

y 4
. C 73/2
94-11

1021

94-11
C 73/2
94-11

GOVERNMENT

Storage

KANSAS STATE UNIVERSITY

COAST GUARD AUTHORIZATIONS

HEARING

BEFORE THE

SUBCOMMITTEE ON MERCHANT MARINE

OF THE

COMMITTEE ON COMMERCE

UNITED STATES SENATE

NINETY-FOURTH CONGRESS

FIRST SESSION

ON

S. 1487

TO AUTHORIZE APPROPRIATIONS FOR THE COAST GUARD
FOR THE PROCUREMENT OF VESSELS AND AIRCRAFT AND
CONSTRUCTION OF SHORE AND OFFSHORE ESTABLISH-
MENTS, TO AUTHORIZE APPROPRIATIONS FOR BRIDGE
ALTERATIONS, TO AUTHORIZE FOR THE COAST GUARD AN
END-YEAR STRENGTH FOR ACTIVE DUTY PERSONNEL, TO
AUTHORIZE FOR THE COAST GUARD AVERAGE MILITARY
STUDENT LOADS, AND FOR OTHER PURPOSES

APRIL 28, 1975

Serial No. 94-11

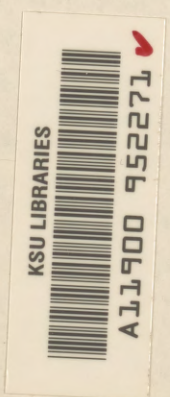
Printed for the use of the Committee on Commerce



U.S. GOVERNMENT PRINTING OFFICE

WASHINGTON : 1975

52-300 O



COMMITTEE ON COMMERCE

WARREN G. MAGNUSON, Washington, *Chairman*

JOHN O. PASTORE, Rhode Island

VANCE HARTKE, Indiana

PHILIP A. HART, Michigan

HOWARD W. CANNON, Nevada

RUSSELL B. LONG, Louisiana

FRANK E. MOSS, Utah

ERNEST F. HOLLINGS, South Carolina

DANIEL K. INOUE, Hawaii

JOHN V. TUNNEY, California

ADLAI E. STEVENSON, Illinois

WENDELL H. FORD, Kentucky

JAMES B. PEARSON, Kansas

ROBERT P. GRIFFIN, Michigan

TED STEVENS, Alaska

J. GLENN BEALL, Jr., Maryland

LOWELL T. WEICKER, Jr., Connecticut

JAMES L. BUCKLEY, New York

FREDERICK J. LORDAN, *Staff Director*

MICHAEL PERTSCHUK, *Chief Counsel*

S. LYNN SUTCLIFFE, *General Counsel*

RICHARD J. DASCHBACH, *Maritime Counsel*

ARTHUR PANKOFF, Jr., *Minority Counsel and Staff Director*

PHILIP GRILL, *Minority Staff Counsel*

SUBCOMMITTEE ON MERCHANT MARINE

RUSSELL B. LONG, Louisiana, *Chairman*

JOHN O. PASTORE, Rhode Island

ERNEST F. HOLLINGS, South Carolina

DANIEL K. INOUE, Hawaii

JOHN V. TUNNEY, California

J. GLENN BEALL, Jr., Maryland

ROBERT P. GRIFFIN, Michigan

TED STEVENS, Alaska

(II)

CONTENTS

	Page
Opening statement by Senator Inouye-----	1
Text of S. 1487-----	2

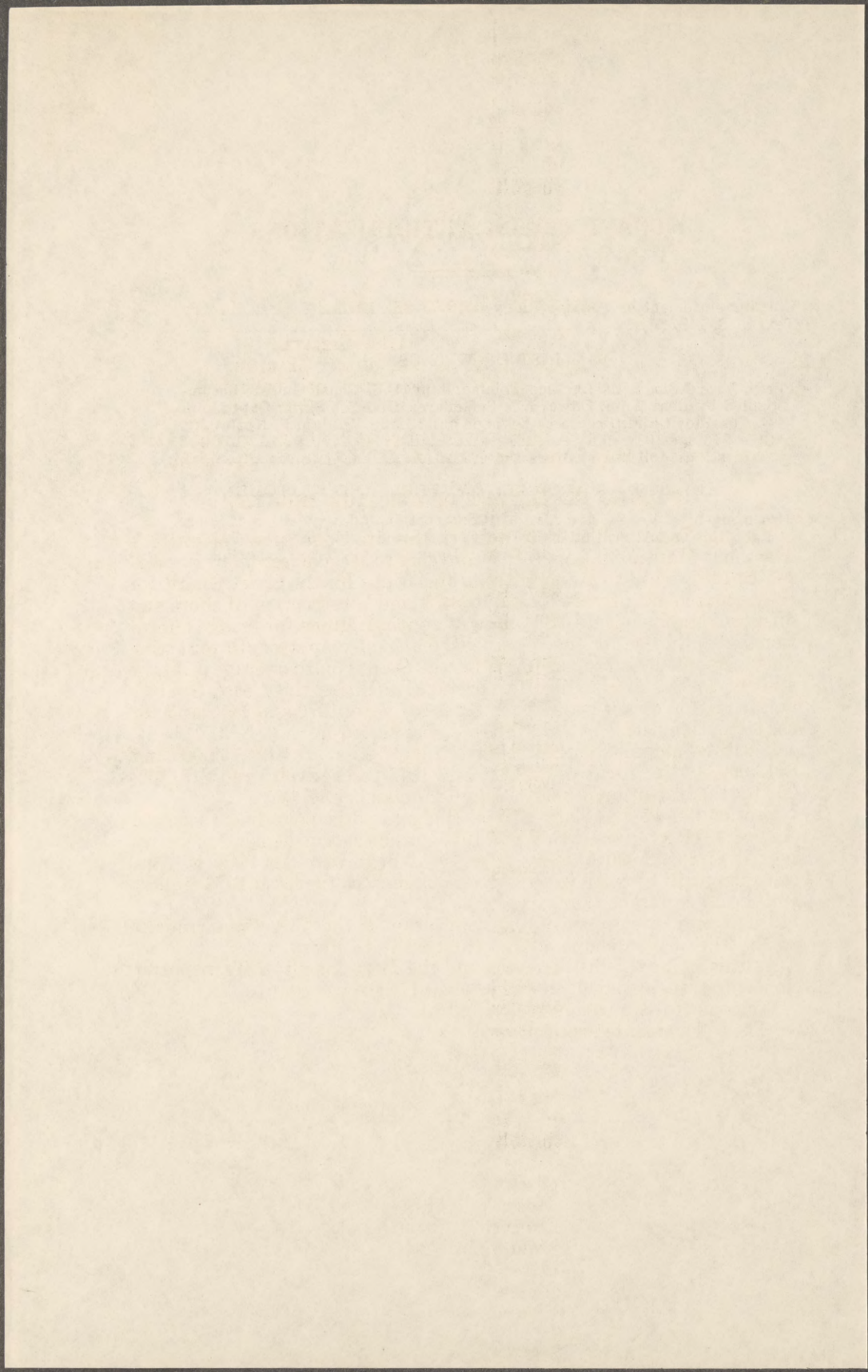
LIST OF WITNESSES

Perry, Vice Adm. Ellis L., Vice Commandant, U.S. Coast Guard; accompanied by Rear Adm. Edward D. Scheiderer, Chief of Staff; Capt. John D. Costello; Chief, Programs Division; and Capt. William P. Kozlovsky, Chief, Budget Division-----	7
Questions and the answers thereto-----	12

ADDITIONAL ARTICLES, LETTERS, AND STATEMENTS

Procurement of Vessels and Aircraft Construction and Acquisition of Shore Facilities and Alteration of Bridge, Coast Guard program-----	14
Siler, Adm. Owen W., U.S. Coast Guard, Department of Transportation----	6

(III)



COAST GUARD AUTHORIZATIONS

MONDAY, APRIL 28, 1975

U.S. SENATE,
SUBCOMMITTEE ON MERCHANT MARINE
OF THE COMMITTEE ON COMMERCE,
Washington, D.C.

The subcommittee met, pursuant to notice at 2:30 p.m., in room 5110, Dirksen Senate Office Building, Hon. Daniel K. Inouye, presiding.

OPENING STATEMENT OF SENATOR INOUE

Senator INOUE. This afternoon the Senate Commerce Committee's Merchant Marine Subcommittee convenes to receive testimony regarding S. 1487, a bill to authorize appropriations for the Coast Guard for the procurement of vessels and aircraft and construction of shore and offshore establishments, to authorize appropriations for bridge alterations, to authorize for the Coast Guard an end-year strength for active duty personnel, and to authorize for the Coast Guard average military student loads. This legislative proposal includes the Coast Guard's authorization of appropriations for fiscal years 1976 and 1977 and for the transition period of July 1–September 30, 1976.

The total amounts authorized in the legislation are \$124,152,000 and \$213,000,000 for fiscal years 1976 and 1977 respectively, and \$18,152,000 for the transition period of July 1–September 30, 1976.

Section 607 of the Congressional Budget and Impoundment Control Act of 1974 requires that fiscal 1977 authorization legislation be reported to the Senate before May 15 of next year. In view of this, testimony will be received this afternoon only on the fiscal 1976 request and the 90-day transition period.

Testifying in support of this legislation is the Vice Commandant of the U.S. Coast Guard, Vice Adm. Ellis L. Perry.

At this point the bill, S. 1487, and the Department of Transportation's program explanation will be placed in the record.

Welcome to the committee, Admiral.

[The bill and statement follow:]

94TH CONGRESS
1ST SESSION

S. 1487

IN THE SENATE OF THE UNITED STATES

APRIL 21, 1975

Mr. MAGNUSON (for himself and Mr. PEARSON) (by request) introduced the following bill; which was read twice and referred to the Committee on Commerce

A BILL

To authorize appropriations for the Coast Guard for the procurement of vessels and aircraft and construction of shore and offshore establishments, to authorize appropriations for bridge alterations, to authorize for the Coast Guard an end-year strength for active duty personnel, to authorize for the Coast Guard average military student loads, and for other purposes.

- 1 *Be it enacted by the Senate and House of Representa-*
- 2 *tives of the United States of America in Congress assembled,*
- 3 That funds are hereby authorized to be appropriated for fiscal
- 4 years 1976 and 1977 and for the transition period of July 1-
- 5 September 30, 1976, between the two for the use of the
- 6 Coast Guard as follows:

2

1 VESSELS

2 For procurement of vessels:

3 For fiscal year 1976, \$28,842,000;

4 For the transition period (July 1-September 30,
5 1976), \$1,561,000;

6 For fiscal year 1977, \$110,000,000.

7 AIRCRAFT

8 For procurement of aircraft:

9 For fiscal year 1976, \$36,000,000;

10 For the transition period (July 1-September 30,
11 1976), \$11,700,000;

12 For fiscal year 1977, \$65,000,000.

13 CONSTRUCTION

14 For construction of shore and offshore establishments:

15 For fiscal year 1976, \$52,582,000;

16 For the transition period (July 1-September 30,
17 1976), \$2,841,000;

18 For fiscal year 1977, \$25,000,000.

19 SEC. 2. (a) For fiscal year 1976, the Coast Guard is
20 authorized an end strength for active duty personnel of
21 37,901; except that the ceiling shall not include members
22 of the Ready Reserve called to active duty under the au-
23 thority of Public Law 92-479.

24 (b) For the transition period (July 1-September 30,
25 1976), the Coast Guard is authorized an end strength for

1 active duty personnel of 37,990; except that the ceiling
2 shall not include members of the Ready Reserve called to
3 active duty under the authority of Public Law 92-479.

4 (c) For fiscal year 1977, the Coast Guard is authorized
5 an end strength for active duty personnel of 38,231; except
6 that the ceiling shall not include members of the Ready Re-
7 serve called to active duty under the authority of Public
8 Law 92-479.

9 SEC. 3. (a) For fiscal year 1976, military training stu-
10 dent loads for the Coast Guard are authorized as follows:

11 (1) recruit and special training, 3,880 man-years;

12 (2) flight training, 92 man-years;

13 (3) professional training in military and civilian in-
14 stitutions, 372 man-years; and

15 (4) officer acquisition training, 1,143 man-years.

16 (b) For the transition period (July 1-September 30,
17 1976), military training student loads for the Coast Guard
18 are authorized as follows:

19 (1) recruit and special training, 1,071 man-years;

20 (2) flight training, 23 man-years;

21 (3) professional training in military and civilian
22 institutions, 93 man-years; and

23 (4) officer acquisition training, 277 man-years.

24 (c) For fiscal year 1977, military training student loads
25 for the Coast Guard are authorized as follows:

- 1 (1) recruit and special training, 4,000 man-years;
- 2 (2) flight training, 96 man-years;
- 3 (3) professional training in military and civilian
- 4 institutions, 385 man-years; and
- 5 (4) officer acquisition training, 1,165 man-years.

6 SEC. 4. (a) For use of the Coast Guard for payment to
7 bridge owners for the cost of alterations of railroad bridges
8 and public highway bridges to permit free navigation of the
9 navigable waters of the United States, \$6,600,000 is au-
10 thorized for fiscal year 1976.

11 (b) For use of the Coast Guard for payment to bridge
12 owners for the cost of alterations of railroad bridges and
13 public highway bridges to permit free navigation of the
14 navigable waters of the United States, \$2,050,000 is au-
15 thorized for the transition period (July 1-September 30,
16 1976).

17 (c) For use of the Coast Guard for payment to bridge
18 owners for the cost of alterations of railroad bridges and
19 public highway bridges to permit free navigation of the
20 navigable waters of the United States, \$13,000,000 is au-
21 thorized for fiscal year 1977.

DEPARTMENT OF TRANSPORTATION, U.S. COAST GUARD
INTRODUCTORY STATEMENT OF ADMIRAL OWEN W. SILER

Mr. Chairman and members of the committee, I would like to express my appreciation for the privilege of appearing before you today for our authorization hearing. As in previous years, the authorization consists of four parts: acquisition and construction; alteration of obstructive bridges; military end-of-year strength; and fiscal year 1976 training man-years.

The acquisition and construction request, which is our capital investment account, includes the major categories for procurement of aircraft, procurement of vessels and for construction of shore and offshore establishments as required by Public Law 88-45. However, authorization for improvements to vessels and aircraft, as well as non-construction shore facility projects, is not required by that law. For this reason, we have altered our previous practice of including all projects for which funding is being requested under the Acquisition, Construction, and Improvements appropriation. Our request for 1976 totals \$117,424,000 subdivided as follows: for procurement of vessels, \$28,842,000; for procurement of aircraft, \$36,000,000; for the construction of shore and offshore establishments, \$52,582,000.

This request is primarily directed at continuation of on-going projects and contains only one major new initiative. This will involve construction of one harbor tug as the first phase in replacement of obsolete, over-age harbor tugs built between 1939 and 1943. These are multi-mission vessels that participate in domestic icebreaking, search and rescue, port safety, and aids to navigation operations. The remainder of the vessel procurement program continues efforts begun in previous years with construction of two 160-foot replacement inland construction tenders, continuing replacement of obsolete boats, and expansion of our small-boat response capability.

Replacement of the obsolete HU-16E aircraft medium-range surveillance capability is of such high priority as to be our sole aircraft procurement request this year. While the merit of this replacement program is clear, our 1975 proposed procurement methodology of buying from existing government contracts met with some objections from House of Representatives Subcommittee on Coast Guard and Navigation, Committee on Merchant Marine and Fisheries. We have accommodated those objections by a thorough review of the aircraft specifications and a change to a competitive procurement process. In early January the Coast Guard went out to industry with a request for technical proposals which will be followed by request for bids. Further delay or stretchout of this replacement program will seriously jeopardize our medium-range search and rescue and surveillance capability in the next several years.

Planned shore unit construction involves establishment of new facilities at Bradenton, Florida and Destin, Florida. Continuation of projects at Sitka, Alaska and Traverse City, Michigan Air Stations as well as at Yorktown, Virginia and Kodiak, Alaska Bases are included in this request. Consolidation and improvement of aviation training will be accomplished by construction of an aviation technical training facility at our Elizabeth City, North Carolina Air Base.

Last year, you approved the implementation of the Loran-C radio-navigation system for the Coastal Confluence Zone (CCZ) in order to provide improved reliability and accuracy of navigation. Our request this year includes \$22,630,000 to continue that program in the Pacific Coastal Region and to extend it to the Gulf of Mexico and East Coast. This phase will complete our response to the navigational needs of marine traffic as Alaska becomes a major source of U.S. oil. It will also begin establishment of Loran-C service in response to Gulf and East Coast needs.

I would like to call your attention to the project in Seattle, Washington where construction to relocate existing facilities and provide for the operation of our new Polar Icebreakers will take place on property leased from the Port of Seattle. We are negotiating to obtain title to the property through the General Services Administration, but do not yet own the site. Similarly, the Loran-C station proposed for TOK, Alaska will be built on property leased from the State of Alaska.

As to the other parts of this authorization request, we require \$6,600,000 to continue alteration of four obstructive bridges and to begin work on three additional bridges at Savannah, Georgia; Lewiston, Idaho; and Charleston, South Carolina.

For military personnel we request authorization for an end year strength of 37,901 active duty members. This compares to an authorized strength of 37,486 at the end of fiscal year 1975.

For 1976, we are also requesting an authorization of 5,487 student man-years of training for recruit and specialized training, flight training, professional training in military and civilian institutions and officer acquisition training.

For the transition period 1 July 1976 through 30 September 1976 our basic goal is to maintain the 1976 level of operations and to preclude discontinuities in on-going programs. Therefore, we are requesting \$16 million to continue vessel and aircraft procurement and construction of shore facilities, and \$2.1 million to continue alteration of bridges underway in 1976. During this period we require an end-of-period strength for active duty military personnel of 37,990 and 1,464 student man-years of training.

Additionally, our bill this year includes our anticipated requirements for FY 1977 in accordance with the Congressional Budget and Impoundment Control Act of 1974.

Mr. Chairman, this authorization request represents the Coast Guard's most urgent needs for which we earnestly solicit your approval. My staff and I stand ready to answer any questions you may have. Thank you.

Senator INOUE. Before proceeding, would you care to introduce the members of your staff?

STATEMENT OF VICE ADM. ELLIS L. PERRY, VICE COMMANDANT, U.S. COAST GUARD; ACCOMPANIED BY REAR ADM. EDWARD D. SCHEIDERER, CHIEF OF STAFF; CAPT. JOHN D. COSTELLO, CHIEF, PROGRAMS DIVISION; AND CAPT. WILLIAM P. KOZLOVSKY, CHIEF, BUDGET DIVISION

Admiral PERRY. Yes, sir, on my right I have Rear Admiral Scheiderer, Chief of Staff of the Coast Guard. On my left is Capt. John D. Costello, who is our program officer, and to his left is Capt. William P. Kozlovsky, our budget officer.

Senator INOUE. We have received your written statement. You may proceed in any manner you wish, sir.

Admiral PERRY. Thank you, Mr. Chairman. I would like to express my appreciation for the privilege of appearing before you today for our authorization hearing. As in previous years, the authorization consists of four parts: acquisition and construction; alteration of obstructive bridges; military end-of-year strength; and fiscal year 1976 training man-years.

The acquisition and construction request, which is our capital investment account, includes the major categories for procurement of aircraft, procurement of vessels, and for construction of shore and offshore establishments as required by Public Law 88-45. However, authorization for improvements to vessels and aircraft, as well as nonconstruction shore facility projects, is not required by that law. For this reason, we have altered our previous practice of including all projects for which funding is being requested under the acquisition, construction, and improvements appropriation. Our request for 1976 totals \$117,424,000, subdivided as follows: for procurement of vessels, \$28,842,000; for procurement of aircraft, \$36 million; for the construction of shore and offshore establishments, \$52,582,000.

This request is primarily directed at continuation of ongoing projects and contains only one major new initiative. This will involve construction of one harbor tug as the first phase in replacement of obsolete, overage harbor tugs built between 1939 and 1943. These are multi-

mission vessels that participate in domestic icebreaking, search and rescue, port safety, and aids to navigation operations. The remainder of the vessel procurement program continues efforts begun in previous years with construction of two 160-foot replacement inland construction tenders, continuing replacement of obsolete boats, and expansion of our small boat response capability.

Replacement of the obsolete HU-16E aircraft medium-range surveillance capability is of such high priority as to be our sole aircraft procurement request this year. While the merit of this replacement program is clear, our 1975 proposed procurement methodology of buying from existing Government contracts met with some objections from House of Representatives Subcommittee on Coast Guard and Navigation, Committee on Merchant Marine and Fisheries. We have accommodated those objections by a thorough review of the aircraft specifications and a change to a competitive procurement process.

In early January, the Coast Guard went out to industry with a request for technical proposal which will be followed by request for bids. Further delay or stretchout of this replacement program will seriously jeopardize our medium-range search and rescue and surveillance capability in the next several years.

Planned shore unit construction involves establishment of new facilities at Bradenton, Fla., and Destin, Fla. Continuation of projects at Sitka, Alaska, and Traverse City, Mich., air stations, as well as Yorktown, Va., and Kodiak, Alaska, bases are include in this request. Consolidation and improvement of aviation training will be accomplished by construction of an aviation technical training facility at our Elizabeth City, N.C., Air Base.

Last year, you approved the implementation of the loran-C radio navigation system for the Coastal Conference Zone (CCZ) in order to provide improved reliability and accuracy of navigation. Our request this year includes \$22,630,000 to continue that program in the Pacific coastal region and to extend it to the Gulf of Mexico and east coast. This phase will complete our response to the navigational needs of marine traffic as Alaska becomes a major source of U.S. oil. It will also begin establishment of loran-C service in response to gulf and east coast needs.

I would like to call your attention to the project in Seattle, Wash., where construction to relocate existing facilities and provide for the operation of our new Polar icebreakers will take place on property leased from the Port of Seattle.

We are negotiating to obtain title to this property through the General Services Administration, but do not yet own the site. Similarly, the loran-C station proposed for Tok, Alaska, will be built on property leased from the State of Alaska.

As to the other parts of this authorization request, we require \$6,600,000 to continue alteration of four obstructive bridges and to begin work on three additional bridges at Savannah, Ga., Lewiston, Idaho, and Charleston, S.C.

For military personnel we request authorization for an end year strength of 37,901 active duty members. This compares to an authorized strength of 37,486 at the end of fiscal year 1975.

For 1976, we are also requesting an authorization of 5,487 student man-years of training for recruit and specialized training, flight

training, professional training in military and civilian institutions and officer acquisition training.

For the transition period July 1, 1976, through September 30, 1976, our basic goal is to maintain the 1976 level of operations and to preclude interruptions in ongoing programs. Therefore, we are requesting \$16 million to continue vessel and aircraft procurement and construction of shore facilities, and \$2.1 million to continue alteration of bridges underway in 1976. During this period, we require an end-of-period strength for active duty military personnel of 37,990 and 1,464 student man-years of training.

Additionally, our bill this year includes our anticipated requirements for fiscal year 1977 in accordance with the Congressional Budget and Impoundment Control Act of 1974. However, I understood you to say, Senator, that you would not consider that this afternoon, so we will not address those requirements.

Mr. Chairman, this authorization request represents the Coast Guard's most urgent needs for which we earnestly solicit your approval. My staff and I stand ready to answer any questions you may have.

Thank you.

Senator INOUE. Thank you very much. The Committee has decided not to consider the 1977 request because it is premature. We will have to report it next year.

Under the Coast Guard's vessel procurement program, what is the projected ratio of vessels contracted for building, renovation, or repair in private yards as contrasted with the Coast Guard yard?

Do you do all your work in Coast Guard yards?

Admiral PERRY. No, sir, we do not do all our construction in the Coast Guard yards.

Senator INOUE. For the record, could you provide us with the past 5 years and projections for 1976-77?

Admiral PERRY. Yes, sir, we will be happy to. By and large, all our major—and by major, I mean high dollar value new construction projects—are done in commercial yards.

However, we do have a need to maintain a shipyard of our own and for that reason some construction work is done in the Coast Guard yard.

We will be happy to furnish a breakdown on what we have there.

[The following information was subsequently received for the record:]

VESSEL CONSTRUCTION, RENOVATION AND REPAIR

[In thousands of dollars]

Funds appropriated	Total	Commercial	CG yard
Fiscal year:			
1971.....	\$82.2	\$73.0	\$9.2
1972.....	23.4	6.0	17.4
1973.....	110.9	96.4	14.5
1974.....	30.9	12.3	18.6
1975.....	36.6	18.8	17.8
1976 (estimate).....	71.2	29.1	42.1
1977 (estimate).....	147.5	99.4	48.1
7-year total.....		335.0	167.7

Senator INOUYE. Will you construct the port safety boats?

Admiral PERRY. No, Senator, those will be constructed in private boatyards. The 41-foot utility boats are being constructed at the Coast Guard yard. The icebreakers, the 378-foot cutters, most of the 210-foot class of cutters were all built in commercial yards.

We are building the 160-foot inland construction tenders at the Coast Guard yard, and we expect to build a prototype of the 140-foot harbor tugs at the Coast Guard yard.

Senator INOUYE. Admiral, it has been suggested that in our efforts to improve operating efficiency, particularly in our large tankers which carry hazardous and polluting cargoes, we are over zealously reducing manning levels. Is that correct?

Admiral PERRY. I don't believe that is correct, Mr. Chairman. Our primary interest in this field, of course, is safety. We are not, I can assure you, going to agree to a lower manning standard on any vessel for which we set the standard than we feel provides an adequate number of people for the safe operation of that vessel.

Senator INOUYE. I asked the question because it has been noted that crew fatigue is one of the major causes of problems on board ship. Is that a proper conclusion?

Admiral PERRY. Crew fatigue is a factor in determination of crew size. It is only one of the factors that must be considered.

Senator INOUYE. What procedure do you have for determining minimum manning standards?

Admiral PERRY. Unfortunately, I don't have one of our marine safety experts with me today. Perhaps we could give you a more complete answer on just how we establish these standards. I will submit a more complete answer for the record.

Senator INOUYE. I would appreciate that, because it has been suggested to us that the manning levels are too low, and with the problem of crew fatigue you are asking for trouble.

The Committee is no position to make a judgment on this. We would like to have your assistance.

Admiral PERRY. We will submit an answer for the record.

[The following information was subsequently received for the record:]

REDUCED MANNING LEVELS

Coast Guard prescribed manning levels are determined on the basis of safety needs including the safe navigation of the vessel. The criteria, which have not changed over the years, are based primarily on providing adequate personnel for functions which must be performed, e.g., lookout, deck watch officer, engineering officer. These requirements are found in the following statutes:

Complement of Officers and Crew of Vessels (46 USC 222)

Minimum Number of Officers (46 USC 223)

Requirements, Qualifications and Regulations as to Crews (46 USC 672)

Requirements as to Watches, Duties of Seamen, Hours of Work (46 USC 673)

Coast Guard minimum manning levels are largely statutorily administered and are not subject to bartering. In general, the crew reductions which are encountered are the result of collective bargaining between management and labor. These negotiations can never result in a crew size below the Coast Guard minimum.

When a vessel is equipped with adequate automated systems or labor-saving devices, crew reductions may be authorized by the Coast Guard. In such instances, the operations are monitored closely including Coast Guard inspectors actually

riding the vessel. If it is found that the reduced crew is required to work excessive overtime hours in order to maintain vessel safety, then additional members are required. To date, no instance has been identified wherein personnel fatigue has contributed to a vessel casualty.

Senator INOUE. What is the status of the regulations implementing the provisions of the Deep Water Port Act of 1974?

Admiral PERRY. The Secretary of Transportation today has signed a delegation of authority to the Coast Guard, and I would expect that the proposed deepwater port regulations will be published in the very near future, Mr. Chairman.

Senator INOUE. According to marine insurance underwriters, a major proportion of marine accidents involve factors of human error. I believe this raises a serious question regarding the so-called apprentice mate program.

I have three questions: What is the present status of that initiative?

Second, is there a requirement that the at-sea training phase of this training be on board U.S.-flag vessels which are operated and equipped according to U.S. certification standards?

Finally, why is an additional means of generating deck officers being proposed when the present programs are developing more than a sufficient number of qualified officers?

Admiral PERRY. The proposed regulations have been published, and we are still receiving comment on them. I am not at all sure just what the final regulations will provide, or if in fact, there will be any final regulations.

This was simply a proposal that has been put forward and about which we are still receiving comments. That is where it stands.

Senator INOUE. In your proposed regulations, do you have any requirement for at-sea training aboard U.S.-flag vessels.

Admiral PERRY. I am sure there are requirements for at-sea training, Senator, but perhaps it would be better, again, if we sent the details in for the record as to what those regulations presently include.

Now, it is entirely possible that before any final regulation is put into effect there will be changes to what was originally proposed because of the comments we have received.

Senator INOUE. The last question that has been suggested to me is that there is presently a sufficient number of qualified officers, and yet there is a request for generating more deck officers.

Admiral PERRY. The Maritime Administration made a study of the projected demands and probable availability of officers for the Merchant Marine during the period, I believe it was 1974-1984. That study projected a shortage, Mr. Chairman, and I think that that was the real thrust behind this proposed regulation.

[The following material was subsequently received for the record:]

APPRENTICE MATE PROGRAM

The proposed program is simply an addition to existing procedures through which the Coast Guard offers approval of training courses as a means of gaining eligibility to be examined for a merchant marine officer's license. There is a corresponding program already in the regulations for an apprentice engineer.

Proposals of this nature are subject to the provisions of the Administrative Procedures Act. In accordance with the Act, this proposal was first published as a Notice of Proposed Rulemaking in the Federal Register in January 1975, and comments were invited. The closing date for comments was extended to April 9,

1975 at the request of several commenters. We are now in the process of evaluating the comments and will make a decision shortly as to whether final regulations will be published and, if so, their contents. If final regulations are issued, they will be published in the Federal Register. The preamble will address all concerns which have been expressed.

As originally proposed, the regulations did not specifically require that the at-sea portion of the training program occur on U.S.-flag vessels. Comments received called out this fact and our tentative position for the final rules, if published, is that they will specify that the major portion will be required to take place on U.S.-flag vessels. Some time may be allowed aboard foreign flag vessels as familiarization with their equipment and procedures is considered beneficial in broadening the trainee's experience.

A study, "Deck and Engine Officers in the U.S. Merchant Marine, Supply and Demand, 1974-1984" published by the Maritime Administration of the Department of Commerce projects a shortage of deck officers commencing in 1979. The Coast Guard's policy, however, is not to regulate the supply of personnel but rather to evaluate the merits of a training program from a technical and professional standpoint. In this sense, the Coast Guard will insist that the proposed program, if implemented, will be at least the equivalent of the existing ones.

Senator INOUE. Before closing the hearings, on a personal basis, I would like to thank the Coast Guard for the service that is being rendered to the Pacific, especially in the waters in and near Hawaii. Over the years, our relationship has been excellent, and I believe I can speak for most, if not all the people there. They appreciate the help, sir.

Admiral PERRY. Thank you, Mr. Chairman, and it is kind of you to say so.

Senator INOUE. Thank you for your assistance this afternoon. We will do our best.

Admiral PERRY. Thank you, sir.

[Whereupon, at 2:45 p.m., the subcommittee adjourned, to reconvene subject to the call of the Chair.]

[The following information was subsequently received for the record:]

QUESTIONS FOR THE COAST GUARD AND THE ANSWERS THERETO

Question 1. In your statement, you note that previous Coast Guard authorization requests have included funds for vessel and aircraft improvement, but that the fiscal year 1976 and fiscal year 1977 requests only reflect amounts needed for procurement. What percent of your fiscal year 1975 "aircraft" and "vessel" appropriation has been expended on procurement and what percent has been expended on improvements?

Answer. Of the fiscal year 1975 Acquisition, Construction, and Improvements appropriation for "vessels" and "aircraft," 70.1 percent is programmed for procurement and 29.9 percent for improvements.

Question 2. What Alaskan projects are authorized in this bill?

Answer :	Amount (thousands)
Sitka Air Station, phase 2.....	\$970
Renovation/consolidation Kodiak, phase 3.....	4, 070
Narrow Cape Ioran station (Kodiak).....	2, 305
Tok Junction Ioran station.....	4, 547
Shoal Cove Ioran station (Ketchikan).....	8, 051
Total	19, 943

Question 3. How does the proposed level of funding for Cordova, Sitka and Kodiak compare with the fiscal year 1975 level?

[In thousands of dollars]

	1975	1976
Cordova.....	0	0
Sitka ¹	\$8,600	\$970
Kodiak ²	4,600	4,096
Total.....	13,200	5,066

¹ The 1976 Sitka project is phase II which will equip the station which has been constructed with prior year authorizations.

² The 1976 Kodiak project is phase III of a multiyear project designed to upgrade the physical plant at this facility.

Question 4. What reductions, if any, have been made in program levels for Alaska which are not contained in the previous answers?

Answer. Coast Guard program activity in Alaska has not been reduced in fiscal year 1975, although the year has been a particularly difficult one in a financial sense and has required extraordinary financial adjustments to continue essential activities.

DEPARTMENT OF TRANSPORTATION



COAST GUARD

PROGRAM FOR

PROCUREMENT OF VESSELS AND AIRCRAFT
CONSTRUCTION AND ACQUISITION OF SHORE FACILITIES
AND ALTERATION OF BRIDGES

FISCAL YEAR 1976

Section I
Acquisition and Construction Projects
(In thousands of dollars)

<u>Item Number</u>	<u>Title</u>	<u>Page Number</u>	<u>Amount</u>
Fiscal Year 1976:			
Procurement of Vessels:			
A.1.a	Boat procurement - port safety boats.....	AC-15	1,940
A.1.b	Construct 160 - foot inland construction tenders (WLIC)...	AC-16	6,400
A.1.c	Boat procurement - aids to navigation boats (ANB).....	AC-17	2,800
A.2.c	Boat replacement program - search and rescue boats....	AC-20	7,002
A.2.d	Construct replacement harbor tugboats.....	AC-21	10,700
	Subtotal, Vessels.....		<u>28,842</u>
Procurement of Aircraft:			
B.1.a	Procure medium range surveillance (MRS) aircraft.....	AC-30	36,000
	Subtotal, Aircraft.....	177	<u>36,000</u>
Construction of Establishments:			
C.1.a	Bradenton, Florida - establish new station.....	AC-32	115
C.1.b	Destin, Florida - construct new station.....	AC-33	2,053
C.1.c	Key West, Florida - upgrade Key West Station/Group....	AC-34	566
C.1.d	Sitka, Alaska - construct new air station, Phase II.....	AC-35	970
C.2.b	Yorktown, Va. - construct classroom building at training center	AC-37	2,927
C.2.c	Yorktown, Va. - construct addition to machinery technician school building	AC-38	1,423
C.2.d	Piney Point, Maryland - renovate existing station	AC-39	701
C.2.e	St. Louis, Mo. - relocate Second CG district office	AC-40	427
C.2.f	St. Petersburg, Florida - establish new consolidated aviation facility, Phase II.....	AC-41	874
C.2.g	Elizabeth City, N.C. - replace enlisted aviation technical training facilities	AC-42	3,565
C.2.j	Elizabeth City, N.C. - construct logistics management complex at AR&SC	AC-45	1,669
C.2.k	Seattle, Wash. - relocate Coast Guard units to Pier 36/37 - Phase II.....	AC-46	1,298
C.2.m	Traverse City, Mich. - rebuild air station - Phase II (hangar).....	AC-48	2,775
C.2.n	Kodiak, Alaska - renovate and consolidate Kodiak Base, Phase II.....	AC-49	4,096
D.2.d	Loran-C National Implementation Plan	AC-54	22,630
F.	Public Family Quarters.....	AC-61	6,493
	Subtotal, Construction of Establishments.....		<u>52,582</u>
	Subtotal, 1976 Projects.....	F775 114.1	<u>117,424</u>
July 1, 1976 through September 30, 1976 (1976A):			
	Boat replacement program - search and rescue boats	AC-65	1,561
	Procure medium range surveillance (MRS) aircraft.....	AC-66	11,700
	Loran-C National Implementation Program	AC-69	2,841
	Subtotal, (1976A) Projects.....		<u>16,102</u>
	TOTAL, ACQUISITION AND CONSTRUCTION PROJECTS TO BE AUTHORIZED.....		<u>133,526</u>

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS									
FISCAL YEAR 1976 BUDGET ITEM NO. A1B		PROJECT TITLE CONSTRUCT 160-FOOT INLAND CONSTRUCTION TENDERS (WLIC)		NEAREST CITY & CONGRESSIONAL DISTRICT					
MISSION OR FUNCTION OF FACILITY: Aids to Navigation		PROGRAM		APPROPRIATION HISTORY		APPROPRIATED			
						FISCAL YEAR 1976			
						1974/1975 \$ 6,200*			
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: The Coast Guard operates several 100-foot inland aids to navigation tenders which are over 30 years old. Many of these vessels have only limited capability to drive piles. These vessels suffer operationally from substandard habitability, lack of storage and shop space, slow speed, and lack of maneuverability. Each pushes a construction barge to the work site.		CONSTRUCT TWO INLAND CONSTRUCTION TENDERS AND ONE SET OF LONG LEAD TIME MATERIAL FOR A THIRD							
NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY: The new 160-foot, self-propelled, inland construction tenders, replacing presently operated inland tenders, will have greater speed, more maneuverability, an enlarged working area, more storage area, and modern habitability conditions. The crew of each will be 14 enlisted men versus the crew of one warrant officer and 18 enlisted men on the CGC PRIMROSE and one warrant officer and 16 men on the CGC COSMOS.		PERSONNEL STRENGTH							
		OFFICER	WARRANT	ENLISTED	CIVILIAN	TOTAL			
		0	2	34	0	36			
		PLANNED	0	0	28	28			
		REAL PROPERTY SUMMARY (1900)							
		ACRES	LAND COST	VALUE OF IMPROVEMENTS		TOTAL			
		OWNED		\$	\$				
		BEING ACQUIRED							
		LEASES AND EASEMENTS							
		TOTAL AVAILABLE OR FUNDED		A.C.B.I. SUMMARY (1900)					
		AMOUNT OF THIS REQUEST				\$ 6,400			
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT				16,000			
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY							
COST ESTIMATE OF WORK									
ITEM NO.	PROJECT ELEMENT		UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$1000)				
1.	Construct two self-propelled inland construction tenders.....		EA	2	6,400				
*In Fiscal Year 1974 funds were provided for two tenders and in Fiscal Year 1975 funds were provided for an additional tender. Because of anticipated buying power erosion, the Fiscal Year 1975 funds were reprogrammed to cover increased costs of the first two tenders, and to provide one set of long lead time material for a third.									

Previous editions are obsolete

FISCAL YEAR 1976 BUDGET ITEM NO. A1C		PROJECT TITLE	ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS		NEAREST CITY & CONGRESSIONAL DISTRICT	
MISSION OR FUNCTION OF FACILITY:		BOAT PROCUREMENT -- AIDS TO NAVIGATION BOATS (ANB)		Various		
Aids to Navigation		APPROPRIATION HISTORY		APPROPRIATED AMOUNT (\$000)		
		PROGRAM		YEAR		
		Purchase Three ANB's		1974 \$ 750		
		Purchase Four ANB's		1975 1,125		
		PERSONNEL STRENGTH PER BOAT				
		OFFICER	WARRANT	ENLISTED	CIVILIAN	TOTAL
		CURRENT	0	0	0	0
		PLANNED	0	0	5	5
		REAL PROPERTY SUMMARY (\$000)				
		OWNED	ACRES	LAND COST	VALUE OF IMPROVEMENTS	TOTAL
				\$	\$	\$
		BEING ACQUIRED				
		LEASES AND EASEMENTS				
		TOTAL AVAILABLE OR FUNDED				
		A.C.&I. SUMMARY (\$000)				
		AMOUNT OF THIS REQUEST				\$ 2,800
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT				9,600
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY				-
COST ESTIMATE OF WORK						
ITEM NO.	PROJECT ELEMENT		UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)	
1.	55-Foot Aids to Navigation Boats.....		EA	7	2,800	

DEPARTMENT OF TRANSPORTATION, U. S. COAST GUARD
CGHQ-488 (REV. 5-74)

Previous editions are obsolete

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS										
FISCAL YEAR 1976 BUDGET ITEM NO. A24			PROJECT TITLE CONSTRUCT REPLACEMENT HARBOR TUGBOATS			NEAREST CITY & CONGRESSIONAL DISTRICT BALTIMORE				
MISSION OR FUNCTION OF FACILITY: Domestic Icebreaking Search and Rescue Port Safety			PROGRAM Aids to Navigation Boating Safety			APPROPRIATION HISTORY				
						APPROPRIATED AMOUNT (1960)				
						YEAR				
			PERSONNEL STRENGTH PER VESSEL							
			WARRANT			ENLISTED			TOTAL	
			OFFICER			CIVILIAN				
CURRENT			0	1	19	0	0	20		
PLANNED			2	1	14	0		17		
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: The Coast Guard's 110' harbor tugs (WTM) were built between 1939 and 1943 and are at the end of their service life. These are multi-mission vessels whose assignments include: domestic icebreaking in the Great Lakes and Northeastern coastal states, SAR, Port Safety, Aids to Navigation, Boating Safety, and General Support. Their icebreaking capability is less than required for most efficient employment in severe ice seasons. Because of the age of these vessels, general maintenance costs are rising sharply and periods when the vessels are not available for service are increasing due to maintenance problems.			REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF REPLACEMENT FACILITY: The replacement vessel's size and characteristics will improve sea-worthiness and increase power to meet growing demands for icebreaker service particularly on the Great Lakes. Size, maneuverability, and other operational characteristics will be tailored for operations in harbors and other restricted waters, and for fulfilling present and anticipated multi-mission activities. The size of the crew will be optimized by automation.			REAL PROPERTY SUMMARY (\$000)				
						OWNED	ACRES	LAND COST	VALUE OF IMPROVEMENTS	TOTAL
						BEING ACQUIRED	5	\$	\$	\$
						LEASES AND EASEMENTS				
			TOTAL AVAILABLE OR FUNDED							
			A.C.R.I. SUMMARY (\$000)							
			AMOUNT OF THIS REQUEST			\$ 10,700				
			ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT			51,300				
			ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY							
COST ESTIMATE OF WORK										
ITEM NO.	PROJECT ELEMENT					UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)		
1.	Construct replacement harbor tug.....					EA	1	6,200		
2.	Purchase long lead time material for future construction.....					Set	3	4,500		
	Total.....							\$10,700		

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS			
FISCAL YEAR 1976 BUDGET ITEM NO. 21a		PROJECT TITLE	NEAREST CITY & CONGRESSIONAL DISTRICT
MISSION OR FUNCTION OF FACILITY: Marine Environmental Protection Enforcement of Laws and Treaties Marine Science Activities		PROCURE MEDIUM RANGE SURVEILLANCE (MRS) AIRCRAFT	Various
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: HU-166 amphibious aircraft first entered Coast Guard service in 1951. The entire fleet of HU-166's is reaching the point of total operational and engineering obsolescence. Due to the combination of fatigue and corrosion it is not expected that any HU-166's will remain serviceable beyond 1978. With the forced retirement of aging aircraft, there will be a 30,400-hour mission requirement flight time deficit by 1979. This reduction in mission capability is being felt now and becomes more acute with each HU-166 retirement.		PROGRAM Medium Range Surveillance Aircraft Procurement	APPROPRIATED YEAR 1975 \$ 15,000
NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY: The new medium range fixed-wing aircraft will be powered by two low fuel consumption fan jet engines and be equipped with advanced flight and navigation equipment. It will have all-weather capability, high dash speeds, low altitude search and surveillance capability, and a high degree of navigational accuracy. The aircraft will be capable of dropping rescue equipment, carrying search and rescue and sensor equipment and transporting light cargo and personnel. The aircraft is pressurized for the entire flight envelope and has full range temperature control throughout. Modern aircraft flight characteristics, engine design, and electronic advancements will be incorporated into the aircraft.		PERSONNEL STRENGTH	TOTAL
		CURRENT	
		PLANNED	
		OFFICER	ENLISTED
		REAL PROPERTY SUMMARY (2000)	
		ACRES	LAND COST
		OWNED	\$
		BEING ACQUIRED	\$
		LEASES AND EASEMENTS	
		TOTAL AVAILABLE OR FUNDED	
		A.C.R.I. SUMMARY (2000)	\$ 36,000
		AMOUNT OF THIS REQUEST	110,950 **
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT	
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY	
COST ESTIMATE OF WORK			
ITEM NO.	PROJECT ELEMENT		ESTIMATED FUTURE COSTS (2000)
1.	Procure ten medium range fixed-wing surveillance aircraft.....		10 36,000
* These aircraft are not to provide a one-for-one replacement of HU-166's; therefore, no direct manpower comparison is possible. Ultimate manning requirements for commensurate flight hour capability with the new aircraft is expected to be less than the HU-166 aircraft because of the reduced maintenance of jet engines. **Includes funds for outfitting avionics test modules, repair equipment, and special tools.			

Previous editions are obsolete

DEPARTMENT OF TRANSPORTATION, U. S. COAST GUARD
CGHQ-4285 (REV. 5-74)

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS									
FISCAL YEAR 1976 BUDGET ITEM NO. 016		PROJECT TITLE DESTIN, FLORIDA - CONSTRUCT NEW STATION		NEAREST CITY & CONGRESSIONAL DISTRICT Destin, FL 1		APPROPRIATION HISTORY			
MISSION OR FUNCTION OF FACILITY: Search and Rescue Recreational Boating Safety				PROGRAM		YEAR		APPROPRIATED AMOUNT (\$000)	
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: Marine activity in the Destin - Fort Walton, Florida area requires a full time SAR station. Existing Coast Guard resources are too far away to service the Choctawhatchee Bay areas (Santa Rosa 2 1/2 hours by boat and Panama City 3 1/2 hours by boat). Creation of Gulf Islands National Sea-shore and Corps of Engineers completion of East Pass Channel, which provides direct access to the Gulf of Mexico, are causing a large increase in the already heavy recreational and marine traffic. Present rescue activity performed by local fishermen, Sheriff's Dept., and Florida Marine Patrol is inadequate to cope with the type and magnitude of incidents. NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY: The new station at Destin will consist of a two-story barracks/mess/administration/operations building and small boat moorings. The waterfront will be developed to provide moorings for station boats, as well as building bulkhead and breakwater. A 40' boat will be provided from another district unit, and a 41' boat for this station will be provided from the boat construction program.				PERSONNEL STRENGTH		TOTAL			
				OFFICER	WARRANT	ENLISTED	CIVILIAN		
				CURRENT	0	0	0	0	0
				PLANNED	0	0	33	0	33
				REAL PROPERTY SUMMARY (\$000)		VALUE OF IMPROVEMENTS		TOTAL	
OWNED		ACRES	LAND COST						
BEING ACQUIRED		7.8	\$	\$					
LEASES AND EASEMENTS			\$	0					
TOTAL AVAILABLE OR FUNDED									
A.C.&I. SUMMARY (\$000)				AMOUNT OF THIS REQUEST				\$ 2,053	
ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT								-	
ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY								-	
COST ESTIMATE OF WORK									
ITEM NO.	PROJECT ELEMENT	UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)					
1.	Site development.....	-	-	285					
2.	Multipurpose building.....	SF	16,950	763					
3.	Outfitting and furnishings.....	-	-	75					
4.	Electronics and communications equipment.....	-	-	40					
5.	Waterfront development.....	-	-	645					
6.	Exterior utilities.....	-	-	245					
	TOTAL.....			2,053					
* Property for the new station is being acquired through transfer from the U. S. Air Force. DEPARTMENT OF TRANSPORTATION, U. S. COAST GUARD CGHQ-4425 (REV. 5-74)									

Previous editions are obsolete

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS										
FISCAL YEAR 1976 BUDGET ITEM NO. 010		PROJECT TITLE KEY WEST, FLA. - UPGRADE KEY WEST STATION/GROUP		NEAREST CITY & CONGRESSIONAL DISTRICT Key West, Fla.		APPROPRIATION HISTORY		APPROPRIATED AUGUST 1976		
MISSION OR FUNCTION OF FACILITY:		PROGRAM		YEAR		APPROPRIATED		APPROPRIATED		
Search and Rescue Aids to Navigation Port Safety and Security Marine Environmental Protection General Support		None								
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY:										
All three buildings at Key West are in poor condition and costly to repair and maintain. The main station building suffers from termite damage and is severely deteriorated. The second major building, made of iron and steel is badly corroded. The third building is structurally unsafe for routine station operations and can be used only for storage. The existing small boat finger piers have deteriorated to the point where one has fallen into the water and the others require major structural repairs.										
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF REPLACEMENT FACILITY:										
Key West Station/Group will be relocated to the Inter-American Naval Training Center, Key West. Three existing Navy buildings and waterfront facilities will be transferred to the Coast Guard and renovated. One building will provide berthing, messing, administration, and operations space. Another will be used for maintenance shops and storage. The third will provide storage and locker space for cutters moored at the facility.										
REAL PROPERTY SUMMARY (\$000)										
OWNED		ACRES		LAND COST		VALUE OF IMPROVEMENTS		TOTAL		
				\$		\$		\$		
BEING ACQUIRED		10.2*								
LEASES AND EASEMENTS										
TOTAL AVAILABLE OR FUNDED										
PERSONNEL STRENGTH										
OFFICER		2		1		38		0		
ENLISTED		2		2		43		0		
TOTAL		4		3		81		0		
COST ESTIMATE OF WORK										
AMOUNT OF THIS REQUEST								\$ 566		
ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT								0		
ESTIMATED FUTURE COSTS NEXT 8 YEARS - THIS FACILITY								0		
PROJECT ELEMENT										
ITEM NO.	PROJECT ELEMENT								QUANTITY	ESTIMATED COST (\$000)
1.	Site development.....								--	116
2.	Utilities.....								--	32
3.	Waterfront.....								L.F.	4,300
4.	Building modifications.....								--	148
5.	Equipment.....								--	125
6.	Moving expenses.....								--	135
	TOTAL.....								--	566
* Land and improvements are being transferred from the U.S. Navy.										

Previous editions are obsolete

DEPARTMENT OF TRANSPORTATION, U. S. COAST GUARD
CGHO-4285 (REV. 5-74)

FISCAL YEAR 1976 BUDGET ITEM NO. 02b		PROJECT TITLE YORKTOWN, VIRGINIA - CONSTRUCT CLASSROOM BUILDING AT TRAINING CENTER	NEAREST CITY & CONGRESSIONAL DISTRICT YORKTOWN, VIRGINIA 1		
MISSION OR FUNCTION OF FACILITY:		APPROPRIATION HISTORY			
To provide officer candidate schooling and specialized enlisted and officer training. REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: Long-range planning for training to be done at Yorktown establishes an ultimate need for about 46 classrooms. Of the 37 classrooms now available 23 are in four World War II "temporary" structures, which are fire and safety hazards for their occupants. These overaged classrooms also provide a training atmosphere which is well below modern standards for instruction spaces.		PROGRAM	YEAR	APPROPRIATED AMOUNT (\$000)	
		Construct engineman school	1967	\$ 398	
		Construct 500-man barracks	1963	2,650	
		Construct galley mess building	1969	1,005	
		Construct fire station/operations building	1970	450	
		Construct students' barracks	1973	3,250	
		PERSONNEL STRENGTH			
		OFFICER	ENLISTED	CIVILIAN	TOTAL
CURRENT		36	9	243	373*
PLANNED		38	9	256	389*
		REAL PROPERTY SUMMARY (\$000)			
		ACRES	LAND COST	VALUE OF IMPROVEMENTS	TOTAL
OWNED		151.9	\$ 46	\$ 8,906	\$ 8,952
BEING ACQUIRED					
LEASES AND EASEMENTS					
TOTAL AVAILABLE OR FUNDED		151.9	46	8,906	8,952
AMOUNT OF THIS REQUEST					\$ 2,927
ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT					0
ESTIMATED FUTURE COSTS NEXT 8 YEARS - THIS FACILITY					4,600
COST ESTIMATE OF WORK					
ITEM NO.	PROJECT ELEMENT	UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)	
1.	Site development.....	--	--	94	
2.	Exterior utilities.....	--	--	130	
3.	Building.....	SF	62,700	2,484	
4.	Furnishings.....	--	--	128	
5.	Audio visual training aids.....	--	--	33	
	TOTAL.....			2,927	
* Personnel strength does not include students. Increase in planned personnel is related to machinery technician school addition, found elsewhere in this request.					

Previous editions are obsolete

 DEPARTMENT OF TRANSPORTATION, U. S. COAST GUARD
 CGHD-4885 (REV. 8-74)

FISCAL YEAR 1976 BUDGET ITEM NO. 120		PROJECT TITLE YORKTOWN, VIRGINIA -- CONSTRUCT ADDITION TO MACHINERY TECHNICIAN SCHOOL BUILDING	NEAREST CITY & CONGRESSIONAL DISTRICT YORKTOWN, Va. 1				
REASON OR FUNCTION OF FACILITY: To provide officer candidate schooling and specialized regular and reserve enlisted and officer training.		APPROPRIATION HISTORY					
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: The Machinery Technician School space currently being used are in buildings which are not only obsolete, and real fire hazards but are also not conducive to good instructional training. The laboratory facilities are inadequate to provide training for enlisted personnel in the sophisticated engineering equipment on modern cutters.		PROGRAM	APPROPRIATED AMOUNT (\$000)				
		Construct engineerman school	1967 398				
		Construct two 500-man barracks	1968 2,160				
		Construct galley mess building	1969 1,005				
		Construct fire station/operations building	1970 430				
		Construct students' barracks	1973 3,250				
NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY: A two story addition to the Machinery Technician School building will provide a permanent annex to the main training building. The addition will provide laboratory and instructional training in the Basic Machinery Technician, advanced Electrician's Mate, and specialized Engineering Curriculums.		PERSONNEL STRENGTH					
		OFFICER	WARRANT	ENLISTED	CIVILIAN	TOTAL	
		CURRENT	36	9	243	85	373*
		PLANNED	38	9	256	86	389*
		REAL PROPERTY SUMMARY (\$000)		VALUE OF IMPROVEMENTS			
OWNED	ACRES	LAND COST	TOTAL				
BEING ACQUIRED	151.9	\$ 46	\$ 8,806				
LEASES AND EASEMENTS							
TOTAL AVAILABLE OR FUNDED	151.9	46	8,806				
AMOUNT OF THIS REQUEST		A.C.B.I. SUMMARY (\$000)					
ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT		\$ 1,423					
ESTIMATED FUTURE COSTS NEXT 8 YEARS - THIS FACILITY		4,600					
COST ESTIMATE OF WORK							
ITEM NO.	PROJECT ELEMENT	UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)			
1.	Building.....	SF	22,500	1,065			
2.	Site development.....	"	"	44			
3.	Utilities.....	"	"	64			
4.	Outfitting and equipment.....	"	"	250			
	TOTAL.....	"	"	1,423			
*Personnel strength does not include students.							

Previous editions are obsolete

DEPARTMENT OF TRANSPORTATION, U. S. COAST GUARD
CGHQ 4225 (REV. 5-74)

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS									
FISCAL YEAR 1976 BUDGET ITEM NO. C24		PROJECT TITLE	PINEY POINT, MARYLAND - RENOVATE EXISTING STATION		NEAREST CITY & CONGRESSIONAL DISTRICT St. Inigo, MD 1				
MISSION OR FUNCTION OF FACILITY: SEARCH AND RESCUE Aids to Navigation Recreational Boating Safety			APPROPRIATION HISTORY			APPROPRIATED AMOUNT (\$000)			
PROGRAM			YEAR						
NARRATIVE DESCRIPTION OF EXISTING FACILITY: Piney Point is a small, old facility consisting of inadequate moorings and building. Boat moorings at the station are particularly poor from an operational standpoint. Because of this condition boats must now be moored away from the station, at the Harry Lundberg School of Seamanship. This is undesirable both from a maintenance and an operational standpoint since the school is located about 2 miles away from the existing station. Present berthing and messing facilities at Piney Point are below acceptable habitability standards. Flooding occurs whenever heavy rains occur and causes the water supply to become contaminated.			PERSONNEL STRENGTH			TOTAL			
			OFFICER	WARRANT	ENLISTED	CIVILIAN			
CURRENT			0	0	18	0	18		
PLANNED			0	0	21	0	21		
NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY:			REAL PROPERTY SUMMARY (\$000)						
			ACRES	LAND COST	VALUE OF IMPROVEMENTS				
The new station will be located at Naval Test and Evaluation Facility, St. Inigo, Maryland, and will consist of a multipurpose building which will provide shop/maintenance space, operations, office, lounge, berthing and messing facilities, and parking space. The station will utilize the Navy pier and boat ramp.			2.0	\$ 30	\$ 109				
			BEING ACQUIRED			\$ 139			
			LEASES AND EASEMENTS						
			TOTAL AVAILABLE OR FUNDED			109			
			A.C.&I. SUMMARY (\$000)			139			
			AMOUNT OF THIS REQUEST			\$ 701			
			ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT			0			
			ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY			0			
COST ESTIMATE OF WORK									
ITEM NO.	PROJECT ELEMENT		UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)				
1.	Multipurpose building.....		-	-	701				

DEPARTMENT OF TRANSPORTATION, U.S. COAST GUARD
CGHQ-4585 (REV. 5-74)

Previous editions are obsolete

FISCAL YEAR 1976 BUDGET ITEM NO. 028		PROJECT TITLE ELIZABETH CITY, N. C. - REPLACEMENT AVIATION TECHNICAL TRAINING FACILITIES		NEAREST CITY & CONGRESSIONAL DISTRICT Elizabeth City, N.C. - 1		
MISSION OR FUNCTION OF FACILITY:		APPROPRIATION HISTORY				
To train aviation enlisted technicians.		PROGRAM		APPROPRIATED AMOUNT (\$000)		
				YEAR	AMOUNT (\$000)	
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: Present enlisted aviation technical training is conducted in a combination of Coast Guard, Navy, and commercial schools. The Coast Guard facilities are dilapidated, have severe acoustical problems, and have inadequate capacity to meet overall needs. Because of increasing differences in equipment, Navy school curriculums have less and less applicability to Coast Guard operations; commercial schools are expensive and inconsistent in quality. The net result is incompletely trained technicians and increasingly longer on-the-job training requirements. NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY: The new enlisted aviation training building will house training facilities for enlisted aviation technical training. Improved curricula will permit a reduction in the course lengths and, at the same time, improve the quality of training.		Fire protection system, interior		1963	\$ 160	
		New hangar for C-130		1963	170	
		Replace runway		1963	3,000	
		Construct paint & dope bldg.		1963	100	
		Barracks & sewage disposal plant		1966	2,860	
		PERSONNEL STRENGTH *				
		OFFICER	WARRANT	ENLISTED	CIVILIAN	TOTAL
CURRENT		1	2	48/287	0	338
PLANNED		5	4	74/864	2	949
		REAL PROPERTY SUMMARY (\$000)				
		ACRES	LAND COST	VALUE OF IMPROVEMENTS		
OWNED		754.6	\$ 295	\$ 11,517		
BEING ACQUIRED						
LEASES AND EASEMENTS						
TOTAL AVAILABLE OR FUNDED		754.6	295	11,517		
		A.C.B.I. SUMMARY (\$000)				
AMOUNT OF THIS REQUEST				\$ 3,565		
ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT				1,968		
ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY						
COST ESTIMATE OF WORK						
ITEM NO.	PROJECT ELEMENT	UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)		
1.	Site development and improvements.....	-	-	98		
2.	Exterior utilities.....	-	-	39		
3.	Aviation technical training buildings.....	SF	63,350	3,117		
4.	Hangar/static display.....	SF	8,400	134		
5.	Furnishings.....	-	-	39		
6.	Training aids and equipment.....	-	-	110		
7.	Electronics and communications (Telephone, IC, PA).....	-	-	12		
TOTAL.....				3,565		
* Includes school staffs/students at Elizabeth City, N.C.						

FISCAL YEAR 1976 BUDGET ITEM NO. 02-3		PROJECT TITLE ELIZABETH CITY, N.C.-CONSTRUCT LOGISTICS MANAGEMENT COMPLEX AT ELIZABETH CITY, N.C.		NEAREST CITY & CONGRESSIONAL DISTRICT ELIZABETH CITY, N.C. 1																																						
REGION OR FUNCTION OF FACILITY: Effect overhaul, repair, and modification of Coast Guard aircraft and aeronautical equipment; buy, stock, inventory, account, issue, and ship aircraft parts and equipment; and preserve, store and maintain replacement aircraft.		PROJECT TITLE ELIZABETH CITY, N.C.-CONSTRUCT LOGISTICS MANAGEMENT COMPLEX AT ELIZABETH CITY, N.C.		NEAREST CITY & CONGRESSIONAL DISTRICT ELIZABETH CITY, N.C. 1																																						
REGION OR FUNCTION OF FACILITY: Effect overhaul, repair, and modification of Coast Guard aircraft and aeronautical equipment; buy, stock, inventory, account, issue, and ship aircraft parts and equipment; and preserve, store and maintain replacement aircraft.		PROJECT TITLE ELIZABETH CITY, N.C.-CONSTRUCT LOGISTICS MANAGEMENT COMPLEX AT ELIZABETH CITY, N.C.		NEAREST CITY & CONGRESSIONAL DISTRICT ELIZABETH CITY, N.C. 1																																						
Guard aircraft and aeronautical equipment; buy, stock, inventory, account, issue, and ship aircraft parts and equipment; and preserve, store and maintain replacement aircraft. Personnel and equipment are now housed in a one-story steel and masonry warehouse and a single-story building used for computer equipment and office space. The latter building, built in the early 1940's, is without adequate fire protection. This warehouse is now overcrowded as a result of the number of newer and more complex H-3P and C-130 aircraft, centralization of avionics support, and the recent designation of this unit as the Inventory Control Point for the aviation parts as part of the reorganized Coast Guard supply system. The existing building also lacks a climate control which is needed to improve electronic equipment storage quality control. NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY: A one-story steel and masonry structure with approximately 73,000 sq. ft. total interior area will provide nearly 59,000 sq. ft. of storage space. The building will house the Inventory Control Point, office space for 100 supply personnel, a climate controlled avionics overhaul shop, avionics equipment storage area and warehouse shipping and receiving docks. Those areas vacated by personnel and equipment moved to the new structure will be utilized to relocate administrative functions of the existing overhaul and repair facility. More efficient utilization of hangar and shop spaces will then be possible. This additional production space will allow the facility to keep pace with increasing aircraft and electronic component overhaul.		APPROPRIATION HISTORY <table border="1"> <thead> <tr> <th>PROGRAM</th> <th>YEAR</th> <th>AMOUNT (\$000)</th> </tr> </thead> <tbody> <tr> <td>Replace runway</td> <td>1965</td> <td>\$ 3,000</td> </tr> <tr> <td>Construct paint and dope building</td> <td>1965</td> <td>950</td> </tr> <tr> <td>Barracks and sewage disposal plant</td> <td>1966</td> <td>2,300</td> </tr> </tbody> </table>		PROGRAM	YEAR	AMOUNT (\$000)	Replace runway	1965	\$ 3,000	Construct paint and dope building	1965	950	Barracks and sewage disposal plant	1966	2,300	APPROPRIATED <table border="1"> <thead> <tr> <th>YEAR</th> <th>AMOUNT (\$000)</th> </tr> </thead> <tbody> <tr> <td>1965</td> <td>\$ 3,000</td> </tr> <tr> <td>1966</td> <td>950</td> </tr> <tr> <td>1966</td> <td>2,300</td> </tr> </tbody> </table>		YEAR	AMOUNT (\$000)	1965	\$ 3,000	1966	950	1966	2,300																	
PROGRAM	YEAR	AMOUNT (\$000)																																								
Replace runway	1965	\$ 3,000																																								
Construct paint and dope building	1965	950																																								
Barracks and sewage disposal plant	1966	2,300																																								
YEAR	AMOUNT (\$000)																																									
1965	\$ 3,000																																									
1966	950																																									
1966	2,300																																									
PERSONNEL STRENGTH <table border="1"> <thead> <tr> <th>CURRENT</th> <th>OFFICER</th> <th>WARRANT</th> <th>ENLISTED</th> <th>CIVILIAN</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>78</td> <td>26</td> <td>636</td> <td>466</td> <td>1,206*</td> </tr> <tr> <td>PLANNED</td> <td>78</td> <td>26</td> <td>636</td> <td>479</td> <td>1,219**</td> </tr> </tbody> </table>		CURRENT	OFFICER	WARRANT	ENLISTED	CIVILIAN	TOTAL	78	26	636	466	1,206*	PLANNED	78	26	636	479	1,219**	REAL PROPERTY SUMMARY (\$000) <table border="1"> <thead> <tr> <th>OWNED</th> <th>ACRES</th> <th>LAND COST</th> <th>VALUE OF IMPROVEMENTS</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>754.6</td> <td>\$ 295</td> <td>\$ 11,517</td> <td>\$ 11,812</td> </tr> <tr> <td>BEING ACQUIRED</td> <td></td> <td></td> <td></td> </tr> <tr> <td>LEASES AND EASEMENTS</td> <td></td> <td></td> <td></td> </tr> <tr> <td>TOTAL AVAILABLE OR FUNDED</td> <td>754.6</td> <td>295</td> <td>11,517</td> <td>11,812</td> </tr> </tbody> </table>		OWNED	ACRES	LAND COST	VALUE OF IMPROVEMENTS	TOTAL	754.6	\$ 295	\$ 11,517	\$ 11,812	BEING ACQUIRED				LEASES AND EASEMENTS				TOTAL AVAILABLE OR FUNDED	754.6	295	11,517	11,812
CURRENT	OFFICER	WARRANT	ENLISTED	CIVILIAN	TOTAL																																					
78	26	636	466	1,206*																																						
PLANNED	78	26	636	479	1,219**																																					
OWNED	ACRES	LAND COST	VALUE OF IMPROVEMENTS	TOTAL																																						
754.6	\$ 295	\$ 11,517	\$ 11,812																																							
BEING ACQUIRED																																										
LEASES AND EASEMENTS																																										
TOTAL AVAILABLE OR FUNDED	754.6	295	11,517	11,812																																						
AMOUNT OF THIS REQUEST \$ 1,669 ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT 0 ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY 1,968		COST ESTIMATE OF WORK <table border="1"> <thead> <tr> <th>ITEM NO.</th> <th>PROJECT ELEMENT</th> <th>UNIT OF MEASURE</th> <th>QUANTITY</th> <th>ESTIMATED COST (\$000)</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Demolition and removal.....</td> <td>-</td> <td>-</td> <td>22</td> </tr> <tr> <td>2.</td> <td>Utilities.....</td> <td>-</td> <td>-</td> <td>101</td> </tr> <tr> <td>3.</td> <td>Site improvement (fill, shore protection, paving, and landscaping).....</td> <td>-</td> <td>-</td> <td>79</td> </tr> <tr> <td>4.</td> <td>Warehouse/shop building (pile foundation).....</td> <td>SF</td> <td>73,350</td> <td>1,467</td> </tr> <tr> <td></td> <td>TOTAL.....</td> <td></td> <td></td> <td>1,669</td> </tr> </tbody> </table> *Includes total personnel complement for Air Base, Aircraft Repair and Supply Center, and Air Station Elizabeth City, North Carolina. **Increase includes 1 civilian for the Logistics Complex and 12 civilians to operate and maintain the new computer included elsewhere in this request.		ITEM NO.	PROJECT ELEMENT	UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)	1.	Demolition and removal.....	-	-	22	2.	Utilities.....	-	-	101	3.	Site improvement (fill, shore protection, paving, and landscaping).....	-	-	79	4.	Warehouse/shop building (pile foundation).....	SF	73,350	1,467		TOTAL.....			1,669									
ITEM NO.	PROJECT ELEMENT	UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)																																						
1.	Demolition and removal.....	-	-	22																																						
2.	Utilities.....	-	-	101																																						
3.	Site improvement (fill, shore protection, paving, and landscaping).....	-	-	79																																						
4.	Warehouse/shop building (pile foundation).....	SF	73,350	1,467																																						
	TOTAL.....			1,669																																						

Previous editions are obsolete

DEPARTMENT OF TRANSPORTATION, U. S. COAST GUARD
CGHQ 426 (REV. 5-74)

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS																												
FISCAL YEAR 1976 BUDGET ITEM NO. C2K		PROJECT TITLE SEATTLE, WASHINGTON - RELOCATE COAST GUARD UNITS TO PIER 36/37 - PHASE II	NEAREST CITY & CONGRESSIONAL DISTRICT Seattle, Washington 1, 7																									
MISSION OR FUNCTION OF FACILITY: Search and Rescue Port Safety and Security Marine Environmental Protection General Support Newly constructed and expanded facilities.		APPROPRIATION HISTORY																										
		PROGRAM Relocate Coast Guard Units to Pier 36/37, Phase I	APPROPRIATED YEAR AMOUNT (\$000) 1975 \$ 127																									
Pier 90/91 has been declared excess by the Navy. Pier 90/91 is in an extremely dilapidated condition with a \$2.9M repair backlog, and must be upgraded beyond economic repair. Estimated cost for removal of the facility for Coast Guard use is \$5.9M. Pier 90/91 is too large for known or expected Coast Guard needs, accordingly a move to Pier 36/37 was begun. The Coast Guard has completed lease negotiations with the Port of Seattle for Pier 36/37. In 1975 funds were provided to relocate the Coast Guard supply facility and to make selected material improvements. This is Phase II of a three-year project.		PERSONNEL STRENGTH <table border="1"> <thead> <tr> <th></th> <th>OFFICER</th> <th>WARRANT</th> <th>ENLISTED</th> <th>CIVILIAN</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>CURRENT</td> <td>13</td> <td>4</td> <td>101</td> <td>32</td> <td>150*</td> </tr> <tr> <td>PLANNED</td> <td>14</td> <td>6</td> <td>106</td> <td>43</td> <td>169*</td> </tr> </tbody> </table>			OFFICER	WARRANT	ENLISTED	CIVILIAN	TOTAL	CURRENT	13	4	101	32	150*	PLANNED	14	6	106	43	169*							
	OFFICER	WARRANT	ENLISTED	CIVILIAN	TOTAL																							
CURRENT	13	4	101	32	150*																							
PLANNED	14	6	106	43	169*																							
NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY Pier 36/37 will provide six berths for cutters and a sheltered small boat mooring facility. GSA property adjacent to the piers will provide three buildings to house a supply facility, icebreaker support facility, port safety station, Captain of the Port office, marine inspection office, messing and berthing, medical and dental facilities, exchange, enlisted club, and storage area.		REAL PROPERTY SUMMARY (\$000) <table border="1"> <thead> <tr> <th></th> <th>ACRES</th> <th>LAND COST</th> <th>VALUE OF IMPROVEMENTS</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>OWNED</td> <td></td> <td>\$</td> <td>\$</td> <td>\$</td> </tr> <tr> <td>BEING ACQUIRED</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>LEASES AND EASEMENTS</td> <td></td> <td></td> <td>**</td> <td></td> </tr> <tr> <td>TOTAL AVAILABLE OR FUNDED</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>			ACRES	LAND COST	VALUE OF IMPROVEMENTS	TOTAL	OWNED		\$	\$	\$	BEING ACQUIRED					LEASES AND EASEMENTS			**		TOTAL AVAILABLE OR FUNDED				
	ACRES	LAND COST	VALUE OF IMPROVEMENTS	TOTAL																								
OWNED		\$	\$	\$																								
BEING ACQUIRED																												
LEASES AND EASEMENTS			**																									
TOTAL AVAILABLE OR FUNDED																												
		A.C.&I. SUMMARY (\$000) <table border="1"> <tbody> <tr> <td>AMOUNT OF THIS REQUEST</td> <td>\$ 1,298</td> </tr> <tr> <td>ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT</td> <td>2,110</td> </tr> <tr> <td>ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY</td> <td>2,110</td> </tr> </tbody> </table>		AMOUNT OF THIS REQUEST	\$ 1,298	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT	2,110	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY	2,110																			
AMOUNT OF THIS REQUEST	\$ 1,298																											
ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT	2,110																											
ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY	2,110																											
COST ESTIMATE OF WORK																												
ITEM NO.	PROJECT ELEMENT	UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)																								
1.	Relocate Port Safety Station and Vessel Traffic Center.....	-	-	154																								
2.	Demolish building 21.....	-	-	20																								
3.	Purchase medical equipment.....	-	-	72																								
4.	Construct recreational facilities.....	-	-	54																								
5.	Rehabilitate buildings 1 and 2.....	-	-	798																								
6.	Outfit icebreaker support facility.....	-	-	200																								
	TOTAL.....			1,298																								
* Does not include complement of vessels to be moored at new facility. ** Lease of Pier 36/37 from the Port of Seattle is for a nominal fee. Acquisition of the property is being negotiated with the Port of Seattle by the General Services Administration.																												
DEPARTMENT OF TRANSPORTATION, U.S. COAST GUARD CGHQ-426 (REV. 5-74)																												

Previous editions are obsolete

FISCAL YEAR 1976 BUDGET ITEM NO. 000		PROJECT TITLE TRAVERSE CITY, MICHIGAN -- REBUILD AIR STATION - PHASE II (HANGAR)		NEAREST CITY & CONGRESSIONAL DISTRICT TRAVERSE CITY, MI 10		
MISSION OR FUNCTION OF FACILITY:		APPROPRIATION HISTORY				
Search and Rescue Marine Environmental Protection Aids to Navigation Domestic Icebreaking <td colspan="4">PROGRAM</td>		PROGRAM				
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY:		APPROPRIATED				
Phase I provided new living space, washstanders and dispensary facilities. Phase II will replace the hangar which is on World War II wood construction. It is a fire hazard and causes a wasteful expenditure of energy because it is too large and cannot be adequately sealed off due to dilapidated unreliable doors, windows, and roof. Proper maintenance for assigned helicopters and airplanes is difficult in the severe winter climate.		YEAR 1975 \$ 2,000				
NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY:		PERSONNEL STRENGTH *				
The new hangar will consolidate all maintenance and administrative functions, enabling the replacement of both the old hangar and the administration building. Shops will be located on the first floor and all offices will be on the second. Improved fuel storage facilities will also be provided.		OFFICER	WARRANT	ENLISTED	CIVILIAN	TOTAL
		16	2	107	-	125
		26	2	97	-	125
		REAL PROPERTY SUMMARY (\$000)				
		OWNED	ACRES	LAND COST	VALUE OF IMPROVEMENTS	TOTAL
		73.1	\$ 0	\$ 904	\$ 904	
		BEING ACQUIRED				
		LEASES AND EASEMENTS				
		TOTAL AVAILABLE OR FUNDED	73.1	0	904	904
		A.C.B.I. SUMMARY (\$000)				
		AMOUNT OF THIS REQUEST				\$ 2,775
		ESTIMATED FUTURE COSTS NEXT 5 YEARS - THIS PROJECT				0
		ESTIMATED FUTURE COSTS NEXT 5 YEARS - THIS FACILITY				0
COST ESTIMATE OF WORK						
ITEM NO.	PROJECT ELEMENT		UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)	
1.	Hangar (including shops and administrative spaces).....		SF	50,500	2,469	
2.	Site work (demolition and disposal).....		--	70	36	
3.	Improved fuel storage facilities.....		GAL	20,000	200	
4.	Concrete apron.....		--	--	2,775	
	TOTAL.....				2,775	
* Increase in officers is due to a change in readiness posture of the station. Decrease in enlisted personnel is due to reduced plant maintenance as result of station rebuilding.						

 DEPARTMENT OF TRANSPORTATION, U. S. COAST GUARD
 CHQ-488 (REV. 5-74)

PREVIOUS EDITIONS ARE OBSOLETE

FISCAL YEAR 1976 BUDGET ITEM NO. 0221		PROJECT TITLE KODIAK, ALASKA - RENOVATE AND CONSOLIDATE KODIAK BASE - PHASE III	ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS		NEAREST CITY & CONGRESSIONAL DISTRICT Kodiak, AK 1
MISSION OR FUNCTION OF FACILITY: Enforcement of Laws and Treaties Search and Rescue Marine Environmental Protection		APPROPRIATION HISTORY		APPROPRIATED	
		PROGRAM		YEAR	
		Renovate and consolidate - Phase I		1974 \$ 6,190	
		Renovate and consolidate - Phase II		1975 4,600	
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: WWII temporary structures, built to wartime construction standards and space criteria, have deteriorated under the harsh Alaskan climate. Utility systems have decayed resulting in marginal potable water pressure and hazardous electrical service conditions. JP fuel storage is inefficient to adequately meet fuel service demands. Unsafe power supplies, inadequate heating, and poor shop layout for work flow exist in hangar #2. Communications facilities are dispersed among several buildings causing serious operating inefficiencies.		PERSONNEL STRENGTH*		TOTAL	
		OFFICER	WARRANT	ENLISTED	CIVILIAN
		12	10	296	147
		12	10	299	148
		CURRENT		TOTAL	
		12		465	
		PLANNED		469	
NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY: Increased capacity of utilities will supply needed power and water to the Base while reducing energy loss. Selected maintenance will be consolidated and electrical and heating systems improved in hangar #2. Adequate fuel storage capacity will be available. Communications facilities will be made more effective thereby improving maintenance posture.		REAL PROPERTY SUMMARY (\$000)		VALUE OF IMPROVEMENTS	
		ACRES	LAND COST	TOTAL	
		230	\$	68,354	
		BEING ACQUIRED	29,870**	10,650	
		LEASES AND EASEMENTS		10,650	
		TOTAL AVAILABLE ON FUNDED	30,100	79,004	
		A. C&I. SUMMARY (\$000)		79,004	
		AMOUNT OF THIS REQUEST		\$ 4,096	
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT		-	
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY		16,547	
COST ESTIMATE OF WORK					
ITEM NO.	PROJECT ELEMENT		UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)
1.	Continue renewal of electrical and water systems.....				1,84.3
2.	Renovate Hangar #2.....		SF	72,300	1,300
3.	Construct new fuel tank.....			-	550
4.	Consolidate and renovate communications facilities.....			-	403
	TOTAL.....				4,096
*Includes personnel for Kodiak Base only.					
**CG is using property under permit from Navy. Navy is in the process of relinquishing property to Bureau of Land Management (BLM). CG has requested transfer of property to CG upon BLM's acceptance of Navy's relinquishment.					

Previous editions are obsolete.

DEPARTMENT OF TRANSPORTATION, U. S. COAST GUARD
CGHQ-448 (REV. 5-74)

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS																																	
FISCAL YEAR 1976 BUDGET ITEM NO. 024		PROJECT TITLE LORAN-C NATIONAL IMPLEMENTATION PLAN		NEAREST CITY & CONGRESSIONAL DISTRICT Nations																													
MISSION OR FUNCTION OF FACILITY: Radio Aids to Navigation/Loran-C Stations		APPROPRIATION HISTORY				APPROPRIATED																											
		PROGRAM				YEAR																											
		Pacific Coastal Region Navigation System				1975 \$ 16,900																											
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: Loran-C radionavigation service is being provided throughout the coastal zone (i.e., from the coastline to 100 fathoms) for the purpose of navigation, search and rescue, and other military and civilian functions. The service is further extended to the coast for all weather, high reliability, and precision associated with increased tanker traffic, offshore oil rigs, and pre-aid fishing and mineral exploration. The initial phase of 9 stations, complete testing and final outfitting of 5 stations, began in 1974. Additional funding is required to complete Gulf of Alaska and West Coast service as well as to fund long lead time procurements of major components for the Gulf of Mexico and East Coast service.																																	
NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY: Coverage in the Gulf of Alaska will be provided by the construction of two new Loran-C stations in Alaska and the integration of the existing station at Sitkinak, AK, into the Gulf coverage. Coverage along the California-Oregon-Washington coast line will be completed with the erection of transmitting antennas and final outfitting at five stations begun under the 1975 appropriation. Long lead time component procurements for East Coast and Gulf of Mexico service, including site acquisitions, will be initiated.																																	
REAL PROPERTY SUMMARY (1900) <table border="1"> <thead> <tr> <th>OWNED</th> <th>BEING ACQUIRED</th> <th>LEASED AND EASEMENTS</th> <th>TOTAL AVAILABLE OR FUNDED</th> <th>ACRES</th> <th>LAND COST</th> <th>VALUE OF IMPROVEMENTS</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td></td> <td>915</td> <td>1,200</td> <td>0</td> <td>915</td> <td>\$ 1,200</td> <td>\$ 0</td> <td>\$ 1,200</td> </tr> <tr> <td colspan="4">TOTAL AVAILABLE OR FUNDED</td> <td>915</td> <td>1,200</td> <td>0</td> <td>1,200</td> </tr> </tbody> </table> AMOUNT OF THIS REQUEST \$22,630 ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT 12,000 ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY -										OWNED	BEING ACQUIRED	LEASED AND EASEMENTS	TOTAL AVAILABLE OR FUNDED	ACRES	LAND COST	VALUE OF IMPROVEMENTS	TOTAL		915	1,200	0	915	\$ 1,200	\$ 0	\$ 1,200	TOTAL AVAILABLE OR FUNDED				915	1,200	0	1,200
OWNED	BEING ACQUIRED	LEASED AND EASEMENTS	TOTAL AVAILABLE OR FUNDED	ACRES	LAND COST	VALUE OF IMPROVEMENTS	TOTAL																										
	915	1,200	0	915	\$ 1,200	\$ 0	\$ 1,200																										
TOTAL AVAILABLE OR FUNDED				915	1,200	0	1,200																										
COST ESTIMATE OF WORK																																	
ITEM NO.	PROJECT ELEMENT	UNIT OF MEASURE	QUANTITY	ESTIMATED COST (1900)																													
Pacific Coastal Region:																																	
1.	Tok, AK, Loran-C Transmitting Station (site construction, antenna, erection, outfitting, elec. equipment)	station	1	4,547																													
2.	Scoial Cove, AK, Loran-C Transmitting Station (as in 1 above)	station	1	8,051																													
3.	U. S. West Coast antenna erection and outfitting (5 stations: Searchlight, NV; Fallon, NV; Middletown, CA; Fort Lewis, WA; and Bellingham, WA)	job	5	1,974																													
4.	Gulf of Mexico/East Coast (long lead time materials and site acquisitions)	station	4	8,058																													
	TOTAL			22,630																													
*Funding for land acquisition is contained in this request.																																	

Previous editions are obsolete

DEPARTMENT OF TRANSPORTATION, U. S. COAST GUARD
CGO-4265 (REV. 5-74)

FISCAL YEAR 1976 BUDGET ITEM NO. P		PROJECT TITLE PUBLIC FAMILY QUARTERS		ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS		NEAREST CITY & CONGRESSIONAL DISTRICT Various	
MISSION OR FUNCTION OF FACILITY: Provide housing for Coast Guard personnel and dependents in areas where living accommodations are inadequate and do so within the standards established in OMB Circular No. A-18.				APPROPRIATION HISTORY			
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: In 1973 a survey indicated that 4,469 of 20,483 married Coast Guardsmen were inadequately housed. DOD adequacy standards, which include distance from duty station and cost, as well as the character of the adjacent community, were used in evaluating survey data. The primary thrust of the housing program continues to be the provision of adequate quarters for enlisted personnel and junior officers. Consistent with DOD provisions, and subject to OMB restriction on size and configuration, not more than one set of quarters for flag officers will be programmed in any given year.				PROGRAM		APPROPRIATED	
				YEAR		AMOUNT (\$000)	
				Construct/purchase approx. 105 units at var. locations 1971		\$ 2,750	
				Construct/purchase approx. 204 units at var. locations 1972		\$ 5,740	
				Construct/purchase approx. 158 units at var. locations 1973		\$ 4,950	
				Construct/purchase approx. 217 units at var. locations 1974		\$ 6,432	
				Construct/purchase approx. 106 units at var. locations 1975		\$ 6,000	
				PERSONNEL STRENGTH			
				OFFICER	WARRANT	ENLISTED	CIVILIAN
CURRENT				0	1	53	52
PLANNED				0	1	57	74
				TOTAL		106*	
				TOTAL		132	
NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY: There will be approximately 198 additional units of housing at various locations. The final selection of sites and exact number of units is subject to progress in land acquisition, market conditions, in some cases status of DOD projects, and availability of excess housing from other agencies. The listing shown below is therefore typical of expected projects in 1976. Where feasible, joint construction with other Government agencies and renovation of acquired excess housing has been and will continue to be undertaken in order to reduce costs.				REAL PROPERTY SUMMARY (\$000)			
				ACRES	LAND COST	VALUE OF IMPROVEMENTS	
					\$	\$	
				OWNED			
				BEING ACQUIRED	**		
				LEASES AND EASEMENTS			
				TOTAL AVAILABLE OR FUNDED			
				A.C.R.I. SUMMARY (\$000)			
				AMOUNT OF THIS REQUEST		\$ 6,493	
				ESTIMATED FUTURE COSTS NEXT 5 YEARS - THIS PROJECT		\$ 50,000	
				ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY		-	
COST ESTIMATE OF WORK							
ITEM NO.	PROJECT ELEMENT			UNIT OF MEASURE	QUANTITY	ESTIMATED (\$000)	
1.	Provincetown, Massachusetts.....			EA	8	338	
2.	Washington, D.C.			EA	100	3,355	
3.	Chicago, Illinois.....			EA	30	1,000	
4.	Sitka, Alaska (Phase II).....			EA	60	1,800	
	TOTAL.....					6,493	
* Personnel strength includes only those personnel directly associated with operation and maintenance of CG-owned housing sites.							
** Undetermined, dependent on sites and locations finally selected.							

Previous editions are obsolete

DEPARTMENT OF TRANSPORTATION, U.S. COAST GUARD
CGHQ-4285 (REV. 5-74)

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS																																						
PROJECT TITLE		PROCEDURE MEDIUM RANGE SURVEILLANCE (MRS) AIRCRAFT		APPROPRIATION HISTORY		NEAREST CITY & CONGRESSIONAL DISTRICT		Various																														
MISSION OR FUNCTION OF FACILITY:		Search and Rescue Aids to Navigation		PROGRAM		YEAR		APPROPRIATED																														
Marine Environmental Protection				Medium Range Surveillance Aircraft Procurement		1975		\$ 15,000																														
Enforcement of Laws and Treaties				Medium Range Surveillance Aircraft Procurement		1976		\$ 36,000 *																														
Marine Science Activities																																						
newly acquired physical description of existing facility. HI-16F amphibious aircraft first entered Coast Guard service in 1951. The entire fleet of HI-16F's is reaching the point of total operational and engineering obsolescence. Due to the combination of fatigue and corrosion it is not expected that any HI-16F's will remain serviceable beyond 1978. With the forced retirement of aging aircraft, there will be a 30,400-hour mission capability time deficit by 1979. This reduction in mission capability is being felt now and becomes more acute with each HI-16F retirement. This quarter year budget item is required to insure continuation of ongoing replacement of overaged aircraft and minimize flight hour shortages to prevent degradation of service to the public. NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY: The new medium range fixed-wing aircraft will be powered by two low fuel consumption fan jet engines and be equipped with advanced flight and navigation equipment. It will have all-weather capability, high dash speeds, low altitude search and surveillance capability and a high degree of navigational accuracy. The aircraft will be capable of dropping rescue equipment, carrying search and rescue and sensor equipment, and transporting cargo and personnel. The aircraft is pressurized for the entire flight envelope and has full range temperature control throughout. Modern aircraft flight characteristics, engine design, and electronic advancements will be incorporated into the aircraft.																																						
REAL PROPERTY SUMMARY (\$000) <table border="1"> <thead> <tr> <th>ACRES</th> <th>LAND COST</th> <th>VALUE OF IMPROVEMENTS</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>OWNED</td> <td>\$</td> <td>\$</td> <td>\$</td> </tr> <tr> <td>BEING ACQUIRED</td> <td></td> <td></td> <td></td> </tr> <tr> <td>LEASES AND EASEMENTS</td> <td></td> <td></td> <td></td> </tr> <tr> <td>TOTAL AVAILABLE OR FUNDED</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> A.C.R.I. SUMMARY (\$000) <table border="1"> <thead> <tr> <th>AMOUNT OF THIS REQUEST</th> <th>ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT</th> <th>ESTIMATED FUTURE COSTS NEXT 8 YEARS - THIS FACILITY</th> </tr> </thead> <tbody> <tr> <td>\$ 11,700</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>107,350***</td> </tr> </tbody> </table>										ACRES	LAND COST	VALUE OF IMPROVEMENTS	TOTAL	OWNED	\$	\$	\$	BEING ACQUIRED				LEASES AND EASEMENTS				TOTAL AVAILABLE OR FUNDED				AMOUNT OF THIS REQUEST	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT	ESTIMATED FUTURE COSTS NEXT 8 YEARS - THIS FACILITY	\$ 11,700					107,350***
ACRES	LAND COST	VALUE OF IMPROVEMENTS	TOTAL																																			
OWNED	\$	\$	\$																																			
BEING ACQUIRED																																						
LEASES AND EASEMENTS																																						
TOTAL AVAILABLE OR FUNDED																																						
AMOUNT OF THIS REQUEST	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT	ESTIMATED FUTURE COSTS NEXT 8 YEARS - THIS FACILITY																																				
\$ 11,700																																						
		107,350***																																				
COST ESTIMATE OF WORK <table border="1"> <thead> <tr> <th>ITEM NO.</th> <th>PROJECT ELEMENT</th> <th>UNIT OF MEASURE</th> <th>QUANTITY</th> <th>ESTIMATED COST (\$000)</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Procure 3 medium range fixed-wing surveillance aircraft.....</td> <td>EA</td> <td>3</td> <td>11,700</td> </tr> </tbody> </table> *1976 Budget request. **These aircraft are not to provide a one-for-one replacement of HI-16F's, therefore no direct manpower comparison is appropriate. Ultimate manning requirements for commensurate flight-hour capability with the new aircraft will be less because of the reduced dependence on jet engines, improved airframe and component maintainability. However, new aircraft will have higher yearly flight-hour utilization. ***Includes funds for outfitting avionics test modules, repair equipment, and special tools.										ITEM NO.	PROJECT ELEMENT	UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)	1.	Procure 3 medium range fixed-wing surveillance aircraft.....	EA	3	11,700																			
ITEM NO.	PROJECT ELEMENT	UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)																																		
1.	Procure 3 medium range fixed-wing surveillance aircraft.....	EA	3	11,700																																		

Previous editions are obsolete.

DEPARTMENT OF TRANSPORTATION, U.S. COAST GUARD
CGHQ-4285 (REV. 5-74)

Section II
Improvement Projects
(In thousands of dollars)

<u>Item Number</u>	<u>Title</u>	<u>Page Number</u>	<u>Amount</u>
<u>Fiscal Year 1976:</u>			
A.2.a	Buoy tenders - renovate and improve selected vessels ...	AC-18	13,624
A.2.b	Coastal buoy tenders - engineering plant improvements ..	AC-19	1,019
A.2.e	Vessel communications - replace secure communications equipment on CG vessels.....	AC-22	150
A.2.f	Vessels - expansion and renovation of direction finding (DF) capability.....	AC-23	1,340
A.2.g	Vessel communications modernization.....	AC-24	400
A.2.h	Improve firefighting capabilities - procure and install equipment on selected boats.....	AC-25	780
A.2.i	Improve shipboard firefighting capability on CG vessels..	AC-26	450
A.2.j	Habitability improvements on CG vessels, Phase I.....	AC-27	436
A.2.k	Vessel navigation - replace Loran receivers on vessels..	AC-28	900
A.2.l	Replace surface search radars on Coast Guard vessels...	AC-29	1,648
B.2.a	Aircraft Anti-collision strobe lights.....	AC-31	149
C.2.a	New London, Conn. - dredging for New London station...	AC-36	570
C.2.h	Elizabeth City, N.C. - industrial waste disposal at CG air base.....	AC-43	290
C.2.i	Elizabeth City, N.C. - acquire computer for Aircraft Re- pair and Supply Center.....	AC-44	1,343
C.2.l	Renovate Atlantic and Pacific Area Communication Centers.....	AC-47	277
D.1.a	New Orleans, La. - vessel traffic system - Phase II....	AC-50	991
D.2.a	Waterways aids to navigation projects.....	AC-51	1,750
D.2.b	Lighthouse Automation and Modernization Program (LAMP).....	AC-52	1,250
D.2.c	Loran-C Improvement Plan.....	AC-53	2,305
E.1	Abate pollution - oily waste - CG vessels, Phase III	AC-55	3,240
E.2	Abate pollution - nonoily waste - CG vessels, Phase IV ..	AC-56	1,909
E.3	Arctic pollution response equipment.....	AC-57	630
E.4	Emergency pollution recovery equipment - high seas areas.....	AC-58	1,200
E.5	Emergency pollution recovery equipment - semiprotected waters.....	AC-59	500
E.6	Shoreline oil and hazardous substance removal devices...	AC-60	100
G.1	Survey and design of various facilities.....	AC-62	4,005
G.2	Engineering and logistics - support of construction projects.....	AC-63	6,630
	Subtotal, 1976 Projects.....		<u>47,886</u>
<u>July 1, 1976 through September 30, 1976 (1976A):</u>			
	Waterways aids to navigation projects.....	AC-67	400
	Lighthouse Automation and Modernization Program (LAMP)	AC-68	150
	Survey and design of various facilities.....	AC-70	500
	Engineering and logistics support of construction projects	AC-71	1,848
	Subtotal, (1976A) Projects.....		<u>2,898</u>
	TOTAL, IMPROVEMENT PROJECTS.....		<u>50,784</u>

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS					
FISCAL YEAR 1976 BUDGET ITEMS A-20		PROJECT TITLE COASTAL BUOY TENDERS -- ENGINEERING PLANT IMPROVEMENTS	APPROPRIATION HISTORY VARIATIONS		
MISSION OR FUNCTION OF FACILITY: Search mine and Enforcement of laws and treaties			PROGRAM	YEAR	APPROPRIATED AMOUNT \$1000
			Improve Coastal Buoy Tenders	1971	\$ 155
			" "	1972	360
			" "	1973	140
			" "	1974	842
			" "	1975	868
			PERSONNEL STRENGTH PER VESSEL		
			WARRANT	ENLISTED	CIVILIAN
		CURRENT	0	1	20
		PLANNED	0	1	20
			REAL PROPERTY SUMMARY (\$1000)		
			OWNED	ACRES	VALUE OF IMPROVEMENTS
			BEING ACQUIRED	\$	\$
			LEASED AND EASEMENTS		
			TOTAL AVAILABLE OR FUNDED		
			A.C.&I. SUMMARY (\$1000)		
			\$ 1,019		
			ESTIMATED FUTURE COSTS NEXT 5 YEARS - THIS PROJECT		
			ESTIMATED FUTURE COSTS NEXT 5 YEARS - THIS FACILITY		
			629 \$K		
COST ESTIMATE OF WORK					
ITEM NO.	PROJECT ELEMENT		UNIT OF MEASURE	QUANTITY	ESTIMATED COST \$1000
1.	Reengine and convert to AC electrical system two 133-foot WLMs (WHITE SAGE and WHITE SUMAC).....		EA	2	547
2.	Procure Long lead time material for 1977 reengineering of two additional 133-foot WLMs.....		EA	2	472
	TOTAL.....				1,019
		*typical crew for 133-foot WLM.			
		**M&M reengining program is planned for completion in 1977 when improvements on WHITE HEATH and WHITE LUPINE are scheduled.			

Previous editions are out of date

Approved by _____
Special Agent in Charge, U.S. Coast Guard

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS				NEAREST CITY & CONGRESSIONAL DISTRICT																																																							
FISCAL YEAR 1976 BUDGET ITEM NO. A2e		PROJECT TITLE VESSEL COMMUNICATIONS - REPLACE SECURE COMMUNICATIONS EQUIPMENT ON COAST GUARD VESSELS																																																									
MISSION OR FUNCTION OF FACILITY: Polar Operations Military Preparedness		Search and Rescue Law Enforcement																																																									
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: The Navy Fleet Broadcast System is the primary means of delivering classified traffic to our deployed icebreakers. The Navy is phasing out single channel broadcasts in the Atlantic. Single channel broadcasts in the Pacific have already been phased out. Beginning in 1976 Fleet Broadcasts will be converted to the satellite multichannel mode. WESTWIND and GLACIER have only single channel capability, and do not have satellite reception capability. To insure communications broadcast compatibility with the Navy, multichannel radioteletype equipment and satellite receivers are required.		<table border="1"> <thead> <tr> <th colspan="2">APPROPRIATION HISTORY</th> <th colspan="2">APPROPRIATED</th> </tr> <tr> <th>PROGRAM</th> <th></th> <th>YEAR</th> <th>AMOUNT (\$000)</th> </tr> </thead> <tbody> <tr> <td>Install multichannel RATT system on NORTHWIND</td> <td></td> <td>1975</td> <td>\$ 76</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>				APPROPRIATION HISTORY		APPROPRIATED		PROGRAM		YEAR	AMOUNT (\$000)	Install multichannel RATT system on NORTHWIND		1975	\$ 76																																										
APPROPRIATION HISTORY		APPROPRIATED																																																									
PROGRAM		YEAR	AMOUNT (\$000)																																																								
Install multichannel RATT system on NORTHWIND		1975	\$ 76																																																								
NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY: WESTWIND and GLACIER will be equipped with new Navy-owned multichannel secure radioteletype (RATT) equipment, including satellite receivers.		<table border="1"> <thead> <tr> <th colspan="4">PERSONNEL STRENGTH</th> <th colspan="2">TOTAL</th> </tr> <tr> <th>CURRENT</th> <th>OFFICER</th> <th>WARRANT</th> <th>ENLISTED</th> <th>CIVILIAN</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>PLANNED</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>				PERSONNEL STRENGTH				TOTAL		CURRENT	OFFICER	WARRANT	ENLISTED	CIVILIAN	TOTAL	PLANNED																																									
PERSONNEL STRENGTH				TOTAL																																																							
CURRENT	OFFICER	WARRANT	ENLISTED	CIVILIAN	TOTAL																																																						
PLANNED																																																											
		<table border="1"> <thead> <tr> <th colspan="4">REAL PROPERTY SUMMARY (\$000)</th> <th colspan="2">TOTAL</th> </tr> <tr> <th>OWNED</th> <th>ACRES</th> <th>LAND COST</th> <th>VALUE OF IMPROVEMENTS</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>BEING ACQUIRED</td> <td></td> <td>\$</td> <td>\$</td> <td></td> <td></td> </tr> <tr> <td>LEASES AND EASEMENTS</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>TOTAL AVAILABLE OR FUNDED</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4">A.C.&I. SUMMARY (\$000)</td> <td></td> <td></td> </tr> <tr> <td colspan="4">AMOUNT OF THIS REQUEST</td> <td>\$</td> <td>150</td> </tr> <tr> <td colspan="4">ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT</td> <td></td> <td>1,320</td> </tr> <tr> <td colspan="4">ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY</td> <td></td> <td></td> </tr> </tbody> </table>				REAL PROPERTY SUMMARY (\$000)				TOTAL		OWNED	ACRES	LAND COST	VALUE OF IMPROVEMENTS			BEING ACQUIRED		\$	\$			LEASES AND EASEMENTS						TOTAL AVAILABLE OR FUNDED						A.C.&I. SUMMARY (\$000)						AMOUNT OF THIS REQUEST				\$	150	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT					1,320	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY					
REAL PROPERTY SUMMARY (\$000)				TOTAL																																																							
OWNED	ACRES	LAND COST	VALUE OF IMPROVEMENTS																																																								
BEING ACQUIRED		\$	\$																																																								
LEASES AND EASEMENTS																																																											
TOTAL AVAILABLE OR FUNDED																																																											
A.C.&I. SUMMARY (\$000)																																																											
AMOUNT OF THIS REQUEST				\$	150																																																						
ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT					1,320																																																						
ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY																																																											
COST ESTIMATE OF WORK																																																											
ITEM NO.	PROJECT ELEMENT		UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)																																																						
1.	Install multichannel radioteletype (RATT) systems and satellite receivers on WESTWIND and GLACIER.		EA	2	150																																																						

DEPARTMENT OF TRANSPORTATION, U. S. COAST GUARD
CGM-485 (REV. 5-74)

Previous editions are obsolete

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS													
FISCAL YEAR 1976 BUDGET ITEM NO. 427		PROJECT TITLE VESSELS - EXPANSION AND RENOVATION OF DIRECTION FINDING (DP) CAPABILITY		NEAREST CITY & CONGRESSIONAL DISTRICT Various		APPROPRIATION HISTORY							
MISSION OR FUNCTION OF FACILITY: The facilities involved in this project include many types of Coast Guard vessels involved in all missions.				PROGRAM		APPROPRIATED AMOUNT (\$000)		YEAR					
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: Radio direction finders are important support equipment in SAR operations. FCC regulations require recreational and commercial vessels that carry radios to have VHF-FM capability. No Coast Guard boats or ships have all capability of direction finding on this frequency band. FAA requires all aircraft built since 1972 to carry emergency locator transmitters (ELT) on 121.5/243.0 MHz. Only one class of cutters has the capability of homing on these frequencies.				PERSONNEL STRENGTH		TOTAL		TOTAL					
				OFFICER		WARRANT		ENLISTED		CIVILIAN			
				CURRENT		0		0		0		0	
NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY: VHF-FM direction finders will be installed on all ships and boats 41' and greater in length. HF-MV Band DP will be installed on all vessels 82' and greater in length. 121.5/243.0 DF will be installed on all High Endurance Cutters, Medium Endurance Cutters 205' and larger, and Ice-breakers. This is the first year of a multi-year program beginning with the VHF-FM installation.				PLANNED		0		12		12			
				0		0		0		12		12	
				0		0		0		12		12	
REAL PROPERTY SUMMARY (\$000)				ACRES		LAND COST		VALUE OF IMPROVEMENTS		TOTAL			
OWNED						\$		\$		\$			
BEING ACQUIRED													
LEASES AND EASEMENTS													
TOTAL AVAILABLE OR FUNDED													
A.C.&I. SUMMARY (\$000)													
AMOUNT OF THIS REQUEST										\$ 1,340			
ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT										1,696			
ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY										0			
COST ESTIMATE OF WORK													
ITEM NO.	PROJECT ELEMENT			UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)							
1.	Procure and install VHF-FM direction finder equipment on Coast Guard vessels.....			EA	413	1,340							

Previous editions are obsolete.

DEPARTMENT OF TRANSPORTATION, U. S. COAST GUARD
CGHQ-4265 (REV. 5-78)

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS									
FISCAL YEAR 1976 BUDGET ITEM NO. 42h		PROJECT TITLE IMPROVE FIREFIGHTING CAPABILITIES - PROCURE AND INSTALL EQUIPMENT ON SELECTED BOATS		NEAREST CITY & CONGRESSIONAL DISTRICT VARIOUS		APPROPRIATION HISTORY			
MISSION OR FUNCTION OF FACILITY: Port Safety Marine Environmental Protection		PROGRAM		YEAR		APPROPRIATED AMOUNT (\$000)			
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: The Coast Guard Captains of the Port are charged with the preservation of safety on the nation's waterways. Although not specifically responsible for in-port firefighting, the Coast Guard has historically responded to marine fires with available men and equipment when non-federal interests were incapable/made it impossible as has occurred with increasing frequency, the fire occurs in jurisdictions which have no available firefighting capabilities. Major marine fires have recently demonstrated the antiquated and inadequate state of Coast Guard firefighting equipment. Present Coast Guard firefighting equipment not only reduces effectiveness of Coast Guard response to such emergencies, but also exposes the general public to unnecessary risks.		PERSONNEL STRENGTH		CIVILIAN		TOTAL			
		OFFICER	WARRANT	ENLISTED					
CURRENT		0	0	0	0		0		
PLANNED		0	0	0	0		0		
NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY:		REAL PROPERTY SUMMARY (\$000)		VALUE OF IMPROVEMENTS		TOTAL			
		ACRES	LAND COST						
			\$			\$			
		OWNED	BEING ACQUIRED						
		LEASES AND EASEMENTS	TOTAL AVAILABLE OR FUNDED						
		A.C.&I. SUMMARY (\$000)				\$ 780			
		AMOUNT OF THIS REQUEST							
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT				0			
		ESTIMATED FUTURE COSTS NEXT 8 YEARS - THIS FACILITY							
COST ESTIMATE OF WORK									
ITEM NO.	PROJECT ELEMENT	UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)					
1.	Procurement and installation of improved firefighting equipment on selected boats.....	EA	39	780					
* In the future, costs of the firefighting equipment will be included in the procurement costs of the boats.									

Previous editions are obsolete

DEPARTMENT OF TRANSPORTATION, U. S. COAST GUARD
CGHQ-4355 (REV. 5-74)

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS									
FISCAL YEAR 1976 BUDGET ITEM NO. A21		PROJECT TITLE HABITABILITY IMPROVEMENTS ON CG VESSELS - PHASE I		NEAREST CITY & CONGRESSIONAL DISTRICT VIRGINIA					
MISSION OR FUNCTION OF FACILITY:		APPROPRIATION HISTORY				APPROPRIATED			
The facilities involved in this project include a number of Coast Guard vessel types involved in all missions of the Coast Guard.		PROGRAM		YEAR		AMOUNT (\$000)			
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: As a result of personnel policy changes which reflect changing attitudes with regard to the use of civilian clothing by enlisted personnel and adoption of the new Coast Guard uniform, storage space aboard present Coast Guard vessels is grossly inadequate. This is not conducive to the maintenance of neat uniforms and civilian clothing nor to associated morale and pride considerations which underlie these basic policy changes.		PERSONNEL STRENGTH		CIVILIAN		TOTAL			
		OFFICER	WARRANT	ENLISTED					
		CURRENT		PLANNED					
NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY: Ten Coast Guard vessels will be altered to provide adequate storage space by installing modified Navy berths and lockers with capacity for hanging clothes. This is the initial phase of a multi-year program to improve the living conditions of enlisted personnel aboard Coast Guard vessels.		REAL PROPERTY SUMMARY (\$000)		VALUE OF IMPROVEMENTS		TOTAL			
		ACRES	LAND COST						
		OWNED							
		BEING ACQUIRED							
		LEASES AND EASEMENTS							
		TOTAL AVAILABLE ON FUNDED							
		A.C.S.I. SUMMARY (\$000)							
		AMOUNT OF THIS REQUEST							
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT							
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY							
COST ESTIMATE OF WORK									
ITEM NO.	PROJECT ELEMENT	UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)					
1.	Alter vessels to provide adequate storage space: Vessel Class High Endurance Cutter (WHEC)..... Medium Endurance Cutter (WMEC)..... Coastal Buoy Tender (WLB)..... TOTAL.....	EA EA EA	4 5 1	280 140 16 <u>436</u>					

Previous editions are obsolete.

DEPARTMENT OF TRANSPORTATION, U. S. COAST GUARD
CGHQ-4665 (REV. 5-74)

FISCAL YEAR 1976 BUDGET ITEM NO. B26		PROJECT TITLE AIRCRAFT ANTI-COLLISION STROBE LIGHTS	ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS		NEAREST CITY & CONGRESSIONAL DISTRICT Various	
MISSION OR FUNCTION OF FACILITY: Coast Guard aircraft participate in virtually all Coast Guard missions.		APPROPRIATION HISTORY			APPROPRIATED AMOUNT (\$000)	
		PROGRAM			YEAR	
					\$	
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: Coast Guard aircraft are equipped with outmoded anti-collision rotating beacons which have proven less effective in insuring visual identification during day and night operations. The threat of mid-air collision increases, as air traffic increases. A large number of Coast Guard Air Stations are located in the immediate vicinity of major air terminals where air congestion is highest. Coast Guard aircraft must also fly during extremely marginal weather conditions because of the nature of the missions they perform.		PERSONNEL STRENGTH				
		OFFICER	WARRANT	ENLISTED	CIVILIAN	TOTAL
		CURRENT	-	-	-	-
		PLANNED	-	-	-	-
NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY: All Coast Guard aircraft will be equipped with the dual lens high intensity xenon strobe light developed by the U.S. Army as the most cost effective system for increasing the safety of sub-sonic aircraft. Joint services procurement action is in progress to equip DOD aircraft.		REAL PROPERTY SUMMARY (\$000)				
		ACRES	LAND COST	VALUE OF IMPROVEMENTS	TOTAL	
		OWNED	\$	\$	\$	
		BEING ACQUIRED				
		LEASES AND EASEMENTS				
		TOTAL AVAILABLE OR FUNDED				
		A.C.&I. SUMMARY (\$000)				
		AMOUNT OF THIS REQUEST			\$ 149	
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT			0	
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY			0	
COST ESTIMATE OF WORK						
ITEM NO.	PROJECT ELEMENT		UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)	
1.	Procure and install anti-collision strobe lights on Coast Guard aircraft.....		EA	179	149	

Previous editions are obsolete

DEPARTMENT OF TRANSPORTATION, U. S. COAST GUARD
CGHQ-488 (REV. 5-74)

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS																																													
FISCAL YEAR	PROJECT TITLE	PROJECT HISTORY		APPROPRIATION HISTORY		APPROPRIATED		NEAREST CITY & CONGRESSIONAL DISTRICT																																					
BUDGET ITEM NO.	NEW LONDON, CONN. - DREDGING FOR NEW LONDON STATION	NEW LONDON, CT		NEW LONDON, CT		NEW LONDON, CT		2																																					
MISSION OR FUNCTION OF FACILITY: New London Station: Search and Rescue, Aids to Navigation, and Enforcement of Laws and Treaties.																																													
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: The present facility is located at three separate sites: A former Lighthouse Service Depot, the basement of the U.S. Customs House and temporarily assigned space at a Navy pier. This arrangement is awkward, requires unnecessary administration and detracts from mission performance.																																													
WARRANTIVE DESCRIPTION OF REPLACEMENT FACILITY: A combined search and rescue station and group Headquarters consisting of barracks, administrative and shop spaces, mess/galley, and waterfront facilities will be built on site adjacent to the Coast Guard Academy. This first phase will accomplish dredging at the new site. The second year funding is planned for demolition, site improvements, utilities and actual construction.																																													
<table border="1"> <thead> <tr> <th colspan="2">PERSONNEL STRENGTH</th> <th colspan="2">REAL PROPERTY SUMMARY (\$000)</th> <th colspan="2">VALUE OF IMPROVEMENTS</th> <th colspan="2">TOTAL</th> </tr> <tr> <th>OFFICER</th> <th>WARRANT</th> <th>ENLISTED</th> <th>CIVILIAN</th> <th>TOTAL</th> <th>LAND COST</th> <th>IMPROVEMENTS</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>CURRENT</td> <td>2</td> <td>1</td> <td>44</td> <td>3</td> <td>50</td> <td>0</td> <td>50</td> </tr> <tr> <td>PLANNED</td> <td>4</td> <td>1</td> <td>50</td> <td>3</td> <td>58</td> <td>0</td> <td>58</td> </tr> </tbody> </table>										PERSONNEL STRENGTH		REAL PROPERTY SUMMARY (\$000)		VALUE OF IMPROVEMENTS		TOTAL		OFFICER	WARRANT	ENLISTED	CIVILIAN	TOTAL	LAND COST	IMPROVEMENTS	TOTAL	CURRENT	2	1	44	3	50	0	50	PLANNED	4	1	50	3	58	0	58				
PERSONNEL STRENGTH		REAL PROPERTY SUMMARY (\$000)		VALUE OF IMPROVEMENTS		TOTAL																																							
OFFICER	WARRANT	ENLISTED	CIVILIAN	TOTAL	LAND COST	IMPROVEMENTS	TOTAL																																						
CURRENT	2	1	44	3	50	0	50																																						
PLANNED	4	1	50	3	58	0	58																																						
<table border="1"> <thead> <tr> <th colspan="2">REAL PROPERTY SUMMARY (\$000)</th> <th colspan="2">VALUE OF IMPROVEMENTS</th> <th colspan="2">TOTAL</th> </tr> <tr> <th>OWNED</th> <th>ACRES</th> <th>LAND COST</th> <th>IMPROVEMENTS</th> <th>TOTAL</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>OWNED</td> <td>16.1</td> <td>\$ 800</td> <td>\$ 0</td> <td>\$ 800</td> <td>\$ 800</td> </tr> <tr> <td>BEING ACQUIRED</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>LEASES AND EASEMENTS</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>TOTAL AVAILABLE OR FUNDED</td> <td>16.1</td> <td>800</td> <td>0</td> <td>800</td> <td>800</td> </tr> </tbody> </table>										REAL PROPERTY SUMMARY (\$000)		VALUE OF IMPROVEMENTS		TOTAL		OWNED	ACRES	LAND COST	IMPROVEMENTS	TOTAL	TOTAL	OWNED	16.1	\$ 800	\$ 0	\$ 800	\$ 800	BEING ACQUIRED						LEASES AND EASEMENTS						TOTAL AVAILABLE OR FUNDED	16.1	800	0	800	800
REAL PROPERTY SUMMARY (\$000)		VALUE OF IMPROVEMENTS		TOTAL																																									
OWNED	ACRES	LAND COST	IMPROVEMENTS	TOTAL	TOTAL																																								
OWNED	16.1	\$ 800	\$ 0	\$ 800	\$ 800																																								
BEING ACQUIRED																																													
LEASES AND EASEMENTS																																													
TOTAL AVAILABLE OR FUNDED	16.1	800	0	800	800																																								
<table border="1"> <thead> <tr> <th colspan="2">COST ESTIMATE OF WORK</th> <th colspan="2">A.C.&I. SUMMARY (\$000)</th> <th colspan="2">TOTAL</th> </tr> <tr> <th>AMOUNT OF THIS REQUEST</th> <th>ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT</th> <th>ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY</th> <th>ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT</th> <th>ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>\$ 570</td> <td></td> <td></td> <td>\$ 570</td> <td></td> <td>\$ 570</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td>7,377</td> </tr> </tbody> </table>										COST ESTIMATE OF WORK		A.C.&I. SUMMARY (\$000)		TOTAL		AMOUNT OF THIS REQUEST	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY	TOTAL	\$ 570			\$ 570		\$ 570						7,377												
COST ESTIMATE OF WORK		A.C.&I. SUMMARY (\$000)		TOTAL																																									
AMOUNT OF THIS REQUEST	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY	TOTAL																																								
\$ 570			\$ 570		\$ 570																																								
					7,377																																								
<table border="1"> <thead> <tr> <th>ITEM NO.</th> <th>PROJECT ELEMENT</th> <th>UNIT OF MEASURE</th> <th>QUANTITY</th> <th>ESTIMATED COST (\$000)</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Dredge station channel and inner basin to - 20' mean low water.....</td> <td>cubic yard</td> <td>190,000</td> <td>570</td> </tr> <tr> <td colspan="5"> *The dredging is being accomplished in 1976 to take advantage of an ongoing Navy contract to dredge the main channel of the Thames River. </td> </tr> </tbody> </table>										ITEM NO.	PROJECT ELEMENT	UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)	1.	Dredge station channel and inner basin to - 20' mean low water.....	cubic yard	190,000	570	*The dredging is being accomplished in 1976 to take advantage of an ongoing Navy contract to dredge the main channel of the Thames River.																									
ITEM NO.	PROJECT ELEMENT	UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)																																									
1.	Dredge station channel and inner basin to - 20' mean low water.....	cubic yard	190,000	570																																									
*The dredging is being accomplished in 1976 to take advantage of an ongoing Navy contract to dredge the main channel of the Thames River.																																													

Previous editions are obsolete

DEPARTMENT OF TRANSPORTATION, U.S. COAST GUARD
CGHQ-485 (REV. 5-74)

FISCAL YEAR 1976 BUDGET ITEM NO. 021		PROJECT TITLE ELIZABETH CITY, N.C. -- ACQUIRE COMPUTER FOR AIRCRAFT REPAIR AND SUPPLY CENTER	NEAREST CITY & CONGRESSIONAL DISTRICT Elizabeth City, N.C. 1				
MISSION OR FUNCTION OF FACILITY: Effect overhaul, major repair, and modification of Coast Guard aircraft and aeronautical equipment; buy, stock, inventory, account, issue, and ship aircraft parts and equipment; and preserve, maintain, and repair aircraft.		APPROPRIATION HISTORY	APPROPRIATED AMOUNT (\$000)				
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: Existing computer installation is now technically obsolete and is nearing physical obsolescence. The computer's capacity is saturated and it is not cost-effective to upgrade it to handle known future requirements. Increased financial management responsibilities have been assigned by the establishment of an Inventory Control Point and required participation in the defense Integrated Data System. The present computer system is an IBM 1440 consisting of a central processing unit, card reader punch, printer, console, and disk drives.		PROGRAM	YEAR	APPROPRIATED AMOUNT (\$000)			
		Replace runway	1965	\$ 3,000			
		Construct paint and dope building	1965	630			
		Barracks and sewage disposal plant	1966	2,960			
		PERSONNEL STRENGTH					
		OFFICER	WARRANT	ENLISTED	CIVILIAN	TOTAL	
		CURRENT	78	26	636	466	1,206*
		PLANNED	78	26	636	479	1,219**
		REAL PROPERTY SUMMARY (\$000)					
			ACRES	LAND COST	VALUE OF IMPROVEMENTS		
		OWNED		\$ 295	\$ 11,517		
		BEING ACQUIRED	724.6				
		LEASES AND EASEMENTS					
		TOTAL AVAILABLE OR FUNDED	724.6	295	11,517		
		A.C.&I. SUMMARY (\$000)					
		AMOUNT OF THIS REQUEST					\$ 1,343
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT					0
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY					1,368
COST ESTIMATE OF WORK							
ITEM NO.	PROJECT ELEMENT		UNIT OF MEASURE	QUANTITY	ESTIMATED AMOUNT (\$000)		
1.	Computer hardware.....		-	-	750		
2.	Computer software application and training.....		-	-	517		
3.	Site preparation.....		-	-	76		
	TOTAL.....				1,343		
* Includes total personnel complement for Air Base, Aircraft Repair and Supply Center, and Air Station, Elizabeth City, N. C. ** Increase includes 1 civilian for the Logistics Complex included elsewhere in this request and 12 civilians to operate and maintain the new computer.							

Previous editions are obsolete

DEPARTMENT OF TRANSPORTATION, U. S. COAST GUARD
CHQ-455 (REV. 5-74)

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS									
FISCAL YEAR 1976 BUDGET ITEM NO. 12a		PROJECT TITLE WATERWAYS AIDS TO NAVIGATION PROJECTS		NEAREST CITY & CONGRESSIONAL DISTRICT Various					
MISSION OR FUNCTION OF FACILITY:		APPROPRIATION HISTORY		APPROPRIATED					
		PROGRAM		YEAR					
				AMOUNT (\$000)					
Aids to Navigation REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: The U.S. Coast Guard has statutory responsibility to provide for the navigational needs of the maritime public and the armed forces. New aids are established, as required, when the navigable waters of the U. S. are extended by completion of Corps of Engineers projects. Existing aids are improved to fulfill changing maritime user requirements. Replacing buoys with fixed structures reduces the maintenance cost of the aid and insures permanent location. The Coast Guard is responsible for more than 45,000 aids to navigation which are necessary to properly mark the navigable waters to the U.S. ALTERNATIVE DESCRIPTION OF REPLACEMENT FACILITY: Subprojects in this request comprise requirements for buoys, fixed marks, lights, sound, and other signals to assist in marine navigation. Projects are based on Corps of Engineers projects or smaller projects to improve service, meet changes resulting from acts of nature, or improve efficiency by establishing aids less costly to maintain. Fluctuations in material procurement and work schedules, and the completion of Corps projects may require substitution and modification of planned accomplishments. The projects listed are representative. The list is not all-inclusive, nor does it indicate priorities.		Waterways Aids to Navigation Projects		1971	\$ 1,280				
		Waterways Aids to Navigation Projects		1972	1,400				
		Waterways Aids to Navigation Projects		1973	1,200				
		Waterways Aids to Navigation Projects		1974	1,050				
		Waterways Aids to Navigation Projects		1975	1,000				
		PERSONNEL STRENGTH							
		OFFICER	ENLISTED	CIVILIAN	TOTAL				
		CURRENT							
		PLANNED							
		REAL PROPERTY SUMMARY (\$000)							
		ACRES	LAND COST	VALUE OF IMPROVEMENTS	TOTAL				
		OWNED	\$	\$					
		BEING ACQUIRED							
		LEASES AND EASEMENTS							
		TOTAL AVAILABLE OR FUNDED							
		A.C.&I. SUMMARY (\$000)							
		AMOUNT OF THIS REQUEST			\$ 1,750				
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT							
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY			7,500				
COST ESTIMATE OF WORK									
ITEM NO.	PROJECT ELEMENT		UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)				
1.	Establish new aids or improve existing aids.....		EA	--	1,000				
2.	Build fixed structures to replace buoys.....		EA	170	750				
	TOTAL.....				1,750				
Representative Waterways Projects									
Arkansas River, Oklahoma & Arkansas.....\$92,500									
Livingston Channel, Michigan.....14,460									
Monterey Bay, California.....34,000									
Lexington Harbor, Michigan.....7,600									
Little Tennessee River, Tennessee.....21,450									
Gordon Park, Cleveland, Ohio.....51,900									
Corpus Christi Ship Channel, Texas.....44,000									
Panama City, Florida.....37,400									
Calcasieu River, Louisiana.....									
Drum Inlet, North Carolina.....12,100									

Previous editions are obsolete

DEPARTMENT OF TRANSPORTATION, U.S. COAST GUARD
CGHQ-4885 (REV. 5-74)

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS											
FISCAL YEAR 1976 BUDGET ITEM NO. D26		PROJECT TITLE LIGHTHOUSE AUTOMATION AND MODERNIZATION PROGRAM (LAMP)		NEAREST CITY & CONGRESSIONAL DISTRICT Various		APPROPRIATION HISTORY					
MISSION OR FUNCTION OF FACILITY:				PROGRAM		APPROPRIATED AMOUNT (\$000)					
				YEAR							
Aids to Navigation REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: The Coast Guard has been involved in a program of converting lighthouses to permit unaided operation whenever possible. The resulting savings in personnel and operating costs are substantial. The cost of automating the light is four or five years. The elimination of isolated, unaided light stations not only saves personnel costs but reduces personnel hardships and logistics workloads. The typical light station consists of a light tower, fog signal, radio beacon, power machinery, shop building, and living spaces for the four-to-six men required to operate the equipment. NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY: Automated lights have the same physical appearance and provide the same basic service to the mariner as the manned light. Lighthouses are automated in three phases. The fiscal year is usually required to complete each phase. Phase I includes design and equipment procurement. Phase II includes installation, calibration, and testing. Phase III includes equipping the light, raising unnecessary structures and securing the building before returning personnel. Approximately 25% of the personnel are reassigned and relocated to nearby facility which is responsible for the maintenance of the automated light.				Automate Various Light Stations		1968-70 \$ 2,466					
				Automate Various Light Stations		1971 615					
				Automate Various Light Stations		1972 1,000					
				Automate Various Light Stations		1973 950					
				Automate Various Light Stations		1974 1,050					
				Automate Various Light Stations		1975 1,000					
				PERSONNEL STRENGTH							
				OFFICER							
				WARRANT							
				ENLISTED							
				CIVILIAN							
				TOTAL							
CURRENT				0		242		0		242	
PLANNED				0		70		0		70	
				REAL PROPERTY SUMMARY (\$000)		LAND COST		VALUE OF IMPROVEMENTS		TOTAL	
				OWNED		\$		\$		\$	
				BEING ACQUIRED							
				OTHER IMPROVEMENTS							
				TOTAL AVAILABLE OR FUNDED							
				A.C.B.I. SUMMARY (\$000)						\$ 1,250	
				AMOUNT OF THIS REQUEST						8,500	
				ESTIMATED FUTURE COSTS NEXT 5 YEARS - THIS PROJECT						-	
				ESTIMATED FUTURE COSTS NEXT 5 YEARS - THIS FACILITY						-	

COST ESTIMATE OF WORK		
ITEM NO.	PROJECT ELEMENT	ESTIMATED COST (\$000)
1.	Southwest Harbor Group, Phases I and II (2 stations).....	67
2.	Boston Group, Phases I and II (2 stations).....	97
3.	Portland Group, Phases I and III (2 stations).....	59
4.	Long Island Sound Group, Phases II and III (5 stations).....	96
5.	Base St. Petersburg, Phase I (1 station).....	11
6.	St. Ignace, Phase III (3 stations).....	104
7.	Escanaba, Phase I (2 stations).....	11
8.	Pt. Arena, Phase I (1 station).....	22
9.	Station San Francisco, Phase III (1 station).....	98
10.	Port Angeles, Phase I, II and III (4 stations).....	66
11.	HQ Procured Equipment.....	665
	TOTAL.....	1,250

Previous editions are obsolete

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS																																
FISCAL YEAR 1976 BUDGET ITEM NO. 60		PROJECT TITLE SHORELINE OIL AND HAZARDOUS SUBSTANCE REMOVAL DEVICES		APPROPRIATION HISTORY		NEAREST CITY & CONGRESSIONAL DISTRICT Elizabeth City, N.C. 1																										
MISSION OR FUNCTION OF FACILITY: Marine Environmental Protection				PROGRAM		APPROPRIATED																										
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY:						YEAR AMOUNT (\$500)																										
The Federal Water Pollution Control Act requires the Coast Guard to ensure prompt removal of oil discharged into waters within the jurisdiction of the United States including the adjacent shorelines. Over 7,000 oil discharges affect U.S. shorelines each year, and half of these require removal action. There is no equipment in the inventories of the Federal government or private groups to remove oil from shorelines. The present method of manually cleaning up oil washed onto beaches is grossly inefficient, time consuming, and requires physical removal of large quantities of sand. Besides being extremely costly, the time and loss of valuable soil deposits impact heavily on tourism and recreational usage. NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY: The removal system which will be procured is an EPA developed device with a capability of removing 95% of the oil accumulation from a one mile long-32 foot wide - one inch deep section of coastline per hour. The device is transportable by air or truck with the capability of one system arriving on scene at any U.S. coastal discharge within 24 hours.																																
REAL PROPERTY SUMMARY (\$500) <table border="1"> <thead> <tr> <th></th> <th>ACRES</th> <th>LAND COST</th> <th>VALUE OF IMPROVEMENTS</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>OWNED</td> <td></td> <td>\$</td> <td>\$</td> <td>\$</td> </tr> <tr> <td>BEING ACQUIRED</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>LEASES AND EASEMENTS</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>TOTAL AVAILABLE OR FUNDED</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>					ACRES	LAND COST	VALUE OF IMPROVEMENTS	TOTAL	OWNED		\$	\$	\$	BEING ACQUIRED					LEASES AND EASEMENTS					TOTAL AVAILABLE OR FUNDED								
	ACRES	LAND COST	VALUE OF IMPROVEMENTS	TOTAL																												
OWNED		\$	\$	\$																												
BEING ACQUIRED																																
LEASES AND EASEMENTS																																
TOTAL AVAILABLE OR FUNDED																																
A.C.&I. SUMMARY (\$500) <table border="1"> <thead> <tr> <th></th> <th>AMOUNT OF THIS REQUEST</th> <th>ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT</th> <th>ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY</th> </tr> </thead> <tbody> <tr> <td></td> <td>\$</td> <td>100</td> <td>100</td> </tr> <tr> <td></td> <td></td> <td></td> <td>0</td> </tr> </tbody> </table>					AMOUNT OF THIS REQUEST	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY		\$	100	100				0																	
	AMOUNT OF THIS REQUEST	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY																													
	\$	100	100																													
			0																													
COST ESTIMATE OF WORK																																
ITEM NO.	PROJECT ELEMENT			UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$500)																										
1.	Procure coastal oil removal device.....			EA	1	100																										
* Devices will be operated and maintained by existing field personnel.																																

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS									
FISCAL YEAR 1976 BUDGET ITEM NO. (1)		PROJECT TITLE SURVEY & DESIGN OF VARIOUS FACILITIES		NEAREST CITY & CONGRESSIONAL DISTRICT Various		APPROPRIATION HISTORY			
MISSION OR FUNCTION OF FACILITY:				PROGRAM		APPROPRIATED			
						YEAR			
						AMOUNT (\$000)			
The various facilities supported encompass all Coast Guard programs. Reason for request and physical description of existing facility: Advance survey, design, and planning in 1976 are required to insure efficient and effective execution of construction or major alteration projects in future years. The projects for which this preliminary work must be accomplished are part of the long-range plans for facility renovations and replacements.				Survey & Design of Various Facilities		1971			
				Survey & Design of Various Facilities		1972			
				Survey & Design of Various Facilities		1973			
				Survey & Design of Various Facilities		1974			
				Survey & Design of Various Facilities		1975			
				PERSONNEL STRENGTH					
				WARRANT		ENLISTED			
				OFFICER		CIVILIAN			
				CURRENT		TOTAL			
				PLANNED					
MAJOR TYPE DESCRIPTION OF NEW ACQUISITION FACILITY Design for future vessel, aircraft, and shore construction program to insure timely accomplishment of projects when funds are appropriated. The 1976 survey and design funds will be used for advance engineering studies and design of future major capital projects. The 1976 program also provides for feasibility studies and preliminary and contract design for future construction and major alterations to aircraft and vessels. Funds will also be used for site surveys and the purchase of real property to insure site availability for future facilities provided no excess property is available from other government agencies.				REAL PROPERTY SUMMARY (\$000)		VALUE OF IMPROVEMENTS			
				ACRES		\$			
				LAND COST		\$			
				OWNED		\$			
				BEING ACQUIRED		\$			
				LEASES AND EASEMENTS					
				TOTAL AVAILABLE OR FUNDED					
				A.C.B. SUMMARY (\$000)		\$ 4,005			
				AMOUNT OF THIS REQUEST		20,000			
				ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT		—			
				ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY		—			
COST ESTIMATE OF WORK									
ITEM NO.	PROJECT ELEMENT	UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)					
1.	Aircraft engineering and design evaluation.....	—	—	650					
2.	Design for future vessel construction and alterations.....	—	—	1,075					
3.	Architect-Engineer designs (including advance planning).....	—	—	1,680					
4.	Property acquisitions.....	—	—	600					
	TOTAL.....			4,005					

DEPARTMENT OF TRANSPORTATION, U.S. COAST GUARD
COM-ANS (REV. 5-74)

Previous editions are obsolete

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS									
FISCAL YEAR 1976 BUDGET ITEM NO. 02		PROJECT TITLE ENGINEERING & LOGISTICS - SUPPORT OF CONSTRUCTION PROJECTS		APPROPRIATION HISTORY		NEAREST CITY & CONGRESSIONAL DISTRICT Various			
MISSION OR FUNCTION OF FACILITY:		PROGRAM		APPROPRIATED AMOUNT (19000)					
				YEAR					
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: Each construction project requires contracting supervision, inspection, and overhead expenses which are necessary to ensure the success of the endeavor. These expenses are independent of advance planning and design, and are essential to administration of the ACSI program. NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY: Administrative expenses include: a. Salaries of engineers, inspectors, supply and clerical personnel assigned to the program. b. Travel and per diem costs of engineers, technicians, etc., required in the inspection and supervision of construction projects. c. Miscellaneous administrative supplies, equipment, and materials not identifiable with specific projects.		Administrative Expenses in Support of Program		1971	\$ 3,200				
		Administrative Expenses in Support of Program		1972	4,432				
		Administrative Expenses in Support of Program		1973	4,120				
		Administrative Expenses in Support of Program		1974	4,041				
		Administrative Expenses in Support of Program		1975	5,000				
		PERSONNEL STRENGTH							
		OFFICER	WARRANT	ENLISTED	CIVILIAN	TOTAL			
		CURRENT	70	22	42	122	296		
		PLANNED	77	26	36	172	311		
		REAL PROPERTY SUMMARY (19000)		VALUE OF IMPROVEMENTS		TOTAL			
		OWNED	ACRES	LAND COST		\$			
		BEING ACQUIRED		\$		\$			
		LEASES AND EASEMENTS							
		TOTAL AVAILABLE OR FUNDED							
		A.C.B.I. SUMMARY (19000)							
		AMOUNT OF THIS REQUEST				\$ 6,630			
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT				38,000			
		ESTIMATED FUTURE COSTS NEXT 8 YEARS - THIS FACILITY							
COST ESTIMATE OF WORK									
ITEM NO.	PROJECT ELEMENT	UNIT OF MEASURE	QUANTITY	ESTIMATED COST (19000)					
1.	Personnel compensation and benefits.....	---	---	5,810					
2.	Travel and per diem.....	---	---	420					
3.	Miscellaneous equipment, materials and supplies.....	---	---	400					
	TOTAL.....			6,630					

Previous editions are obsolete

DEPARTMENT OF TRANSPORTATION, U. S. COAST GUARD
CGHQ-4265 (REV. 5-74)

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS									
7/1/76 thru 9/30/76		PROJECT TITLE WATERWAYS AIDS TO NAVIGATION PROJECTS		NEAREST CITY & CONGRESSIONAL DISTRICT Various		APPROPRIATION HISTORY			
MISSION OR FUNCTION OF FACILITY:				PROGRAM		YEAR		APPROPRIATED AMOUNT (\$000)	
Aids to Navigation REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: The U.S. Coast Guard has statutory responsibility to provide for the navigational needs of the maritime public and the armed forces. New aids are established, as required, when the navigable waters of the U. S. are extended by completion of Corps of Engineers projects. Existing aids are improved to fulfill changing maritime user requirements. The Coast Guard is responsible for more than 45,000 aids to navigation which are necessary to properly mark the navigable waters of the U. S. NAUTICAL DESCRIPTION OF REPLACEMENT FACILITY: Subprojects in this request comprise requirements for buoys, fixed marks, lights, sound, and other signals to assist in marine navigation. Projects are based on Corps of Engineers projects or smaller projects to improve service, meet changes resulting from acts of nature, or improve efficiency by establishing aids less costly to maintain. Fluctuations in material procurement and work schedules, and the completion of Corps projects may require substitution and modification of planned accomplishments. The projects listed are representative. The list is not all-inclusive, nor does it indicate priorities.				WARRANT		ENLISTED		TOTAL	
				OFFICER		CIVILIAN			
				CURRENT					
				PLANNED					
				ACRES		LAND COST		VALUE OF IMPROVEMENTS	
				BEING ACQUIRED				TOTAL	
				TOTAL AVAILABLE OR FUNDED					
				A.C.R. SUMMARY (\$000)					
				AMOUNT OF THIS REQUEST					
				ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT					
				ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY					
				UNIT OF MEASURE					
				QUANTITY					
				ESTIMATED COST (\$000)					

COST ESTIMATE OF WORK

PROJECT ELEMENT

1. Establish new aids or improve existing aids.....

Representative Waterways Projects**

Elba Island, Georgia.....\$41,100
 Coos Bay, Oregon.....101,000
 Mobile Harbor, Alabama.....166,200
 Grovesend Bay, New York.....12,300
 Texas City, Texas.....23,100
 Atchafalaya River, Louisiana.....7,100
 Huron Harbor, Ohio.....23,000

*1976 Budget request.

**These project elements are associated with completion of Corps of Engineers projects.

DEPARTMENT OF TRANSPORTATION, U. S. COAST GUARD
COM-433 (REV. 5-74)

Previous editions are obsolete

PROJECT TITLE		MISSION OR FUNCTION OF FACILITY:		ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS		NEAREST CITY & CONGRESSIONAL DISTRICT																																					
7/1/76 thru 9/30/76		LIGHTHOUSE AUTOMATION AND MODERNIZATION PROGRAM (LAMP)		VARIATIONS		VARIATIONS																																					
Aids to Navigation. REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY: The Coast Guard has been involved in a program of converting lighthouses to permit unmanned operation whenever possible. The resulting savings from personnel reductions usually offsets the cost of automating the lights in four or five years. The elimination of many isolated manned light stations in the past has saved personnel costs but reduces personnel hardships and logistics workload. The typical light station consists of a light tower, fog signal, radio beacon power machinery, and building, and living spaces for the four-to-six men required to operate the equipment. This particular request is to continue field work on automation projects started in prior fiscal years. NARRATIVE DESCRIPTION OF REPLACEMENT FACILITY: Automated lights have the same physical appearance and provide the same basic service to the mariner as the manned light. Lighthouses are automated in three phases. One fiscal year is usually required to complete each phase. Phase I includes design and equipment procurement. Phase II includes equipment checks, razing unnecessary structures, and securing the remaining buildings before removing personnel. Approximately 25% of the personnel are retained and relocated to a nearby facility which is responsible for the maintenance of the automated light.				APPROPRIATION HISTORY <table border="1"> <thead> <tr> <th>PROGRAM</th> <th>YEAR</th> <th>AMOUNT (\$1000)</th> </tr> </thead> <tbody> <tr> <td>Automate Various Light Stations</td> <td>1968-71</td> <td>3,081</td> </tr> <tr> <td>Automate Various Light Stations</td> <td>1972</td> <td>1,000</td> </tr> <tr> <td>Automate Various Light Stations</td> <td>1973</td> <td>850</td> </tr> <tr> <td>Automate Various Light Stations</td> <td>1974</td> <td>1,050</td> </tr> <tr> <td>Automate Various Light Stations</td> <td>1975</td> <td>1,000</td> </tr> <tr> <td>Automate Various Light Stations</td> <td>1976</td> <td>1,250</td> </tr> </tbody> </table>		PROGRAM	YEAR	AMOUNT (\$1000)	Automate Various Light Stations	1968-71	3,081	Automate Various Light Stations	1972	1,000	Automate Various Light Stations	1973	850	Automate Various Light Stations	1974	1,050	Automate Various Light Stations	1975	1,000	Automate Various Light Stations	1976	1,250	PERSONNEL STRENGTH <table border="1"> <thead> <tr> <th>OFFICER</th> <th>WARRANT</th> <th>ENLISTED</th> <th>CIVILIAN</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>CURRENT</td> <td>0</td> <td>242</td> <td>0</td> <td>242</td> </tr> <tr> <td>PLANNED</td> <td>0</td> <td>70</td> <td>0</td> <td>70</td> </tr> </tbody> </table>		OFFICER	WARRANT	ENLISTED	CIVILIAN	TOTAL	CURRENT	0	242	0	242	PLANNED	0	70	0	70
PROGRAM	YEAR	AMOUNT (\$1000)																																									
Automate Various Light Stations	1968-71	3,081																																									
Automate Various Light Stations	1972	1,000																																									
Automate Various Light Stations	1973	850																																									
Automate Various Light Stations	1974	1,050																																									
Automate Various Light Stations	1975	1,000																																									
Automate Various Light Stations	1976	1,250																																									
OFFICER	WARRANT	ENLISTED	CIVILIAN	TOTAL																																							
CURRENT	0	242	0	242																																							
PLANNED	0	70	0	70																																							
COST ESTIMATE OF WORK				REAL PROPERTY SUMMARY (2000) <table border="1"> <thead> <tr> <th>OWNED</th> <th>ACRES</th> <th>LAND COST</th> <th>VALUE OF IMPROVEMENTS</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>BEING ACQUIRED</td> <td></td> <td>\$</td> <td>\$</td> <td></td> </tr> <tr> <td>LEASES AND EASEMENTS</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>TOTAL AVAILABLE OR FUNDED</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		OWNED	ACRES	LAND COST	VALUE OF IMPROVEMENTS	TOTAL	BEING ACQUIRED		\$	\$		LEASES AND EASEMENTS					TOTAL AVAILABLE OR FUNDED					A.C. 61 SUMMARY (2000) <table border="1"> <thead> <tr> <th>AMOUNT OF THIS REQUEST</th> <th>ESTIMATED FUTURE COSTS NEXT 4 YEARS</th> <th>THIS PROJECT</th> <th>ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY</th> </tr> </thead> <tbody> <tr> <td>\$ 150</td> <td></td> <td></td> <td></td> </tr> <tr> <td>8,350</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		AMOUNT OF THIS REQUEST	ESTIMATED FUTURE COSTS NEXT 4 YEARS	THIS PROJECT	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY	\$ 150				8,350							
OWNED	ACRES	LAND COST	VALUE OF IMPROVEMENTS	TOTAL																																							
BEING ACQUIRED		\$	\$																																								
LEASES AND EASEMENTS																																											
TOTAL AVAILABLE OR FUNDED																																											
AMOUNT OF THIS REQUEST	ESTIMATED FUTURE COSTS NEXT 4 YEARS	THIS PROJECT	ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY																																								
\$ 150																																											
8,350																																											
ITEM NO.		PROJECT ELEMENT		UNIT OF MEASURE		QUANTITY		ESTIMATED COST (\$1000)																																			
1.		South Portland Group, Phase II (1 station).....		-		-		8																																			
2.		Boston Group, Phase II (1 station).....		-		-		11																																			
3.		Southwest Harbor Group, Phase II (1 station).....		-		-		9																																			
4.		Long Island Sound Group, Phase III (2 stations).....		-		-		48																																			
5.		Base St. Petersburg Group, Phase II (1 station).....		-		-		10																																			
6.		Escanaba, Phase II (2 station).....		-		-		15																																			
7.		Ft. Arena, Phase III (1 station).....		-		-		6																																			
8.		Fort Angeles Group, Phase III (3 stations).....		-		-		43																																			
		TOTAL.....		-		-		150																																			
		* 1976 Budget request																																									

Previous editions are obsolete

DEPARTMENT OF TRANSPORTATION, U. S. COAST GUARD
CGHQ-425 (REV. 5-74)

PROJECT TITLE		PROJECTS		APPROPRIATION HISTORY		APPROPRIATED	
MISSION OR FUNCTION OF FACILITY:		ENGINEERING & LOGISTICS - SUPPORT OF CONSTRUCTION PROJECTS		YEAR		AMOUNT (\$000)	
7/1/76 thru 9/30/76		NEAREST CITY & CONGRESSIONAL DISTRICT		1971		1972	
REASON FOR REQUEST AND PHYSICAL DESCRIPTION OF EXISTING FACILITY:		Administrative Expenses in Support of Program		1971		3,200	
Each construction project requires contracting supervision, inspection, and overhead expenses which are necessary to ensure the success of the endeavor. These expenses are independent of advance planning and design, and are essential to administration of the A&L program.		Administrative Expenses in Support of Program		1972		4,432	
		Administrative Expenses in Support of Program		1973		4,043	
		Administrative Expenses in Support of Program		1974		5,000	
		Administrative Expenses in Support of Program		1975		5,000	
		Administrative Expenses in Support of Program		1976		6,630*	
		PERSONNEL STRENGTH					
		OFFICER		ENLISTED		TOTAL	
		CURRENT		77		172	
		PLANNED		77		172	
		REAL PROPERTY SUMMARY (1980)					
		ACRES		LAND COST		VALUE OF IMPROVEMENTS	
		OWNED		\$		\$	
		BEING ACQUIRED		\$		\$	
		LEASES AND EASEMENTS					
		TOTAL AVAILABLE OR FUNDED					
		A.C.&L. SUMMARY (2000)					
		AMOUNT OF THIS REQUEST				\$ 1,848	
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS PROJECT				38,000	
		ESTIMATED FUTURE COSTS NEXT 4 YEARS - THIS FACILITY					
		COST ESTIMATE OF WORK					
ITEM NO.	PROJECT ELEMENT	UNIT OF MEASURE	QUANTITY	ESTIMATED COST (\$000)			
1.	Personnel compensation and benefits	---	---	\$1,528			
2.	Travel and per diem	---	---	200			
3.	Miscellaneous equipment, materials and supplies	---	---	120			
	TOTAL			1,848			
	*1976 Budget request.						

Previous editions are obsolete.

DEPARTMENT OF TRANSPORTATION, U.S. COAST GUARD
CGHQ-488 (REV. 5-74)

COAST GUARD--Alteration of Bridges

GENERAL STATEMENT

This appropriation funds for the Coast Guard's share of the cost of altering or removing bridges obstructive to navigation. Under the provisions of the Truman-Hobbs Act of June 21, 1940, as amended, (33 U.S.C. 511 et seq.) the Coast Guard, as the Federal Government's agent, is required to share with owners the cost of altering railroad and publicly owned highway bridges which obstruct the free movement of navigation on navigable waters of the United States in accordance with the formula established in 33 U.S.C. 516. Administrative costs associated with this program are funded from "Operating expenses."

Detailed Explanation of Changes Requested for Fiscal Year 1976

	1975 Estimate	1976 Estimate	Increase for 1976
<u>Program Increases:</u>			
1. Alteration of Bridges.....	\$6,562,000	\$6,600,000	\$38,000

The program for 1976 provides for alteration of bridges previously determined to be unreasonable obstructions to navigation. This continues the program to insure that reasonable needs of navigation are met. Generally, bridges to be altered were built with what are now insufficient vertical and/or horizontal clearances for free navigation on navigable waters of the United States. The Coast Guard, for the Federal Government, shares in the cost of such alterations.

The bridges for which funds are requested in 1976, with amounts previously funded and estimated total cost to the Government, are shown in the following table (in thousands of dollars):

<u>Bridge/Owner</u>	<u>Total U.S. cost</u>	<u>Previously Funded</u>	<u>FY 1976 Request</u>	<u>Amount required to complete</u>
1. Caloosahatchee River, Tice, Fla. (Seaboard Coastline RR) ..	\$3,000	\$150	\$900	\$1,950
2. Columbia River, Kennewick, Wash. (Union Pacific RR)	8,600	810	2,000	5,790
3. Biloxi Bay, Popps Ferry, Miss. (Popps Ferry Road, Harrison County Road Dept.) ..	2,000	100	1,000	900
4. Newark Bay, Newark, N. J. (Central New Jersey RR)	13,962	262	100	13,600
5. Savannah River, Savannah, Ga. (Seaboard Coastline RR) ..	5,600	...	1,500	4,100
6. Clearwater River, Lewiston, Id. (Idaho State Hwy. Dept.) ...	10,000	...	600	9,400
7. Cooper River, Charleston, S. C. (Seaboard Coastline RR) ..	<u>3,000</u>	<u>...</u>	<u>500</u>	<u>2,500</u>
Total	46,162	1,322	6,600	38,240

In the event progress is delayed on any of the above bridges and the delays will result in a failure to make timely obligation of all appropriated funds, the Commandant may authorize work on other bridges for which a notice to alter has been issued, in accordance with provisions of Section 3 of the Truman-Hobbs Act.

COAST GUARD--Alteration of Bridges

For "Alteration of bridges" for the period July 1, 1976, through September 30, 1976, \$2,050,000, to remain available until expended.

	<u>Obligations</u>	<u>Outlays</u>
July 1, 1976 through September 30, 1976 (1976A)	\$2,050,000	\$2,050,000

Narrative Justification

The program provides for continuation of bridge alteration projects underway in 1976. The program must be continued to insure that reasonable needs of navigation are met. Generally, bridges to be altered were built with what are now insufficient vertical and/or horizontal clearances for free navigation on navigable waters of the United States. The Coast Guard, for the Federal Government, shares in the cost of such alterations.

The bridges for which funds are requested in this transition period, with amounts previously funded and estimated total cost to the Government, are shown in the following table (in thousands):

<u>Bridge/Owner</u>	<u>Total U.S. cost</u>	<u>Previously Funded 1/</u>	<u>1 July- 30 Sept. 1976</u>	<u>Amount required to complete</u>
1. Caloosahatchee River, Tice, Fla. (Seaboard Coastline RR) ..	\$3,000	\$1,050	\$450	\$1,500
2. Columbia River, Kennewick, Wash. (Union Pacific RR)	8,600	2,810	600	5,190
3. Biloxi Bay, Popps Ferry, Miss. (Popps Ferry Road, Harrison County Road Dept.) ..	2,000	1,100	...	900
4. Newark Bay, Newark, N.J. (Central New Jersey RR)	13,962	362	...	13,600
5. Savannah River, Savannah, Ga. (Seaboard Coastline RR)	5,600	1,500	1,000	3,100
6. Clearwater River, Lewiston, Id. (Idaho State Hwy. Dept.) ..	10,000	600	...	9,400
7. Cooper River, Charleston, S. C. (Seaboard Coastline RR) .	<u>3,000</u>	<u>500</u>	<u>...</u>	<u>2,500</u>
Total	46,162	7,922	2,050	36,190

1/ Includes FY 1976 request.

In the event progress is delayed on any of the above bridges and the delays will result in a failure to make timely obligation of all appropriated funds, the Commandant may authorize work on other bridges for which a notice to alter has been issued in accordance with provisions of Section 3 of the Truman-Hobbs Act.

