

# DC FORCE NOTES



AUG 2008

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**Official disclaimer: This newsletter is for the sole purpose of passing information to those within the Damage Controlman Rating. The material contained within is not for record purposes nor represents any Coast Guard official policy. Questions, comments, things of interest may be sent to [DCCM A. Alicea](#)**

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## Points of Contact

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<b>DC Program Management:</b> LT Sam Alvord (202) 475-5723 DCCM Ed Bowen (410) 762-6628	<b>DC Policy Advisors:</b> CWO Josh Henley (410) 762-6622
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<b>DC "A" School Chief:</b> DCCS Scott VinCamp (757) 856-2167	<b>Cutter Forces: (Afloat Safety)</b> CWO Jason Briggs (202) 475-5217

I would like to thank all of you who took the time out of your busy schedules to submit articles of interest for the Force Notes. I appreciate the time and effort made to inform us on what's going on. There is always an open invitation to all those interested in submitting articles. If you have any information you would like to pass along, please send it to me and I will make sure it is included in the next Force Notes. Most of the information in the Force Notes is linked to CG Central. If the link does not work go to CG Central > My Workspace > Career Management > Enlisted > My Ratings > Damage Control (DC).

## **Revised set of DC Enlisted Performance Qualifications (EPQ) Message**

SUBJ: DAMAGE CONTROLMAN (DC) ENLISTED PERFORMANCE QUALIFICATIONS REVISION A. ENLISTED PERFORMANCE QUALIFICATIONS MANUAL, COMDTINST M1414.8 (SERIES)

1. THIS MESSAGE ANNOUNCES A REVISED SET OF DC ENLISTED PERFORMANCE QUALIFICATIONS (EPQ). ALL DC PERSONNEL ARE ENCOURAGED TO BEGIN USING THE NEW SET OF EPQ (REV 11-2007) AS SOON AS PRACTICAL BECAUSE THEY MORE ACCURATELY REFLECT CURRENT OCCUPATIONAL REQUIREMENTS. THE NEW EPQ (REV 11-2007) WILL BE REQUIRED FOR ADVANCEMENT COMPETITION STARTING WITH THE MAY/OCT 2009 SERVICE-WIDE EXAM CYCLES.
  2. THE EPQS ARE AVAILABLE VIA THE CG LEARNING PORTAL WEBSITE, [HTTPS://LEARNING.USCG.MIL](https://learning.uscg.mil). A COPY MAY ALSO BE OBTAINED FROM THE UNIT EDUCATION SERVICES OFFICER (ESO) OR CAREER DEVELOPMENT ADVISOR (CDA). THE EPQ RECORD (FORM CG-3303C) STILL SERVES AS THE OFFICIAL DOCUMENT FOR ANNOTATING COMPLETION OF ENLISTED QUALIFICATIONS FOR ADVANCEMENT ELIGIBILITY. PROFESSIONAL DEVELOPMENT SUPERVISORS (PDS), AKA MENTORS, OF DC PERSONNEL THAT ARE IN THE PROCESS OF ACCOMPLISHING THE OLDER EDITION EPQS (REV 12-03) AND TRANSITION TO THE NEW EDITION (REV 11-2007) ARE ADVISED TO TRANSFER SIGNATURES ON FORM CG-3303C ONLY FOR THOSE QUALIFICATIONS THAT DIRECTLY CROSS- REFERENCE.
  3. IT IS IMPORTANT TO NOTE THAT EPQS AND THE PERFORMANCE QUALIFICATION GUIDE (PQG) RATING COURSES ARE ASSOCIATED AND DESIGNED TO BE ACCOMPLISHED TOGETHER PRIOR TO THE STUDENT BEING ADMINISTERED AN END OF COURSE TEST (EOCT). ALTHOUGH THE NEW EPQS DO NOT EXACTLY ALIGN WITH THE CURRENT DC PQG RATING COURSE MATERIAL (CODES 0116-1, 0216-1 AND 0316-1) THE COURSES ARE STILL RELEVANT AND REQUIRED FOR ADVANCEMENT. NEW DC PQG RATING COURSE MATERIAL IS PRESENTLY IN DEVELOPMENT AND IS EXPECTED TO BECOME AVAILABLE DURING FY-2008.
  4. QUESTIONS REGARDING THE NEW DC EPQ MAY BE ADDRESSED TO THE DC RATING FORCE MASTER CHIEF, DCCM ALBERTO ALICEA, (202)475-5757. QUESTIONS REGARDING PQG RATING COURSE MATERIAL MAY BE ADDRESSED TO THE SUBJECT MATTER SPECIALIST DCCM DUANE WIEGARDT, (757)856-2206.
  5. INTERNET RELEASE AUTHORIZED.
  6. CAPT DANIEL J. MCCLELLAN, ACTING DIRECTOR OF RESERVE AND TRAINING, SENDS.
- BT  
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## **CG Central Path to DC EPQ**

My Workspace > Career Management > Enlisted > My Ratings > Damage Controlman (DC) > DC (Enlisted Performance Qualifications) EPQ's

### **[Link to DC EPQ](#)**

### **Personnel Service Center, Advancement**

The below link provides a one stop shop for all Advancement Announcements, List ,SWE Statistics and associated quick links to Advancement related issues.

**<http://cgweb.psc.uscg.mil/adv.htm>**

## **From the Assignment Officer**

Hello everyone. AY2009 is approaching fast. I have listed some general guidance to better prepare you for the upcoming assignment year.

### AY 2009 Timeline

May – Aug 08	CGPC-epm-2 road shows
Jun – Aug 08	Career counseling available
26 Sep 08	Shopping lists published
10 Oct 08	Commands validate shopping list
07 Nov 08	E-Resumés due
Nov – Mar	Develop slate and issue orders

If you are tour complete in AY 2009, you should expect orders by 31 March 2009.

### **AY2009 Shopping list**

The AY2009 Shopping list will be released on 26 Sept 2008. Anything you see in Direct access up until that point isn't considered accurate. It will be constantly changing as I identify possible fleet-up opportunities and as new information becomes available. Please remember this isn't a race.

Assignments aren't done on a first come first served basis. There may still be changes after 26 Sept 2008. Commands have until 10 Oct 2008 to validate the shopping list. I don't even look at e-resumes until the deadline. Just make sure you get your e-resume submitted prior to the 07 Nov 2008. If your e-resume is late or you decide not to submit one, you will lose your assignment priority.

### **Realistic e-resumes**

One of the most commonly asked questions is "What is a realistic e-resume?" The answer will vary based on your situation. You need to analyze your assignment priority with respect to number of billets being shopped. If there are 50 positions being shopped for your paygrade, you need to figure out how many positions you should list on your e-resume to ensure you "win" a position. For example: If you're a priority 5 with very little seatime, you should assume that most of your peers will be slated before I get to your e-resume. Therefore you need to list the vast majority of positions being shopped on your e-resume. If you don't get anything from your e-resume you should be prepared to get a list of leftover billets once everyone else has been slated.

### **Fleet-ups**

I continue to receive numerous questions regarding fleet-ups. A Fleet-up is an administrative action that moves a non-tour complete member, expected to advance during the following assignment year into a position of the next higher paygrade. Members are normally fleeted into positions occupied by tour complete members. This is done in an effort to allow members to complete full tours and provide unit continuity. **A fleet-up does not change your tour length.**

### **Sea Duty**

Remember you need 12 months rated sea time to advance to DC1 and 18 months rated sea time for advancement to DCC. Keep this in mind with applying for your next position. If you are currently ashore

and haven't met this requirement, you should be applying for all cutters. Also if you're currently afloat you should be looking at some land billets. You will need the Civil Engineering experience as you advance in the DC rating.

CWO2 TRAVIS LOVVORN (DC). (202) 493-1258

### **From the Rating Training Master Chief**

## **Challenging a SWE question?**

## **OK, I Challenged a Question from the SWE. Now What Happens?!?!**

Adapted by DCCM Duane Wiegardt for DC's from  
MSTCM Frank Prekel's *RTMC TRACEN Yorktown*

The Service-Wide Exam is a nerve racking experience, as I have written before there isn't anyway one way to study for a test that covers everything that you have learned, done and have been exposed to since you entered the Coast Guard. And the discovery of a question that is less than perfect – or out-in-out wrong is a very frustrating and upsetting thing.

The Service-Wide Exam is written months in advance of the test date. The May SWE is written by December 15th of the year before, the October SWE is due on May 15th and the November SWE is filed on June 15th. It is very possible that a procedure, policy, regulation or law can change in the time between writing the test and when it is administered. Of course, there is the possibility that the exam writer made a mistake – granted, that this only happens in the rarest of occasions ; ).

Bad and or wrong questions, revised procedures, new policies, modified regulations and/or updated laws are all reasons that the SWE could be less than perfect. And, while every effort is made to catch the changes often, they occur after the test has been sent to the Personnel Service Center (PSC -- Topeka, KS). And, once in awhile, the exam writer will miss something. This is why the question challenge process exists.

In the testing room you are giving an opportunity to complete a challenge sheet before leaving the test site. This rule is in place to protect the exact wording of the question from compromise. The challenge sheets are collected and bundled with the test, scrap paper and your answer sheet and sent to the PSC.

At the PSC, the materials are separated. The tests and scrap paper are shredded and answer sheets are feed into a scanner and graded. This "dirty run" score represents the total number of questions you answered correctly and is posted to Direct Access – this is not your final score, the challenge questions have not been reviewed. A statistical analysis of the answered questions is created and it and the challenged question sheets are forwarded to the appropriate exam writer.

A pile of paper arrives on the exam writer's desk – the challenged questions from the MAY08 SWE arrived on 02JUN. The exam writers are given five working days to review and evaluate the challenges. The exam writer can do one of three things with the challenge ...

1 – Credit the question

The challenge has been won and the question will be credited on all exams.

2 – Change the answer to the correct answer

If the correct answer is available in the list of possible answers, the answer key is corrected. This correction usually happens when a mistake was made when the answer key was created. Only those who choose the correct answer will be credited.

### 3 – Reject the challenge

After the challenge has been reviewed, reference verified and no other means can be found to support the challenge, it is rejected and nothing will be changed on the exam.

The changes are sent to PSC, the testing computer is updated and final “raw score” is published to Direct Access. The final raw score is used to calculate the final multiple (the number used to rank order everyone on the promotion list). Remember, the SWE exam only counts for 80 of 200 possible points for the final multiple. The calculation is based on the mean and standard deviation plus a bunch of statistical “hocus pocus” to determine the points earned from the exam. Further explanation of the “Final Multiple” would require an article of its own, to learn more take a look at the Coast Guard Personnel Manual (“[http://www.uscg.mil/ccs/cit/cim/directives/CIM/CIM\\_1000\\_6A.pdf#page=498](http://www.uscg.mil/ccs/cit/cim/directives/CIM/CIM_1000_6A.pdf#page=498)”).

Despite what is often said, the challenges are taken very seriously. Each challenged question is verified with the test and the answer on the answer key is checked against the database. The act of filling in the answer sheet (one of those red “bubble” – fill-in the dot – sheets) is a mind numbing process and it is easy to make a mistake.

After making sure that the test question and the answer on the answer sheet is correct, then the reference for the question is verified. As we all know pubs change rather regularly and if we don’t keep an eye out for the changes we could be performing a maintenance procedure incorrectly. If the reference supports the answer then, it’s back to the text of the challenge, looking for clues as to why the challenge was made.

Many challenges are made because of variances in local policy or procedures and the SWE can only reflect the policy as presented by law, regulation and/or Commandant Policy. Running on the assumption that the person challenging the question is right I have gone several hours searching for written policy that may support the challenger’s position.

Another common type of challenge is one where the writer pontificates on “the right way to do” something despite what the written guidance says. Again, here is a time that the exam writer can only rely on law, regulation and/or Commandant Policy. The writer may be correct, but the exam writer can not change the existing documentation.

Test takers have used the challenge to complain that they don’t think that the material being tested should be the responsibility of the rate. Again, these decisions are not amongst the exam writers responsibilities and this is not the way to win a challenge.

Yet another type of challenge that has begun to appear is the “I have never been taught ...” or “I don’t do this” and should not be held responsible for the information. The DC rating is very diverse and evolving, new regulations and policies often transform our job and responsibilities. It is not unusual that a DC will find themselves working to learn and understand a topic piece of equipment that they are not working on directly. This is another no win challenge.

An ideal challenge would include the explanation of why none of the answers are correct and what publication supports their position. Bearing in mind, that the challenge is being made in the testing room, none of the needed references are available and, without a little research it is hard to be very specific and your best. “2 months ago, in training given by the ATG they told us...” This is a very helpful statement, and relatively easy to research. Bear in mind if there isn’t any supporting documentation or the newsletter or the method of delineation is not an “official form” of policy distribution the challenge may not win. For example, if the policy change was announced on Naval Engineering Forum or ALCOAST and the supporting laws and regulations have not been changed,

then the correct answer is will come from current law and regulations.

Hope this article has helped, if you have SWE questions give me a call (757-856-2206). Please bear in mind that I will not discuss any specific test questions but, I have been known to help people find the correct reference.

## **From MLCLANT ASSIST**

### BREATHING AIR COMPRESSOR MAINTENANCE

For those of you maintaining Breathing Air Compressors (BAC's), MLC has been making site visits and fielding phone calls on various BAC issues. The overall condition of the compressors has been on both sides of the spectrum from well maintained to questionable. Currently, the Coast Guard has approximately 100 units with BAC's enrolled in the DCAT (Defense Compressed Air Testing) Program. Out of those units, about 32% are out of compliance. Fourteen have failed air quality results currently on file (four failed due to high moisture content and ten failed due to incorrect testing procedures). Also, there are eighteen units that have not performed R-Q-8757 within periodicity.

The purpose of the BAC is providing satisfactory air quality for breathing. However, this has been an issue for several units. As you know, the quarterly PMS item requires ordering, drawing and sending a sample to TRI for analysis. It cannot be overstressed enough to correctly follow the MPC and the instructions provided with the test kit to ensure satisfactory results. Here are a couple of things included in the PMS to remember when air sampling for the C-D/DV/NAVY BAC: the compressor should be run for minimum of 45 minutes with blow down of the condensate drains every 15 minutes for 6-8 seconds. Over exceeding this frequency can cause equipment damage. Also, make sure the moisture strip is installed and the Purification Cartridge is changed out when required. For units using the Sector or local Firehouse for refilling SCBA cylinders, you will need to verify the air quality is up to date and satisfactory before refilling the bottles. ELC is currently reviewing and updating new MPC's for the BAC's and forwarded them to the field as they are approved. If you have any recommendations to improve or change a PMS item, can submit the suggestion via the link below. <http://cgweb.elcbalt.uscg.mil/RCMTigerTeam/PMS/PMS.asp#feedback>. Do not hesitate to call your MLC if you have any questions or unsure about a maintenance procedure.

## **Career Information**

New Performance- Based Requirements for Leadership & Management School (LAMS) for advancement to E-6. See [ALCOAST 268/07](#)

## **EPME**

EPME Study Guide

<http://www.tracenpetaluma.com/e-pme/>

[EPME Study Guide message](#)

## **Unofficial CG Transcripts on CG Institute Website**

If you don't already know, that our own CG Institute completed an Unofficial CG Transcript for each Enlisted Rating, from E-2 (Recruit training) to CWO2 and they have them posted on the CG Institute Website.

They provide a great summary at each level of the College Credits our enlisted members have earned by virtue of their advancement (Military Experiential Learning Credit), completion of A School and PQG's (Military Training Credit).

Each of them can be viewed at the Institute Website under Voluntary Education > Rating Road Maps or just click on following link:

<http://www.uscg.mil/hq/cg1/cgi/ve/roadmaps/roadmaps.asp>

## **MCPO-CG Notes**

[Notes](#)

## **Is Prior Marine Safety Experience Critical to Compete for MSSE?**

[Article](#)

## **Messages**

[New GI Bill info](#)

## **USMAPS**

Here is the latest quarterly report of enrolled DC's. It is highly encouraged to take advantage of this program. The number of DC's enrolled has risen significantly since this program has been promoted through the DC Force Notes. This is the USMAP link for more information regarding the fields of interest or Work Process Schedules (WPS)... <https://www.cnet.navy.mil/usmap/>. The U.S. Department of Labor (DOL) provides the nationally recognized "Certificate of Completion" upon program completion. This is an excellent opportunity to have a nationally recognized trade resource when you leave the service.

## **Navy Knowledge Online**

The following website <https://www.nko.navy.mil> may be of interest. It contains a wealth of information that may be beneficial to your personal career and DC profession. For example, the entire lesson plans for the following US Navy DC Schools can be found in the Naval Engineering Portal under Hull: Advanced Fire Fighting, DC Team Trainer, Foam Generating Systems, Gas Free Engineer, General Fire Fighting OBA & SCBA, General Shipboard DC, General Shipboard FF Familiarization, Repair Party Leader, Sewage Treatment Plants and Water Tight Door. You must first

establish access to the website following the prompts. Here are some more specific features of the learning portal.

**SELRES LATEST NUMBERS**

<b>Rank</b>	<b>Allowed</b>	<b>Onboard</b>
E-9	1	2
E-8	2	5
E-7	14	14
E-6	43	45
E-5	44	40
E-4	36	68
<b>Total</b>	<b>140</b>	<b>174</b>

**Active Duty Retirements**

As of JUL 08

<b>Retirements</b>				
<b>2008</b>	<b>DCCM</b>	<b>DCCS</b>	<b>DCC</b>	<b>DC1</b>
<b>January</b>				
<b>February</b>				
<b>March</b>				
<b>April</b>				
<b>May</b>				
<b>June</b>				
<b>July</b>				
<b>August</b>				
<b>September</b>			2	
<b>October</b>	1		2	
<b>November</b>			2	1
<b>December</b>		1	2	

These are approved active duty retirements only. I know of no one who tracks future retirements for Reservists. Remember that a retirement is not a guarantee of advancement. Changes in the allowance list and out of rate personnel may effect actual advancement requirements.



As of JUL 08

Retirements				
2009	DCCM	DCCS	DCC	DC1
January				
February				
March			1	1
April				
May				
June				
July				1
August				
September				
October				
November				
December				

These are approved active duty retirements only. I know of no one who tracks future retirements for Reservists. Remember that a retirement is not a guarantee of advancement. Changes in the allowance list and out of rate personnel may effect actual advancement requirements.

## DC News

### Following Correct Maintenance Procedure Cards

There is many times when someone gets an idea to improve or short cut a maintenance action item by not following the existing MPC. Although your new way of performing the maintenance action may appear to be a vast improvement, it could end up being a disaster. A large portion of equipment failures are directly related to incorrect maintenance procedures. Also, this is one of the first areas looked at during an investigation. Were the maintenance procedures on schedule and being performed correctly in accordance with the approved TP MPC's? You may have also heard of the term gun decking PMS. This is why the ELC carefully develops MPC's for CG equipment using the manufacturer's technical publications along with proven field practices. By the way, there is a process for changing a PMS item. You can submit a suggestion for an improved maintenance action by using the PMS feedback form. This form can be found at <http://cgweb.elcbalt.uscg.mil/RCMTigerTeam/PMS/PMS.htm#feedback>. Once the recommendation is received, technical authority experts will review the procedure and determine if it is an acceptable maintenance action item. If it is approved, look for the change in a forthcoming message, Advance Change Notice, or PMS manual update. The next time you are doing PMS; make sure the proper maintenance procedure cards are being followed!!! It is the correct way for performing maintenance on CG equipment and reduces personnel/equipment casualties. It will help save you and your conscious when a catastrophic equipment failure occurs knowing you did the maintenance correctly and by the book.

## **Interim cleaning procedure for SCBA mask**

Some of our RSC personnel have found some field units using the following procedure as an interim to be used when unable to complete MPC# R-C-8746. You mix small amount of disinfectant solution IAW MPC# R-C-8746 and fill dedicated spray bottles with it. After each use, masks can be cleaned by spraying solution in mask and wiping out with lint-free cloth. This can be done with either disinfectant. This procedure will not take place of MPC, but can be used in between drills during training cycles.

## **Self Contained Breathing Apparatus (SCBA) after use inspect and clean MPC**

This document is still a draft.

[DCPMS R-C-8746](#)

## **SCBA Compressor Air Quality Tests**

- 1) The DCAT representative has asked us to remind everyone that we have a limited number of testing kits available and that immediate response is not always possible. Please specify a date two weeks out when ordering. (For example, if you need a kit by September 15, go ahead and specify 9/15, but order by September 1.)
- 2) Draeger kits may be used to perform the AQT in lieu of the standard AQT kit in the event that your command will be underway during the timeframe when your AQT is due. The Damage Control/SCBA-BAC program office (ELC-017) has a limited number of Draeger Kits available. Please call or email the Damage Control team at 410-762-6607 or [d05-smb-elc-damage\\_control@uscg.mil](mailto:d05-smb-elc-damage_control@uscg.mil) to request a kit.
- 3) At the beginning of FY08, there was some difficulty in accomplishing AQTs during October/November while ELC-017 was operating on continuing resolution funds. In anticipation of such an event again this year, commands with their 90-day AQT due during October and November should schedule their AQTs in late September.
- 4) Any cutters utilizing a testing company outside of DCAT should forward results to the Damage Control team at 410-762-6607 or [d05-smb-elc-damage\\_control@uscg.mil](mailto:d05-smb-elc-damage_control@uscg.mil)

## **Advance Change Notice to NSTM 555**

[Machinery Space Fire Doctrine](#)

[MSFD for Class Bravo Fires](#)

## **DC's Got Talent**

Yes, just like the show "America's Got Talent" we would like to see yours. I've had the opportunity to travel to many units since arriving in D.C. and I am always impressed by the dedication of those of you doing the job. As I travel to different units, I've seen some great work. Here is an opportunity to post your pictures along with a brief description of the project. It could be something you have built, rebuilt, organized, designed, etc. To post pictures go to the enterprise discussion boards within CG Central (see below). When on the CG Central home page, along the top right hand side of the screen are tab buttons one of which is the enterprise discussion tab. Click on it and it will bring you to the forums. Then select Enlisted and then Damage Controlman. I look forward to seeing postings from all units, including our cutter fleet who I know have come up with some very creative ideas!

### **Pictures**

To see more pictures of this project go to this [link](#)

### **Pictures**

To see more pictures of this project go to this [link](#)

## **CG Central Enterprise Discussion Board**

For those of you who weren't aware, CG Central contains an online discussion board called "Enterprise Discussion". A specific section has been carved out for unclassified discussions concerning our rating.

To locate our board: Log onto CG Central's home page and select the button in the upper right corner that looks like cartoon talking boxes. From there, select Enlisted Members then select Damage Controlman.

## **DC Program Management**

### Inventory Control & Compliance Program (ICCP)

The DC PMS Manual Amendment 3 can be found on the web site:

<http://cgweb.elcbalt.uscg.mil/branch/branchpage/017file/damagecontrol/Damagecontrol.asp>

The new PMS cards for the Bauer Compressor MVT-26 (large electric compressor) and the portable electric compressor "Oceanus" are in amendment 3. The new cards for the portable diesel compressor "Capitano" will be

published in PMS manual amendment 4, to come out near the end of April, first of May.

The ELC Damage Control web site has the latest news on all things DC that any and all DCs should know!

GFE guidance

[http://cgweb.elcbalt.uscg.mil/Branch/branchpage/017file/damagecontrol/GF\\_Engineering/GasFreeEng.asp](http://cgweb.elcbalt.uscg.mil/Branch/branchpage/017file/damagecontrol/GF_Engineering/GasFreeEng.asp)

HYDRO MESSAGE.

[http://cgweb.elcbalt.uscg.mil/Branch/branchpage/017file/damagecontrol/messages/misc/R171248Z\\_APR-08.pdf](http://cgweb.elcbalt.uscg.mil/Branch/branchpage/017file/damagecontrol/messages/misc/R171248Z_APR-08.pdf)

### **P-6 Pump Can Lids**

P-6 Pump Can Lids can be obtained through Darley (1-800-323-0244) P/N 4429602, cost is \$252.00.

### **Taking confusion out of Repair Locker PPE Flash Hood**

[Power point presentation](#)

### **Air Test Quality Program**

Cathy Carpenter is the Air Quality Test Program Manager at NSWC in Panama City, FL. Her email address is: [cathy.carpenter@navy.mil](mailto:cathy.carpenter@navy.mil). **Everyone involved in the Air Testing Program should thoroughly review the following message:**

R 071551Z MAY 07 ZUI ASN-A00127000015

FM COMDT COGARD WASHINGTON DC//CG-1134/CG-45/CG-37RCU/CG-3RPC//

SUBJ: SAFETY ADVISORY ENG-002-07 SCBA-SCUBA BREATHING AIR AND COMPRESSOR MAINTENANCE

### **OBA Redistribution Program**

The distribution center is capable of providing spare OBA parts to units that request them. The goal here is to ensure each unit with an OBA knows that there are parts available. Contact Panama City (Kevin Klamser)

SUBJ: OBA REDISTRIBUTION SERVICE

A. COGARD ENGLOGCEN BALTIMORE MD 201758Z

1. REF A ANNOUNCED THE OPERATION OF THE OBA EQUIPMENT DISTRIBUTION CENTER. THE OBA EQUIPMENT REDISTRIBUTION CENTER IS STILL OPERATIONAL BUT, NO LONGER ACCEPTING OBAS OR CANISTERS BECAUSE THEY HAVE ENOUGH EQUIPMENT TO SUPPLY THE FLEET.
2. UNITS THAT NEED TO DISPOSE OF CANISTERS SHOULD CONTACT THEIR LOCAL HAZARDOUS WASTE DISPOSAL CENTER AND ARRANGE TO HAVE THEM PICKED UP.

3. OBAS MAY BE TURNED INTO DRMO.  
4. UNITS REQUESTING OBAS AND CANISTERS SHOULD CONTACT:  
KEVIN KLAMSER  
NAVAL SURFACE WARFARE CENTER - PANAMA CITY  
CODE S14  
110 VERNON AVENUE  
PANAMA CITY, FL 32407  
VOICE 850-235-5087  
CELL 850-814-4400  
FAX 850-234-4777  
EMAIL: KEVIN.KLAMSER(AT)NAVY.MIL  
5. THE POC AT ELC IS CWO JOSH HENLEY AT 410-762-6622. ELC DAMAGE  
CONTROL EMAIL BOX: D05-SMB-ELC-DAMAGE\_CONTROL@USCG.MIL.  
BT  
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## **Web Links**

<http://cgweb.elcbalt.uscg.mil/Branch/branchpage/017file/damagecontrol/Damagecontrol.htm><http://cgweb.lant.uscg.mil/vdiv/default.cfm>  
<http://cgweb.mlcpac.uscg.mil/mlcpv/>  
<http://cgweb.lant.uscg.mil/LANTAREA/Am/index.htm> Click on Programs  
<http://www.dcfp.navy.mil/index.htm>  
<https://www.cbrd.navy.mil/http://www.wsdarley.com/>  
<http://cgweb.pacarea.uscg.mil/atgpacific/>  
<http://cgweb.tcpet.uscg.mil/wmd/>  
<https://wwwa.nko.navy.mil/portal/splash/index.jsp>  
<https://www.cbrd.navy.mil/>  
<http://webapps.mlca.uscg.mil/vdiv/NEForum>  
<https://www.cnet.navy.mil/usmap/>  
<http://www.atg.surfor.navy.mil/>  
<http://www.uscg.mil/hq/psc/da/competencydictionary.xls>  
<http://cgweb.lant.uscg.mil/lantarea/aoft/index.htm> SEOPS Online  
<http://cgweb.lant.uscg.mil/lantarea/aofc/> CART Check sheets

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**DCCM Al Alicea**  
COMMANDANT (CG-481)  
DC RATING FORCE MASTER CHIEF  
PHONE: 202-475-5757

