered in a different department and stood duty GM. At the time most of the people I spoke with weren't too happy with the merger.

Fast forward seven years later and onboard Hamilton all ET's are a part of the Weapons department supervised by the EMO. Tactical ETs are now standing duty ET creating a favorable watch schedule. Last patrol we took it one step forward and started doing combined training one day per week. Since then the tactical ETs received a new DIVO and do not muster with the EMO, but our work and training practices continue. Regardless, my point is we are all ET's and one big team. Without the cross training a CIWS technician could very well leave here with orders to an ESD and have minimal knowledge of electronic gear such as the 73 radar or the OTH's. With the cross training we are setting our junior people up for success. Having reviewed the EPQ's (Rev. 03-2009) and hearing feedback from the NOV SWE this cross training is necessary.

On board Hamilton we are making strides and even 7 years after the JRR there still are disparities but we are doing the best we can. If anyone has taken it one step further or has any other ideas on how to build upon teamwork, please feel free to email me.

- **How to prepare for a Successful Dry Dock Period:** *Submitted by ETC Steven Douglas of Airsta Kodiak (St Paul Island)*

365 days before the dry dock period is milestone 1. Contact your ESU and request ESU to jointly walk the vessel identifying CSMP work, assisting in developing your vessels statement of work, and developing an after the dry dock plan (Grooms, SESEF, SOV'Ts, etc.). The ESU represents your boat during the entire process and holds funding and can assist in identifying the issues and preparing to fund projects. Additionally, ESU can contact the funding authorities, so the agencies can plan to fund the vessel's dry dock repairs.

The 2nd milestone occurs 322 to 210 days before the dry dock period. At this time, the proposal for work lists are drawn up and the 1st A team meeting occurs. At the first A team meeting, the Statement of Work begins to take shape. This is where the CSMPs are displayed as work items. Take the time to attend and review the proposed Statement of Work. If errors or changes need to occur to correct the Statement of Work, this is the time to fix them. If there are items needing attention or inspection that are not included in this proposed draft, addressing them during the meeting. Having the contractor open, inspect and submit a Condition Found Report permits contractual modifications to repair or replace equipment during the yard period utilizing the Contract Workbook and funding with minimal impact. Funding is the driving element to all work conducted by a contract, so identifying issues early permits funding agencies to plan for these costs and increase allocations. Emergencies always occur, but these funds are better spent for vessels in foreign ports conducting operations than in a planned dry dock.

The 3rd milestone occurs 170 to 210 days before the dry dock period. At this time, the draft Statement of Work is propagated for everyone to review. Take the time to ensure the work wanted is what is described, the work conducted is planned for, and identify what testing will occur upon arrival. Planning for these pre-dry dock tests to be conducted within the 1st day of your arrival will permit the crew a faster and smoother transition. The biggest issue experienced is lack of crypto to conduct testing. If the contractor was unable to test the gear prior to commencing the dry dock period, the contractor cannot be held accountable for damaging the equipment.

The 4th milestone occurs 150 to 160 days before the dry dock period. Revision 0 is the Statement of Work to be conducted during the dry dock. Take the time to identify what work requested did not make the funding cut. These are the work items that will fall to the crew or ESU to coordinate in the future.

The 5th milestone occurs 30 days before the dry dock period. For MEP and US Coast Guard Yard Work, contact your liaison, ETC Scott Greenlaw (LSSU) or CWO Paul Plocinik (USCG Yard). Finding out what is required to test and off load equipment is crucial. Electronics test equipment is set out for calibration, IFF groom is available, night vision gear sent to CRANE for repair and calibration, and lists a POC for each. Work with the ESU to coordinate grooms both at the end of the dry dock and upon return to homeport. Many boats go thru CART and TACT 3 weeks after the dry dock period. Grooms are easy ways to pass and get free training.

The 6th milestone occurs upon arrival and lasts until completion of the dry dock period. Inspect the work items. Many dry docks include scaffolding, so working on the mast becomes easier. Talk with the liaison about the work timeline and determine if scheduling permits the crew access to complete ship projects. Losing liberty while away from homeport can save the crew from losing liberty in homeport. During the contract, many changes occur on vessels, especially for those cutters with Chief Alts. While this non-standard gear represents excellent ideas, the standardization of all vessels is the future of the Coast Guard. When the cutter is returned, all non-standard gear will be removed and the vessel configuration will meet standardization specifications. The Condition Found Report (CFR) is generated from the contractor inspecting the area and while performing the work items. CFRs can generate more work, or when used by the ship's force, develop future work projects. Funding for a CFR is a long process requiring the Liaison to contact the supporting ESU and SMEF to get approval and work with other support agencies to find funding. During the last milestone, many of these CFRs are examined to determine if work specifications need to be added to prevent the scope growth or delay a vessel's departure from dry dock. Delays cost the USCG in funding, operational capabilities, and affect future dry dock commitment timelines.

The 7th milestone occurs from acceptance to homeport. Even when work was not performed on the equipment, take the time to clean out the dust, inspect the equipment, energize the gear and finally conduct equipment operational testing. If you find issues with the equipment tested prior to delivery, contact the liaison to discuss options. Often, the

contractor will come onboard and repair the gear or assist in the repair. This is your chance to have grooms and SOV'Ts to test and evaluate the equipment. Coordinate the return of all of the vessel's PMS'd equipment for the 2nd day after acceptance. Plan to run the SESEF upon return to homeport.

The final milestone occurs at the 3rd A Team meeting 45 to 60 days after acceptance. Pass the better business practices (what does this mean?) and recommendations during the meeting. Because it takes 1 to 2 years for your recommendations to change the current specification, please take the time to identify the issues and recommendations. Some issues are just beyond the funding capabilities, but every issue brought forth becomes known issues with recommendations.

These milestones to a dry dock occur if the crew actively plans and participates or not. The difference between a cutter that leaves a dry dock period headed home on time and budget and one that is delayed due to damage with and escalating scope growth (costs) that create operational schedule changes and budget reallocations (sentence does not make sense). Taking the time to identify future work items, maintain the standard configuration, and develop a specification for dry dock will save the cutter's technicians liberty and the US Coast Guard millions.

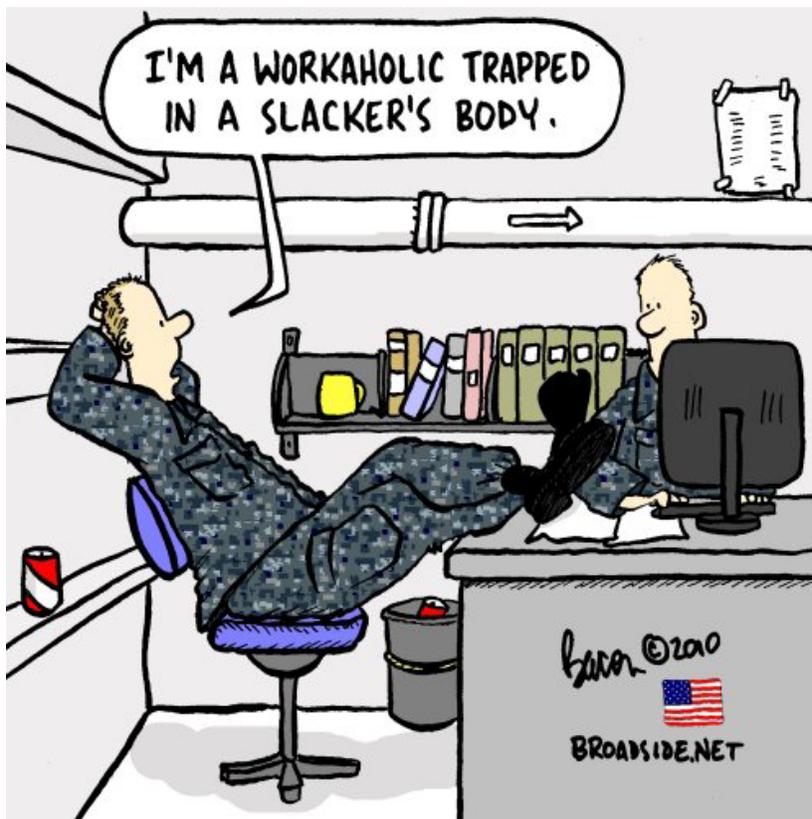
- **Sound Advice from the Field:** *Submitted by ETC Paul Greenwood of ESD Atlantic City*

For the ET force notes this month, I want to talk to you about something a little different. Supporting the missions of the Coast Guard requires a lot of devotion, as we all know. At times it can be very demanding and our personal goals can be left on the "back burner". Those personal goals, however, are important as they help you to better perform your duties for the Coast Guard. We all know there are many opportunities available to "take care of yourself". But are you actually doing it?

Sit down and think about what you want to accomplish with your personal goals. Do you want to get in shape? Do you want to live debt free? How about an education? We know that there are people trained in the Coast Guard to help us with these goals but do we really know how to utilize our resources? Some of us may be surrounded by experts, who may or may not be officially trained in our own personal goals. They may have had a life experience that has made them an expert or they could just be a great contact to other helpful resources. –As you go through your career and make contacts with others try to keep a running tally of who you have met and their expertise. You do not have to be an expert in life or career but by having a contact list full of people who you can learn and take advice from, you can become better in both your personal and professional lives.

Many of us have had both duty stations ashore and afloat. One bit of advice that I would like to offer to all of you is do not waste your own time. Personally, I am on my second tour ashore and I always stress to my techs that it is very easy to take a personal "break" for four years. If I had started in the beginning of my career on my education, I could have easily completed my Master's degree by now instead of only working towards my Bachelor's degree. We all have available resources and opportunities to finish our degrees, get in shape, or help others by volunteering during our off duty time. It is the select group among us that actually take advantage of all of our resources.

Don't waste your time! It goes by way too fast!



TWO ROCK HAPPENINGS [back to top](#)

FROM TRACEN PETALUMA

- **From the ET Non-Res Subject Matter Specialist:** Hello all!! I've been fielding a lot of questions about the latest SWEs and relevance of the questions to the job. All I can say is that ETs perform many different duties out there and if you see a question on the SWE then it was pulled directly out of one of the references listed in the EPQ. If the information was important enough to put in the manual, then it is indeed important enough to test on. It may not be relevant to you, but it might be for someone else. If you remember back to past SWEs you will remember each test being heavy in one subject whether it be electronic theory, equipment, or admin, and it changed with every test. I believe doing this gives somebody an advantage for each test and that's not fair. My goal is to give EVERYBODY an equal opportunity for advancement. This is the reason you are seeing a lot of stuff you've never seen before on the SWEs covering many different subjects, but I can assure you the information is coming directly out of the references.

Also, please remember that the challenge sheets that are made available to you are for specific questions that you come across on your test. They are not there to show your frustration for the test. You can do that by calling or emailing me after you take it. I have no problems with that at all. In order to be successful in this position you have to understand that you can't please everybody. It's not up to me to determine who has had 73 radar school, or who has worked on a WSC-3 transceiver. It is up to me to make sure there are SWE questions for each section of the EPQs.

I'm also getting a lot of questions about what is needed to advance to the next level. The short and sweet version is that only the new EOCT will suffice for advancement. ALCOAST 359/10 has all the details. You will also have to get the new EPQs signed off and have the EPME test passed if there is one.

Lastly, these EPQs are written off the Operational Analysis (OA) survey that most of you should have completed. This is where you, the technician, has a say in what you like or don't like about your job. Please keep this in mind the next time your supervisor is riding you to complete this survey. Your voice can be heard. Thank you all!

V/r

ETC Chris Meyer

ET SMS/Coursewriter

707-765-7129

http://www.uscg.mil/hq/cg1/TracenPetaluma/TPF/ET_SMS/etsms.asp

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FROM TRACEN YORKTOWN

- **Reminder:** Here is a reminder to all supervisors; if any billets at your unit require personnel to have the following competency codes, check with TQC and submit an ETR to have your technicians attend the following classes:

Start dates January 31, 2011 and February 21, 2011

MODULE TEST AND REPAIR

Course Code: 501579

Duration: 5 Days

Start date February 14, 2011

2M CERT/RECERT TRAINING

Course Code: 501359

Duration: 5 Days

Start date February 28, 2011

MINIATURE ELECTRONIC REPAIR

Course Code: 241436

Duration: 26 Days

- Also congratulations to the 19 newly trained MK 92 technicians that graduated on Dec 17, 2010. Thank you for your service to the fleet.



TECHNICAL INFORMATION [back to top](#)

- **Airmar Transducer Ideas:** *Provided by ETC Steven Clary of ESU Miami*

Airmar Transducer – (5845015187245) Sonar, Transducer available through the stock system. This transducer is found on almost every cutter within the US Coast Guard fleet. However with failures and changing these transducers routinely during Charlie periods these become quite expensive, costing approximately \$1900 from SFLC. We typically change these during every drydock where it is cost effective to replace while the boat is out of the water as opposed to a failure while underway accompanied by loss of operations and high cost of contracted divers to assist in the “at the pier” replacement. To ease the financial burden these may put on your Electronics unit, we have found that we can remove these bad transducers from the mounting plate, media blast and paint the plate and remount a new transducer for a fraction of the cost. The transducer itself is available from Airmar Technology Corporation directly for approximately \$150 This means that units will have to both have mounting plates machined and have on-hand spares for immediate replacement or for units currently in dry-dock needing a replacement. ESD Miami Projects shop has implemented tapping jacking bolt threads and including bolts into these plates as well, making it easier for removal of the transducer. This procedure is not necessarily recommended for capital cutters due to limited resources. This would be most beneficial and cost effective for Electronics Support Detachments supporting smaller cutters have the resources, tools and means in place to perform the in-house transducer swap with the mounting plates. Over the past year we have saved in excess of \$10k implementing this. Hopefully this information will allow other Coast Guard units to utilize this process and have similar savings.

Before – Notice no jacking bolts, or handle/cable protector



After – With jacking bolts installed and handle/cable protector

- **Navy Warfare Center Supports Coast Guard Ship Maintenance**

BOSTON, Mass. (NNS) -- The Navy's independent assessment authority installed the eLog electronic maintenance database software aboard two U.S. Coast Guard cutters, Nov. 23, eliminating paper records collection for shipboard maintenance.

eLog provides maintenance data for Navy program offices, in-service engineers and original equipment manufacturers to support Coast Guard ship maintenance.

The eLog database system also provides a monthly report of all corrective and preventative maintenance data for all Navy equipment aboard Coast Guard vessels and is based on the Navy's Material Readiness Database (MRDB).

The MRDB is the Navy's single source for reliability, maintainability and availability data for all surface combat and command, control, communications, computers systems. Managed by Naval Surface Warfare Center (NSWC)Corona, MRDB is used by leadership from Naval Sea Systems Command and Program Executive Office Integrated Warfare Systems to assess Navy ship systems readiness.

"Maintenance is a critical function to ensuring our Coast Guard vessels are ready and available whenever called upon," said Capt. Mathew Gimple, USCGC Hamilton (WHEC 715) commanding officer. "eLog helps improves our maintenance program and can only help increase our readiness."

NSWC Corona developed and installed the eLog system after the Coast Guard learned about the MRDB. The eLog system has been installed on the Coast Guard's two national security cutters and nine of 27 medium-endurance cutters.

"We're excited to complete the final installation of this initial rollout of eLog for the Coast Guard," said Capt. Jay Kadowaki, NSWC Corona commanding officer. "Tapping Corona's decades of experience in managing and cataloguing the Navy's materiel readiness strengthens our maritime strategy by improving readiness for our sister service."

As a Naval Sea Systems Command field activity, NSWC Corona serves as the Navy's independent assessment agent and home to three premier national laboratory and assessment centers: Joint Warfare Assessment Lab, Measurement Science and Technology Lab, and the Daugherty Memorial Assessment Center.

ASSIGNMENT OFFICER AREA [BACK TO TOP](#)



Hello All - from the Electronics Technician Assignment Officer (ET3 – ET1)

What's Happening Now:

Happy New Year to all the Electronic Technicians in the sea, air and land!! Here's to a *-Rockin' Good-* 2011!!

The US Congress has not agreed to a federal budget as of this typing which means we, the Coast Guard, are still operating on a Continued Resolution and that carries over into AY2011 assignment decisions. Most obvious are the CG units scheduled for (or not) decommission and the transfer of all personnel assigned to those units; whether they are tour complete or not. Without a firm decision from within the DC beltway on the budget the Service cannot truly move forward with certain plans-of-action. However, the AO will continue to slate (without notification) what personnel are internally & tentatively identified for transfer so that when authorized to inform the members of the way forward the AO has done as much leg work as possible, given the restraints under which these decisions are being made. Please believe me when I say that the folks, who need to know, know and no one should be caught un-aware by a decomm announcement.

The rating has suffered a number of AY2011 slated personnel fall outs for these Cutter positions:

POSN	RANK	Dept ID	Unit	Location	MTL	System
00023876	ET1	000516	CGC FORWARD	PORTSMOUTH VA	A-601-B	MK-92
00039024	ET1	000642	CGC MOHAWK	KEY WEST FL	A-601-B	MK-92
00007562	ET1	000096	CGC TAHOMA	PORTSMOUTH NH	A-601-B	MK-92
00005253	ET2	000806	CGC MARIA BRAY	MAYPORT FL	A-303-N	WLM ISCS
00104488	ET2	009145	CGC MARGARET NORVELL	MIAMI FL	I-404-C	ISM
00104526	ET2	009145	CGC PAUL CLARK	MIAMI FL	I-404-C	ISM
00031693	ET3	000076	CGC RUSH	HONOLULU HI	A-424-A	SCCS

Technicians who are interested in these positions are encouraged to submit an e-Resume listing their preferences by Sunday, January 16th, 2011. The AO will then run the positions in Direct Access on Monday morning and attempt to find willing volunteers for these afloat opportunities. Here are a couple of guidelines; members who are already slated and/or have been issued PCS orders elsewhere need not apply, members must be tour complete AY2011, members must rank-match the advertised positions, and members with greater than 4-years of *rated* seetime need not apply.

(note: The Cutters Margaret Norvell and Paul Clark are independent-duty billets and would require positive Command Endorsement, on a member's e-Resume, to be considered for these high-visibility, leading-edge positions.)

What I am Working on:

Item #1: On the 4th of December, 2010 I have begun the mainstream assignment decisions for AY2011. My order of precedence and work effort - mile stones will follow this 7-tier progression:

1. ID, slate and arrange all training for the remaining Afloat billets. **97%** complete (see fall outs above)
2. ID, slate and issue PCS Orders for the West Coast in-source billets. **100%** complete
3. Slate and issue PCS Orders for Priority-1 personnel. **100%** complete.
4. Slate and issue PCS Orders for Priority-2 personnel. **100%** slated, **70%** PCS Orders issued
5. Slate and issue PCS Orders for Priority-3 personnel. **24%** slated, **11%** PCS Orders issued.
6. Slate and issue PCS Orders for Priority-4 personnel.
7. Slate and issue PCS Orders for Priority-5 personnel.

Item #2: As I generate and issue PCS Orders for the high priority personnel I am receiving an increased amount of voice and email messages as members and Commands wish to discuss various aspects about the orders. This, coupled with the recovery from the Holiday break, is causing a log jam on my response to these inquiries. I am asking for continued patience as I work through a wide variety of issues, on top of my personally set mile stones with regards to the slate. I am recommending that if there is a desire to converse or communicate with the AO ***email*** is the best way to do it. Email generates a written record, it's date stamped, they cross time-zones with ease, they are easy to forward + include others in the conversation and I can access my "in box" with my smart phone, giving me the ability to respond while away from my desk. I would place telephone conversations as a last resort line-of-communication because voice mail lacks all the things that makes email better. So here you go:

GOOD – mark.f.piontek@uscg.mil

OK – (work desk) 202-493-1279

Not so GOOD or OK – (work cell) 703-346-2230

Item #3: I would *HIGHLY* recommend that Commands and Supervisors review all e-Resumes for the members of their staff who are tour complete to ensure that an e-Res was drafted, the requested billets are appropriate and suitable, and checked as final. This action assures the AO that your crew's e-Resumes, amongst the hundreds this year, are influenced by CG leader and mentorship.

Ask the Detailer:

Here is an e-Resume question from an East Coast Supervisor -

"Mark,

A question I couldn't answer for one of my techs. They already submitted their Transfer E-Resume what happens when they do the CWO Appointment? Do you even see it? Does it override the transfer one? I guess they have a concern their transfer one will go poof.

Thanks"

Here is my emailed response -

"No "poofing" going on here.

E-resumes live forever in Direct Access, I will be able to see their dream sheet under the CWO e-Res."

As I have stated above, e-Resumes exist in Direct Access (DA) forever and always. If a member submits an e-Resume to apply for the CWO accession program, the transfer e-Res is listed beneath the application and I can easily see all positions being requested. Also, please keep in mind that all (ALL) Member and Command comments also live forever in DA. For example; if I am reviewing an e-Res for an AY2011 assignment decision that has a submission date of 12/2/2010 but the member's comments are dated 10/22/2006... then I regard this current e-Res as having no member comments or input because I cannot assume what was important to the member in '06 still applies today.

The Valence Electron (aka the Parting Shot):

Again, this transfer season, I am surprised by members who are "shocked" to receive slate notification and/or PCS Orders to a unit listed on their e-Resume. I find this behavior fascinating because I believe, with all my heart, that if someone places a unit on their e-Res they are in fact volunteering to be assigned to that unit and would be OK being assigned there. Placing Coast Guard units on your e-Resume just to maintain the "appearance" of a diverse e-Res is disingenuous and an outstanding time-wasting maneuver. It's real easy, folks, just list available units or positions that you really, really want to be stationed for the next 3 or 4 years.

very respectfully,

CWO3 Mark F. Piontek (epm-2)
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Hello - from the IT / ET E-7 & above Assignment Officer

I will make this short and sweet since the assignment season is in full swing and people are beating down the door to know where they're headed to. In the last month, I began slating all remaining Cutter assignments as well as priority 1, 2 and 3 ETC's transferring in AY2011. Currently I am in the process of issuing orders for those assignments. Once completed I will be finalizing the Master Chief and Senior Chief slates and issue them orders as well. After that it will be on to the priority 4's...and then finally the 5's.

I know this part sounds like a repeat, but I am still waiting on a decision on which if any 378's will be decommissioned in 2011. Once that information is known, I will be slating and issuing orders to the ETCs and ETC (selects) currently attending Tactical ET training in TRACEN Yorktown.

All in all everything is going pretty well so far, just a couple of bumps and potholes in the road. As senior enlisted the majority of you have already come to realize that every three or four years we pack up our families and all of our stuff and move to locations far and wide. We are like nomads. That is what we do. However, there are a few who have not figured this out yet. As you promote and move up the pyramid there are less and less places where you can possibly be stationed, and roughly only a fourth of those are available each assignment season. So, thinking that you are going to stay the majority of your career in the same geographic location is just not going to happen.

Some things that I would like to stress:

First, there are fifteen factors that go into determining an assignment; member desires, assignment policies, assignment priority, command concerns, time in geographic area, time at current unit, CO's recommendation, sea to shore ratio, advancement status, performance, willingness to obligate, competencies, physical condition, security clearance, and last but certainly not least Service Need. Your priority alone does not determine your assignment. Also, if you review this list you will see that nowhere is there anything about whether or not the member has purchased a house. With decisions come responsibilities. Just because you bought a house, does not mean that I owe you a follow-on assignment in the same geographic area.

Second, if you put a position on your dream sheet, then I am probably going to assume that you want to go there. If you don't want to go be stationed somewhere, then don't put it on your e-resume. That said, do not expect to be considered for something that you haven't even put on your dream sheet. If I cannot offer you anything on your list I will contact you and let know what is left to choose from. This may sound like common sense to most of you, but you would be surprised.

Lastly, three billets on the current AY2011 shopping list have been identified to move to St. Louis in 2011 to support the Coast Guard's new Centralized Service Desk (CSD), ESU Cleveland (00024272), DD-C4IT-FSD-EMB-OAKLAND (00091321), and ESU Seattle (00031487). Please send me an e-mail if you would like to be considered for one of these St. Louis positions.

Thanks for your continued professionalism.

Until next time...

Thanks,

v/r

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This Issue:

- **ALCGPSC 133/10** – DEC 2010 – REVISED CUTOFFS AND PREDICTORS FOR APPOINTMENT TO WARRANT GRADE (2011 CYCLE)

Still of Interest:

- **ALCGENL 211/10** – NOV 2010 – MAY 2010 SERVICEWIDE EXAM (SWE) ELIGIBILITY LIST ADDITIONS
- **ALCGPSC 115/10** – NOV 2010 – ACTIVE DUTY ENLISTED WORKFORCE MANAGEMENT 2010 CAREER RETENTION SCREENING PANEL (CRSP) RESULTS
- **ALCGPSC 101/10** – OCT 2010 – REVISED CUTOFFS AND PREDICTORS FOR APPOINTMENT TO WARRANT GRADE (2010 CYCLE)
- **ALCGENL 167/10** – SEP 2010 – MAY 2010 SERVICEWIDE EXAM CUTOFFS
- **ALCOAST 464/10** – SEP 2010 – ACTIVE DUTY MILITARY WORKFORCE MANAGEMENT SITREP FOUR
- **ALCGENL 165/10** – SEP 2010 – MAY 2009 SERVICEWIDE EXAM REVISED CUTOFFS FOR E7 AND ABOVE AND NOV 2009 SERVICEWIDE EXAM REVISED CUTOFFS FOR E6 AND BELOW
- **ALCOAST 448/10** – SEP 2010 – LONG RANGE NAVIGATION (LORAN-C) TERMINATION
- **ALCGENL 143/10** – AUG 2010 – IT AND SENIOR ET AY11 PATROL FORCES SOUTHWEST AISA (PATFORSWA) SOLICITATION
- **ALCGENL 130/10** – AUG 2010 – ENLISTED PERSONNEL MANAGEMENT (EPM – WOMEN AFLOAT ASSIGNMENTS – ASSIGNMENT YEAR 2011 (AY11)
- **ALCOAST 408/10** – AUG 2010 – ACTIVE DUTY MILITARY WORKFORCE MANAGEMENT SITREP THREE
- **ALCGENL 113/10** – JUL 2010 – ADVANCED COMPUTER, ENGINEERING, AND TECHNOLOGY (ACET), AVIATION MAINTENANCE TECHNOLOGY (AMT) AND DAMAGE CONTROL INDUSTRIAL TECHNOLOGY (DCIT) ENLISTED ADVANCED EDUCATION PANEL RESULTS
- **ALCOAST 359/10** – JUL 2010 – NEW ELECTRONICS TECHNICIAN ET1 AND ET2 RATE TRAINING COURSES
- **ALCGENL 102/10** – JUN 2010 – ACTIVE DUTY ENLISTED WORKFORCE MANAGEMENT
- **ALCGENL 093/10** – JUN 2010 – A SCHOOL WAITING LISTS
- **ALCGENL 089/10** – JUN 2010 – ENLISTED PERSONNEL MANAGEMENT - ASSIGNMENT
- **ALCGPSC 046/10** – JUN 2010 – 2010 ACTIVE DUTY CWO APPOINTMENT BOARD – FINAL ELIGIBILITY LIST FOR WARRANT GRADE APPOINTMENT CYCLE EFFECTIVE 1 JUNE 2011
- **ALCOAST 173/10** APR 2010 – OBLIGATED SERVICE PROCEDURES FOR ENLISTED PERSONNEL
- **ALCGPSC 024/10** MAR 2010 - REVISED CUTOFFS AND PREDICTORS FOR APPOINTMENT TO WARRANT GRADE
- **ALCOAST 621/09** OCT 2009 - SELECTIVE REENLISTMENT BONUS (SRB) MULTIPLES AND KICKERS CANCELLED
- **ALCOAST 487/09** AUG 2009 - ELECTRONICS TECHNICIAN (ET) ENLISTED PERFORMANCE QUALIFICATIONS REVISION

FORCE STRENGTH, ADVANCEMENTS, AND RETIREMENTS

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Remember, a retirement does not guarantee advancement. Changes in the Allowance List and out of rating personnel may affect actual promotion requirements.

NOTE: Some of these charts show things that are happening in the “Planning” world. I try to have them reflect the actual status of the rating as best as possible, but I get a lot of conflicting reports and try to glean the most accurate picture as possible. We are a rating in transition.

Active Duty ET Force Strength									
Rate	Billets			Authorized Billets	On Board	Out of Rate	Total ETs	Strength	Body over Billet
	Assigned	Support	Training						
ETCM	16	1	0	17	17	2	19	100%	0
ETCS	39	4	1	44	44	5	49	100%	0
ETC	161	14	12	187	189	9	198	101%	2
ET1	295	28	28	351	351	18	369	100%	0
ET2	370	29	32	431	433	4	437	100%	2
ET3/SN/SA	301	16	35	352	511	0	511	145%	159
Totals	1182	92	108	1382	1545	38	1583	112%	163

Source: CG-12A (1 Jan 10-eMSR) and (December 2010 Strength of Rating Chart)

Reserve ET Force Strength					
Rate	Billets	Title 10	SELRES	On Board	Strength
ETCM	2	0	4	4	200%
ETCS	3	0	2	2	67%
ETC	16	0	14	14	88%
ET1	45	0	33	33	73%
ET2	62	2	59	61	98%
ET3/SN/SA	38	0	28	28	74%
Totals	166	2	140	142	86%

Source: CG-131 (OCT 2010)

2010 Warrant Appointment Cycle			2011 Warrant Appointment Cycle		
Status	Position	Name	Status	Position	Name
Cut	10	Pittman, C	Cut	5	Bullard, T
Predictor	10	Pittman, C	Predictor	7	Horn, W

Servicewide Exam Cuts (ALC GENL 167/10)				
Rate	May-10	Name	Nov-10	Name
ETCM	4	Kroll, D. C.		
ETCS	3	Lewberg, J. R.		
ETC	5	Wilson, K. H.		
ET1	15	Williams, R. J.		
ET2	10	Gutierrez, A. A.		

Servicewide Requirements - May SWE (Deadline 1 Feb)					
Rate	EPME	EPQs	ET PQG	EPME PQG	Other
ETCM	10-2004	3-2009	None	None	
ETCS	10-2004	3-2009	None	EPME-0862	CPO Acad
ETC	10-2004	3-2009	None	None	18 mo. Rated Sea Time
ET1	10-2004	3-2009	ET1-0122-3	EPME-0662	LAMS
ET2	10-2004	3-2009	ET2-0222-3	None	

Reserve Servicewide Requirements - Oct SWE (Deadline 1 Jul)					
Rate	EPME	EPQs	ET PQG	EPME PQG	Other
ETCM	10-2004	3-2009	None	None	
ETCS	10-2004	3-2009	None	EPME-0862	CPO Acad
ETC	10-2004	3-2009	None	None	
ET1	10-2004	3-2009	ET1-0122-3	EPME-0662	LAMS
ET2	10-2004	3-2009	ET2-0222-3	None	

Servicewide Requirements - Nov SWE (Deadline 1 Aug)					
Rate	EPME	EPQs	ET PQG	EPME PQG	Other
ET1	10-2004	3-2009	ET1-0122-3	EPME-0662	LAMS
ET2	10-2004	3-2009	ET2-0222-3	None	

Selective Reenlistment Bonuses 1-Dec-09			
Zone	Eligible	SRB Multiple	MK92 Kicker
A	ET3	0	0
A	ET2, ET1	0	0
B	ET2, ET1	0	0

Average TIS/TIG Stats 2009		
Paygrade	TIG	TIS
E9	3.69	26.23
E8	3.63	23.59
E7	2.94	17.87
E6	3.22	10.97
E5	2.62	6.63
E4	1.29	3.11

Retirements					
2011	ETCM	ETCS	ETC	ET1	Total
Jan	1			1	2
Feb	1	2	2	1	6
Mar				1	1
Apr					0
May					0
Jun	1				1
Jul				1	1
Aug					0
Sep		1	2	2	5
Oct			2		2
Nov			2		2
Dec	1		1	1	3
Total 2011	4	3	9	7	23

Retirements					
2012	ETCM	ETCS	ETC	ET1	Total
Jan					0
Feb				1	1
Mar					0
Apr					0
May					0
Jun					0
Jul					0
Aug					0
Sep					0
Oct					0
Nov					0
Dec					0
Total 2012	0	0	0	1	1