

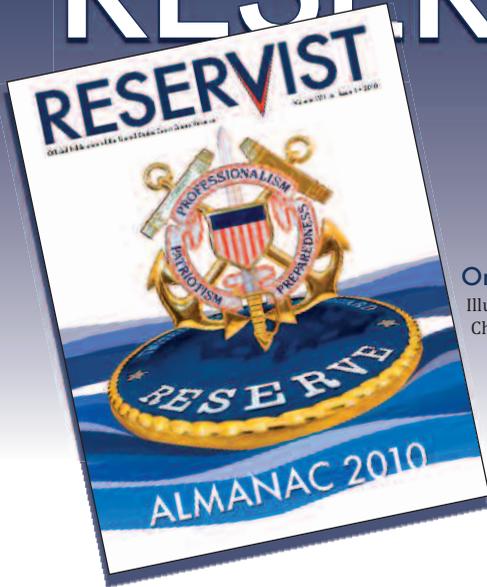
RESERVIST

Official Publication of the United States Coast Guard Reserve

Volume LVII ≈ Issue 1 • 2010



ALMANAC 2010



On the Cover:
Illustration by
Chris Rose

CONTENTS

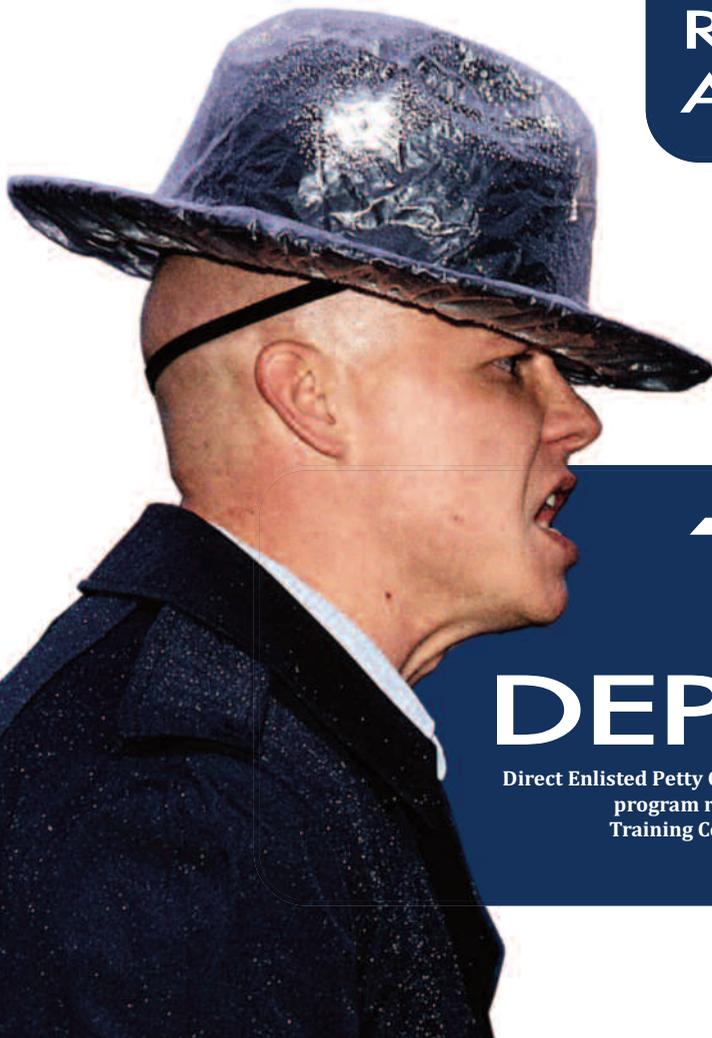
DEPARTMENTS

UP FRONT	2
THE VIEW	4
STAFFING GUIDE	37
PARTING SHOTS	40



RIBBONS, BADGES AND INSIGNIA

7



12 DEPOT

Direct Enlisted Petty Officer Training
program replaces REBI at
Training Center Cape May.





**INSIDE
SPECIAL PULL
OUT POSTER**

**30
MEMBER
BENEFITS**



**14
FLEET
REVIEW**

RESERVIST

Volume LVII ≈ Issue 1 • 2010
www.uscg.mil/reservist
thereservist@uscg.mil

Magazine

Isaac D. Pacheco
Editor

Chris S. Rose
Art Director

Command

ADM Thad W. Allen
Commandant, U.S. Coast Guard

RDML Daniel R. May
Director, Reserve & Training

CAPT Andrea L. Contratto
Chief, Office of Reserve Affairs

MAILING ADDRESS

Commandant (CG-1313)
 2100 Second Street (Stop-7801)
 Washington, DC 20593-7801
 ATTN: Editor, RESERVIST

Phone: 202-475-5457/5460
 FAX: 202-475-5917
 Email: thereservist@uscg.mil

U.S. Coast Guard Reserve Web Site
www.uscg.mil/reserve

U.S. Coast Guard Web Site
www.uscg.mil

ADDRESS CHANGES

Selected Reservists (SELRES):
 Please use Direct Access
<https://hr.direct-access.us>
 or send your address change
 to your unit SPO.

Individual Ready Reservists (IRR):
 Please contact the IRR PERSRU
 at the following:
 1-866-735-3897;
 Web: www.uscg.mil/rpm/irr

Retired Reservists:
 Please send e-mail to
 Personnel Service Center (ras) at:
psc-dg-ras@uscg.mil
 or call 1-800-772-8724

RESERVIST is published by the Commandant, Director of Reserve & Training, U.S. Coast Guard. It is intended for information only and is not authority for official action. Views and opinions expressed are not necessarily those of the U.S. Dept. of Homeland Security or U.S. Coast Guard. The editor reserves the right to select and edit all materials for publication.

UP FRONT



Petty Officer 1st Class Daniel Morales of Maritime Safety and Security Team 91104 watches from the bow of a rigid hull inflatable boat as he travels away from guided-missile cruiser USS Anzio (CG 68) Oct. 15, 2009, in the Gulf of Aden. Anzio is the flagship for Combined Task Force-151, a multinational force established to conduct counterpiracy operations off the coast of Somalia.

Photo by Navy Petty Officer 1st Class Matthew Bash.





Rear Admiral
Daniel R. May

Director of
Reserve and Training

"I look forward to working with all of you in 2010 as we continue to move forward with the many initiatives that improve our Reserve Forces."

VIEW FROM THE BRIDGE

Happy Holidays to everyone from the Reserve Program. I hope each of you enjoy a very safe and joyous holiday season with family, friends and shipmates. As we enter the new year, we continue to move forward with the goals and objectives we have been diligently working on throughout the past year. These include rolling out the Reserve Forces Readiness System (RFRS) and improving recruiting and communications for Reservists. We recently began a very important new task that should provide key recommendations on the future size and shape of the Coast Guard Reserve Force. This is a critical objective that we have been promoting with other headquarters' programs for the last year. For many of us that have been around for a good number of years, "studying the Reserve Force" is an all too frequently heard topic. However, this is different.

First, this new effort is not a study, but instead a review and analysis that will provide clear answers on key reserve questions regarding the size and shape of our force, the future of our expeditionary and domestic mission sets and a better defined concept of employment that links mobilization and augmentation. Second, the review is not being led by the Reserve Program. It is a FORCECOM-led initiative with participation from key programmatic and operational portions of the organization.

Much work has been done since the mid 1990s, when the ResFor were integrated with our active duty forces, to shape and maximize ResFor capabilities. Additional work has been initiated, including RFRS, to ensure we provide the best organizational support structure and operational construct to meet our goals. The Commandant's Intent Action Order #9 directed development of an optimal Coast Guard organizational structure to address the administration, training, and development of our Reserve Forces. Establishment of RFRS will accomplish that goal in our new modernized Coast Guard organization, however, the ultimate size and shape of our force remains unclear. Given the tremendous use of the force since 9/11 (more than 5 times than before 9/11), we need to take a hard look at force employment through the operational requirements we are asking of our reservists. From that review we can then analyze the force to see if our current size and shape is sufficient to sustain the mission. This Working Group will do that for us, and has three main goals:

- **Validate the Reserve Force Policy Statement.** The working group will review the existing Policy Statement and validate that these three functional areas are the operational focus that our reserves should be employed in throughout the 21st century. They will also provide a follow-on "framework" on how we employ reserves in each of these mission sets specifically for Expeditionary and Domestic T-10 support and domestic voluntary and T-14 contingency operations; national, regional, and local surge operations, both planned and unplanned.
- **Force Analysis.** The working group will conduct an analysis of the force size based upon operational requirements that match the functional areas determined above and as provided by Deputy Commandant for Operations/CG-5 keeping to the 1:5 mobilization ratio. This analysis shall determine if the current force size and structure is adequate to accomplish the operational employment desired.
- **Force Recommendations.** Based upon the review and analysis conducted in the two items above, the work group shall develop an execution plan/plan of action and milestones to implement recommendations including a growth plan as needed.

I am excited about this effort and believe it will help us greatly in setting the stage for the Reserve Forces of the 21st century. We have made tremendous strides on this effort over the past year but this working group will now finalize the work necessary to make this a reality. The group is expected to finish by 1 April, 2010. I am sure you will hear more about this effort as it gets underway, and I will certainly keep everyone apprised of its progress and final outcome.

I look forward to working with all of you in 2010 as we continue to move forward with the many initiatives that improve our Reserve Forces. During this next year, I hope to get out and visit a good number of you and see the great work all of you are doing in support of our Coast Guard missions. As I said in my very first View from the Bridge last year, I am, and continue to be, honored to serve as your Director.

Semper Paratus!



★

2010

SECRETARY OF DEFENSE

EMPLOYER SUPPORT

FREEDOM AWARD

★

**To all Guard and Reserve service
members and their families—**

**Nominate your employer for the Secretary
of Defense Employer Support Freedom Award,
the highest award given by the U.S. Government
to employers for their exceptional support of
employees serving in the Guard and Reserve.**

We All Serve.

NOMINATIONS ACCEPTED
NOVEMBER 2, 2009 - JANUARY 18, 2010
AT WWW.FREEDOMAWARD.MIL

ESGR is a Department of Defense agency established in 1972. Its mission is to gain and maintain employer support for Guard and Reserve service by recognizing outstanding support, increasing awareness of the law, and resolving conflict through mediation.



RESERVIST

SUBMISSION GUIDELINES

Feature Writers:

- We encourage writers who have a Coast Guard Reserve background to submit articles. It is best to query first. Material is reviewed on a speculative basis.
- Since Reservist is a magazine published primarily for Coast Guard reservists, all of our material must be targeted accordingly.
- Our usual requirements for articles are 1,500 to 2,000 words, accompanied by 8 to 10 color or black and white photographs, or illustrations and maps where appropriate, with complete caption information. We reserve the right to edit in order to meet space limitations or magazine format criteria. Please call ahead or email if your submission falls outside these general guidelines.
- All articles must be accurate, with the writer having checked the spelling of names and places as well as having checked all dates, numbers, etc. We do not publish fiction or personal vignettes.
- Our audience is highly varied, ranging from potential (high-school-age) recruits to Reserve and active-duty personnel, former Guardsmen, retirees of all ages and family members of reservists.
- Our theme is the Coast Guard Reserve: "Past, Present and Future," and we endeavor to include history, current events and forward-looking stories in each issue.
- The publishers of Reservist assume no responsibility for the return of unsolicited manuscripts, drawings or photographs.
- Text in article submissions must be saved as double-spaced, Word or Pages documents, and may be emailed to: thereservist@uscg.mil
- Story submissions or digital photos burned on a CD or DVD, or printed photos/slides, with appropriate caption and photo ID, are also acceptable, and may be sent via postal mail to:

Editor (CG-1313)
USCG Reservist Magazine
2100 2nd Street, S.W. STOP 7801
Washington DC 20593-7801

Photographers:

- Reservist accepts photography from both military and civilian photographers. Digital images are preferred. Color slides, prints and black and white images are accepted on a case-by-case basis.
- **Digital:** Photo files should be (at minimum) 5x7 at 300 resolution and saved in .jpeg or .jpg format. Only photos that are 8x10 at 300 resolution, or larger, will be given consideration as cover art. Individual photos should be no larger than 8MB.
- **Cover:** For best results, images should measure 8 1/2" x 11" (300 resolution if digital). Remember to leave space at the top of your proposed cover image (illustration, painting or photograph) for the Reservist logo. Action should be from left to right or centered.
- **Email digital photos to:** thereservist@uscg.mil. File size in individual emails may not exceed 10MB, however, submitters are encouraged to send multiple emails if necessary.



Digital photos should ideally measure 3000 pixels, or greater, on the long side.

Taps entries:

Example:

LCDR John Doe, USCGR (Ret.), Sept. 10, 2009, in Honorville, Calif. He is survived by his wife, Jane Doe, and three children.

For more information call (202) 475-5457.

RESERVIST GUIDE TO



RIBBONS, RANKS AND INSIGNIA

RIBBONS



Medal of Honor



Navy Cross



Distinguished Service Cross



Air Force Cross



DHS Distinguished Service Medal



DOT Distinguished Service Medal



DOT's Secretary Award for Outstanding Achievement



Defense Superior Service Medal



DOT 9-11 Guardian Medal



Legion of Merit



Distinguished Flying Cross



Coast Guard Medal



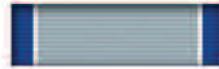
Defense Meritorious Service Medal



Meritorious Service Medal



Air Medal



Silver Lifesaving Medal



DOT's Secretary Award for Meritorious Achievement



Joint Service Commendation Medal



DOT 9-11 Medal



Coast Guard Achievement Medal



Navy Achievement Medal



Army Achievement Medal



Air Force Achievement Medal



Commandant's Letter of Comendation Ribbon



Joint Meritorious Unit Award



DOT Outstanding Unit Award



Coast Guard Unit Commendation



Navy Unit Commendation



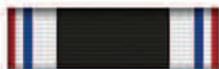
Air Force Meritorious Unit Award



Coast Guard Meritorious Unit Commendation



Bicentennial Unit Commendation



Prisoner of War Medal



Good Conduct Medal



Navy Good Conduct Medal



Marine Corps Good Conduct Medal



Army Good Conduct Medal



Enlisted Person of the Year Ribbon



Navy Expeditionary Medal



Marine Corps Expeditionary Medal



National Defense Service Medal



Antarctica Service Medal



Arctic Service Medal



Global War on Terrorism Expeditionary Medal



Global War on Terrorism Service Medal



Korea Defense Service Medal



Armed Forces Service Medal



Humanitarian Service Medal



DOT 9-11 Ribbon



Army Overseas Service Ribbon



Air Force Overseas Service Ribbon (Short)



Air Force Overseas Service Ribbon (Long)



Navy Arctic Service Ribbon



Naval Reserve Seas Service Ribbon



Army NCO Professional Military Graduate Ribbon



Vietnam Gallantry Cross Unit Citation



Vietnam Civil Actions Unit Citation



U.N. Medal



NATO Medal



NATO Kosovo Medal



Multinational Force & Observers Medal

RIBBON DEVICES



5/16 Gold Star



5/16 Silver Star



3/16 Bronze Star



3/16 Silver Star



Silver Oak Leaf



Bronze Oak Leaf



Combat Valor



Expert Rifle/Pistol



Sharp Shooter Rifle/Pistol



Defense Distinguished Service Medal



Coast Guard Distinguished Service Medal



Navy Distinguished Service Medal



Army Distinguished Service Medal



Air Force Distinguished Service Medal



Silver Star



Navy & Marine Corps Medal



Soldier's Medal



Airman's Medal



Gold Lifesaving Medal



Bronze Star



Purple Heart



Coast Guard Commendation Medal



Navy Commendation Medal



Army Commendation Medal



Air Force Commendation Medal



DOT's Secretary Award for Superior Achievement



Joint Service Achievement Medal



Coast Guard Combat Action Ribbon



Navy Combat Action Ribbon



Coast Guard Presidential Unit Citation



Navy Presidential Unit Citation



Army/Air Force Presidential Unit Citation



Air Force Gallant Unit Citation



Navy Meritorious Unit Commendation



Air Force Outstanding Unit Award



Air Force Organizational Excellence Award



Meritorious Team Commendation



"E" Ribbon



Navy "E" Ribbon



Air Force Good Conduct Medal



Reserve Good Conduct Medal



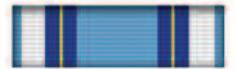
Naval Reserve Meritorious Service Medal



Selected Marine Corps Reserve Medal



Reserve Components Achievement Medal



Air Reserve Forces Meritorious Service Medal



Armed Forces Expeditionary Medal



Vietnam Service Medal



Southwest Asia Service Medal



Kosovo Campaign Medal



Afghanistan Campaign Medal



Iraq Campaign Medal



Military Outstanding Volunteer Service Medal



Special Operations Service Ribbon



Sea Service Deployment Ribbon



Navy Sea Service Deployment Ribbon



Restricted Duty Ribbon



Navy Overseas Service Ribbon



Air Force NCO Professional Military Graduate Ribbon



Basic Training Honor Graduate Ribbon



Air Force Basic Training Honor Graduate Ribbon



Recruiting Service Ribbon



Armed Force Reserve Medal



Republic of Vietnam Presidential Unit Citation



Inter-American Defense Board Medal



Republic of Vietnam Campaign Medal



Kuwait Liberation Medal (Saudi Arabia)



Kuwait Liberation Medal (Kuwait)



Rifle Marksmanship Ribbon



Pistol Marksmanship Ribbon



Mobilization



Numeral



Operational



Hurricane



Silver Hourglass



Bronze Hourglass



Silver Wintered Over



Gold Wintered Over



Bronze Wintered Over

OFFICER GRADES

WARRANT

FLAG



FIELD



JUNIOR



SPECIALTIES



ENLISTED RANKS

CHIEF



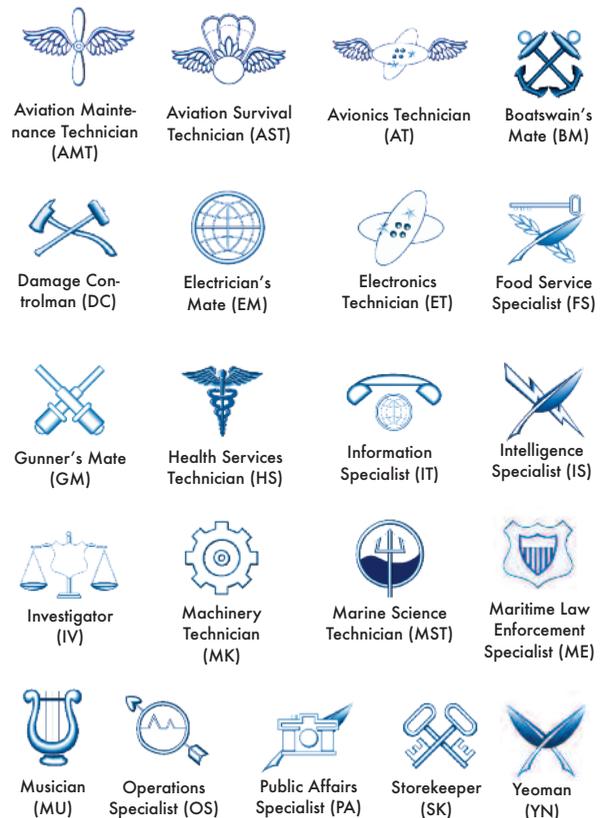
PETTY OFFICER



NON-RATE



RATINGS



INSIGNIA



Aviator



Aircrew



Aviation
Rescue Swimmer



Flight Surgeon



Mission Specialist



Flight Officer



Astronaut
(Pilot)



Astronaut
(Mission Specialist)



Port Security
(Officer)



Port Security
(Enlisted)



Cutterman
(Officer)



Cutterman
(Enlisted)



Surface Warfare
(Officer)



Surface Warfare
(Enlisted)



Boat Force Operations
(Advanced)



Boat Force Operations



Marine Safety



Enlisted Expeditionary
Warfare Specialist



Coxswain



Surfman



Physician Assistant/
Nurse Practitioner



Navy Special
Warfare Insignia



Law Enforcement Detachment/
Tactical Law Enforcement Team



Company Commander



Diving Officer



Master Diver



First Class Diver



Second Class Diver



Scuba Diver
(officer)



Scuba Diver
(Enlisted)

BADGES



Presidential Service



Vice Presidential Service



Office of the Secretary of
Homeland Security



Office of the Secretary of
Defense



Joint Chiefs of Staff



Commandant's Staff



Master Chief Petty Officer
of the Coast Guard



Master Chief Petty Officer
of the Coast Guard
Reserve Force



Special Agent



Honor Guard



Recruiting
(School Graduate)



Recruiting



Area
Master Chief



Command Master Chief
(Commandant designated)



Rating Force
Master Chief



Command
Master Chief



Sector
Master Chief



Unit
Master Chief

DEVICES



Command
Afloat



Command
Ashore



Officer in Charge
Afloat



Officer in Charge
Ashore

DEPOT

New Training Program Replaces REBI

Story and Photos by Petty Officer 3rd Class Jonathan Lindberg

Fast paced steps echo down the halls. The noise of recruits sounding off as they file through the doors to Munro Hall is drowned out by company commanders barking orders at them. The nervous recruits march in step up to the second deck and swiftly make their way to the squad bay.

The sights, sounds and experiences of boot camp at Coast Guard Training Center Cape May, N.J., are something nearly everyone in the Coast Guard can relate to. Whether you are active duty or reserve, nearly everyone's story starts here. For some reservists a new story is being started by the start of a new program.

The Direct Enlisted Petty Officer Training program is a 20-day accelerated recruit training program designed to replace the 12-day Reserve Enlisted Basic Indoctrination (REBI), which trained civilians and prior service members for reserve duty, and the Prior Service Training Program, which trained prior service members for active duty. This decision came after review and feedback regarding the preparedness of graduates from the two programs.

"We found through evaluations, interviews, talking to senior staff members and to recent graduates of the REBI program that it wasn't quite meeting the needs of the Coast Guard," said Lt. Cmdr. Jennifer Sinclair, instruction design chief of the DEPOT program at Coast Guard Training Center Cape May.

To meet the needs a new curriculum had to be constructed that would contain the necessary Enlisted Professional Military Education qualifications that could fit in the 20-day training schedule.

"Essentially we have trimmed all the fat off the schedule," said Sinclair. "If it is not required for EPME or by Commandant Instruction it is not in the curriculum."

DEPOT recruits are still required to attend seamanship



Petty Officer 3rd Class Gerald Wyatt, a Direct Enlisted Petty Officer Training Company member, prepares to toss a heaving line during seamanship class at Coast Guard Training Center Cape May, Oct. 16, 2009.

classes, pass the physical fitness assessment and the swim assessment. They work from 5:30 a.m. to 10 p.m. every day with the exception of divine hours on Sunday to get all the needed requirements completed. On top of the training the recruits must also complete the Apprentice Leadership Program, which is an entry level leadership program that is going to be taught at all the schools Coast Guard members attend for initial career training.

"This was an additional 24 hours of instruction that we had to add into the already jam packed schedule," said Sinclair.

The combining of two training programs into one will benefit the Coast Guard not just by creating more effective training but also by cutting back on resources.

This program will allow the Coast Guard to save money on resources such as company commanders, drill halls and classrooms. Recruits are going to be exposed to more military discipline and instruction than they have in the past programs, said Steve Whitehead, a retired Coast Guard master chief and former company commander now a member of the instructional design staff at Training Center Cape May.

The first DEPOT Company graduated on Oct. 23, 2009, and like each program in its early stages it is going to see some changes along the way.

"There is going to be some vast differences in what this class saw and what the next class is going to see," said Chief Petty Officer Judd Reno, lead company commander of the first DEPOT Company and the next one scheduled for Jan. 2010. "For all the company commanders and the staff here, we are going to have to stay flexible and see how this program develops."

The seven members of the first DEPOT Company may be one of the smallest companies ever to graduate at Cape May, but they are proof how the Coast Guard's adapting and evolving its training. ≈



Petty Officer 1st Class Aaron Levitt, assistant company commander of the first Direct Enlisted Petty Officer Training Company, congratulates Petty Officer 2nd Class Wesley Mundy at the DEPOT graduation held at Coast Guard Training Center Cape May, Oct. 23, 2009.



THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON, D.C. 20593-0001

U. S. COAST GUARD RESERVE POLICY STATEMENT

America's Coast Guard is a unique instrument of national security and a key component of this nation's emergency response apparatus. The Coast Guard Reserve significantly enhances the Coast Guard's ability to respond to all threats and all hazards.

Accomplishing this in today's dynamic operating environment requires the full participation of every Coast Guard member, particularly the dedicated men and women of the Coast Guard Reserve. A trained and ready Reserve force, backed by a robust Reserve Component mission support system, is essential to our ability to respond to acts of terrorism, disasters or other contingencies within the maritime domain. Accordingly, the Coast Guard Reserve must embody the competencies necessary to perform three functions:

- Maritime Homeland Security;
- Domestic and expeditionary support to National Defense; and,
- Response to domestic disasters, both natural and man-made.

Success in these three functional areas demands a Reserve force that remains ready for mobilization at any time. Training, including drills and two weeks of annual active duty, must focus on building and honing the skills and knowledge required to mobilize quickly and execute missions effectively. Because of their full integration into many shore-based units, reservists are available to augment active duty forces for the full continuum of daily Coast Guard missions as they train and prepare for future mobilization. Employment of Coast Guard Reserve forces in routine operations, therefore, must always reflect a relentless pursuit of mobilization readiness.

I expect every commander, commanding officer, officer-in-charge and program to provide the leadership and training necessary for those Reserve members assigned to them to be ready for mobilization. I also expect all reservists to devote themselves to acquiring and maintaining the skills and personal readiness that is required to support their mobilization when necessary. Through unity of effort, we will fulfill our strategic intent to maintain a flexible, responsive Coast Guard Reserve that constitutes a powerful force multiplier for securing and defending America at home and abroad.

A blue ink signature of Thad W. Allen, written in a cursive style.

Thad W. Allen
Admiral, United States Coast Guard



FLEET





REVIEW

2010

CUTTERS

A "Cutter" is basically any CG vessel 65 feet in length or greater, having adequate accommodations for crew to live on board. Larger cutters (over 179 feet in length) are under control of Area Commands (Atlantic Area or Pacific Area). Cutters at or under 175 feet in length come under control of District Commands. Cutters, usually have a motor surf boat and/or a rigid hull inflatable boat on board. Polar Class icebreakers also carry an Arctic Survey Boat (ASB) and Landing Craft.

WAGB - 420' ICEBREAKER



The 420 foot icebreaker employs the power to break 4.5 feet of ice at three knots continuously or up to eight feet by ramming. The Polar Icebreaker/ Research Vessel USCGC *Healy* is named in commemoration of Captain Michael A. Healy, US Revenue Marine.

Characteristics:
in Service: 1
Length: 420 ft
Beam: 82 ft
Designed Draft: 29 ft
Displacement: 16,000 tons
Commissioned: 1999

WMSL - 418' NATIONAL SECURITY CUTTER

The National Security Cutter is the flagship of the fleet, capable of meeting all maritime security mission needs. It is the largest and most technically advanced class of cutter in the Coast Guard, with robust capabilities for maritime homeland security, law enforcement and national defense missions.

Characteristics:
in Service: 2
Planned: 8
Length: 418 ft
Beam: 54 ft
Draft: 21 ft
Displacement: 4,306 tons
Commissioned: 2008-present



WAGB - 399' ICEBREAKER



These cutters, specifically designed for open-water icebreaking have reinforced hulls, special icebreaking bows, and a system that allows rapid shifting of ballast to increase the effectiveness of their icebreaking. The *Polar Sea* and *Polar Star* were built in the 1970s. They sail in Arctic/Antarctic waters serving science and research as well as providing supplies to remote stations. USCG icebreakers are under the control of Pacific Area, Ice Operations Section.

Characteristics:
in Service: 2
Length: 399 ft
Beam: 83.5 ft
Designed Draft: 28 ft
Displacement: 13,194 tons
Commissioned: 1976 & 1978

WHEC - 378' HIGH ENDURANCE CUTTER



The 378-foot Hamilton-class Cutters are equipped with a helicopter flight deck, retractable hangar, and the facilities to support helicopter deployment. These 12 cutters were introduced into the Coast Guard inventory in the 1960s. Beginning in the 1980s and ending in 1992, the entire class was modernized through the Fleet Renovation and Modernization (FRAM) program. The first of the class was the *Hamilton* (WHEC-715) commissioned in 1967. Highly versatile and capable of performing a variety of missions, these cutters operate throughout the world's oceans.

Characteristics:	
# in Service:	12
Length:	378 ft
Beam:	43 ft
Displacement:	3,300 tons
Commissioned:	1967

WMSM - 357' OFF-SHORE PATROL CUTTER

The Off-Shore Patrol Cutter (OPC) will complement the Coast Guard's legacy fleet and next-generation cutters to extend operational capabilities across the mission spectrum. OPC will feature increased range and endurance (60-90 day patrol cycles); more powerful weapons; larger flight decks; chem-bio & radiological environmental hazard detection and defense; and improved Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) equipment. The WMSM cutters will have stern ramp to accommodate small boat launch and recovery in higher sea states than conventional davit systems aboard legacy cutters. The new generation of cutter-launched boats, including the Long Range Interceptor and Short Range Prosecutor, improve a cutter crew's over-the-horizon and local force protection capabilities.



Characteristics:	
# Planned:	25
Length:	357 ft
Propulsion:	Diesel engines
Max Sustained Speed:	25 knots
Range:	7,500 miles
Crew:	16 Officers/75 Enlisted
Armament:	57mm medium caliber gun; M2 .50 cal. heavy machine gun

WIX - 295' BARQUE



The *Eagle* is a three-masted sailing Barque with 21,350 square feet of sail. It is homeported at USCG Academy, New London, Connecticut. It is the only active (operational) commissioned sailing vessel in the U.S. maritime services.

Characteristics:	
# in Service:	1
Length:	295 ft
Maximum Speed:	1-16 knots (under full sail)
Maximum Range:	5450 miles
Complement:	12 Officers 38 Crew 150 Cadets (avg)
Mission:	Training CG Academy Cadets
Commissioned:	1946

WMEC - 282' MEDIUM ENDURANCE CUTTER



USCGC *Alex Haley* (WMEC-39) is a former U.S. Navy vessel that was recommissioned for Coast Guard duty on July 10, 1999. The cutter was named after author and Coast Guard journalist Alex Haley.

Characteristics:
 # in Service: 1
 Length: 282 ft
 Beam: 50 ft
 Displacement: 3000 tons
 Commissioned: 1971
 Recommissioned: 1999

WMEC - 270' MEDIUM ENDURANCE CUTTER

There are 13 Famous-class cutters currently in commission. They perform a variety of the Coast Guard's missions including law enforcement, defense operations, and search-and-rescue missions. Their law enforcement missions include drug and illegal immigrant operations and fisheries enforcement.

Characteristics:
 # in Service: 13
 Length: 270 ft
 Beam: 38 ft
 Displacement: 1,825 tons
 Commissioned: 1983-1991



WLBB - 240' GREAT LAKES ICEBREAKER



USCGC *Mackinaw* (WLBB 30) was commissioned June 10, 2006, assuming the primary duties of icebreaking and Aids to Navigation from USCGC *Mackinaw* (WAGB 83), decommissioned the same day. *Mackinaw* is homeported in Cheboygan, Michigan.

Characteristics:
 # in Service: 1
 Length: 240 ft
 Beam: 58 ft
 Displacement: 3350 tons
 Commissioned: 2006

WLB - 225' SEAGOING BUOY TENDER

The first 225' WLB was commissioned in 1996 as the lead ship in the Coast Guard's Buoy Tender Replacement Project, a major acquisition to replace the WW II era 180' buoy tenders. The 225' WLB, along with the 175' WLM represent the latest in shipbuilding, propulsion, and ship control technology.

Characteristics:
 # in Service: 16
 Length: 225 ft
 Beam: 46 ft
 Draft: 13 ft
 Displacement: 2,000 tons
 Commissioned: 1996-2004



WMEC - 213' MEDIUM ENDURANCE CUTTER

Based in Ketchikan, Alaska, the USCGC *Acushnet* (WMEC 167) is the oldest commissioned Coast Guard Cutter still in active service. Known as the "Queen of the Fleet", the *Acushnet's* special status is denoted by golden hull numbers. The *Acushnet* is the sole remaining 213-foot Diver Class Coast Guard Cutters and patrols almost exclusively in Alaskan waters.

Characteristics:	
# in Service:	1
Length:	213 ft
Beam:	40 ft
Displacement:	1720 tons
Commissioned:	1946



WMEC - 210' MEDIUM ENDURANCE CUTTER



The 16 Reliance-class cutters are primarily assigned law enforcement and search and rescue missions. They can support one HH-65A helicopter, but no hangar is provided. All ships of the class have undergone Midlife Maintenance Availability (MMA). The purpose of MMA is to upgrade machinery and equipment so the class may remain mission capable, supportable, and reliable for the second half of its service life.

Characteristics:	
# in Service:	16
Length:	210 ft
Beam:	34 ft
Displacement:	1,000 tons
Commissioned:	1964-1969

WPC - 179' PATROL CUTTER - COASTAL

The 179-foot Cyclone Class Cutters conduct Homeland Security, Search and Rescue and Law Enforcement operations in the Caribbean and Gulf of Mexico. The vessels were originally built as 170-foot patrol boats and were later fitted with a stern ramp modification that extended their length to 179 feet. They can travel at a speed in excess of 35 knots, and carry a variety of weaponry.

Characteristics:	
# in Service:	3
Length:	179 ft
Beam:	25 ft
Draft:	8 ft
Displacement:	370 tons
Commissioned:	2004



WLB - 175' COASTAL BUOY TENDER



The 175-foot Keeper Class Coastal Buoys Tenders, along with the Juniper-class 225-foot seagoing buoy tenders, represent the new wave in buoy tending.

Characteristics:	
# in Service:	14
Length:	175 ft
Beam:	36 ft
Draft:	7.9 ft
Displacement:	845 tons
Commissioned:	1996-2000

WLIC - 160' INLAND CONSTRUCTION TENDER



The primary purpose of the four 160-foot Class Inland Construction Tenders is to build, or rebuild, those fixed navigation aids that mariners use to safely navigate the inland waters of the United States.

Characteristics:	
# in Service:	4
Length:	160 ft
Beam:	32 ft
Draft:	5 ft
Commissioned:	1976

FRC - 153' FAST RESPONSE CUTTER

The Fast Response Cutter (FRC) - "Sentinel" Class will be able to deploy independently to conduct port, waterway and coastal security, fishery patrols, drug and illegal migrant law enforcement, search and rescue, and national defense operations. The Sentinel Class patrol boat will save lives, enforce U.S. and international maritime law, and ensure security along the United States' 95,000 nautical miles of coastline.

Characteristics:	
# Planned:	34
Length:	153.5 ft
Beam:	25.4 ft
Displacement:	353 tons
Speed:	28+ knots
Crew:	22 (2 officers, 20 enlisted)
Armament:	One stabilized, remotely-operated 25mm chain gun; four crew-served .50 caliber machine guns



WTGB - 140' DOMESTIC ICEBREAKER



The 140-foot Bay-class Cutters are state of the art icebreakers used primarily for domestic duties. They are named after American Bays and are stationed mainly in Northeast U.S. and Great Lakes. WTGBs use a low-pressure-air hull lubrication or bubbler system that forces air and water between the hull and ice. This system improves ice-breaking capabilities by reducing resistance against the hull, reducing horsepower requirements

Characteristics:	
Number in Service:	8
Length:	140 ft
Beam:	37.5 ft
Displacement:	662 tons
Commissioned:	1979-1988

WPB - 110' PATROL BOAT

110-foot Island-class Patrol Boats are a Coast Guard modification of a highly successful British-designed patrol boat. With excellent range and seakeeping capabilities, the Island Class, all named after U.S. islands, replaced the older 95-foot Cape-class patrol boats. These cutters are equipped with advanced electronics and navigation equipment.

Characteristics:

in Service: 41
Length: 110 ft
Beam: 21 ft
Displacement: 168 tons
Commissioned: 1985 & 1992



WLI - 100' INLAND BUOY TENDER



There are only two 100 foot Inland Buoy Tenders (WLI) currently in service in the U.S. Coast Guard. Their primary mission is servicing Aids to Navigation (ATON) in an area of responsibility covering 500 river miles.

Characteristics:

in Service: 2
Length: 100 ft
Speed: 10 knots
Displacement: 226 tons
Built: 1945 & 1964

WPB - 87' COASTAL PATROL BOAT

The newly designed 87' Coastal Patrol Boat has several enhancements over the aging 82s, including improved mission sea keeping abilities (up to sea state 5), significantly upgraded habitability, and compliance with all current and projected environmental protection laws. It also employs an innovative stern launch and recovery system using an Aluminum hulled inboard diesel powered waterjet small boat. The vastly larger pilot house is equipped with an integrated bridge system including an electronic chart display system (ECDIS) which interfaces with new surface search radar.

Characteristics:

in Service: 75
Length: 87 ft
Beam: 19 ft
Commissioned: 1998-present



WLIC - 75' INLAND CONSTRUCTION TENDER



The 75' WLICs push 68' and 84' construction barges. The barges are equipped with cranes and other ATON equipment to drive piles and work the smaller buoys.

Characteristics:	
Number in Service:	12
Length:	75 ft
Beam:	24 ft
Displacement:	172 tons
Commissioned:	1964-1970 & 1990

WLR - 75' RIVER BUOY TENDER

WLRs push barges equipped with cranes which work ATON. Some are equipped with "jetting" devices which are used to set and anchor buoys in rivers with sandy/muddy bottoms. The barges are an integral part of ATON.

Characteristics:	
Number in Service:	12
Length:	75 ft
Beam:	24 ft
Displacement:	172 tons
Commissioned:	1964-1970 & 1990



WYTL - 65' SMALL HARBOR TUG



The Small Harbor Tugs are employed only on the east coast, from Maine to Virginia. Their primary missions are Aids to Navigation, conducting Domestic Ice Operations, Search and Rescue and Law Enforcement.

Characteristics:	
Number in Service:	11
Length:	65 ft
Beam:	16 ft
Displacement:	72 tons
Commissioned:	1962 & 1967

OTHER CUTTERS IN SERVICE

- WLIC - 100' Class Inland Construction Tenders
- WLR - 65' Class River Buoy Tenders
- WLI - 65' Inland Buoy Tenders

BOATS

All vessels under 65 feet in length are classified as boats and usually operate near shore and on inland waterways. Craft include: Motor Lifeboats; Motor Surf Boats; Large Utility Boats; Surf Rescue Boats; Port Security Boats; Aids to Navigation Boats; and a variety of smaller, non-standard boats including Rigid Hull Inflatable Boats. Sizes range from 64 feet in length down to 12 feet.

ANB - 64' AIDS TO NAVIGATION BOAT



There are only three 64-foot ANBs in the Coast Guard all of which are located within the Eighth Coast Guard District. The 64-foot ANB is capable of housing a crew of six for up to four days.

Characteristics:	
# in Service:	3
Length:	64 ft
Beam:	24 ft
Draft:	4 ft
Displacement:	120 tons

ANB - 55' AIDS TO NAVIGATION BOAT

The 55' ANB was designed primarily to service ATON within the inland waters of the United States and can be used to service offshore ATON as well. The 55' ANB has a crane that is used for hoisting and securing the various buoys that the Coast Guard supplies for waterways.

Characteristics	
# in Service:	21
Length:	55 ft
Beam:	16 ft 10 in
Draft:	5 ft 2 in
Displacement:	37 tons



BUSL - 49' BUOY UTILITY BOAT - STERN LOADING



The 49' BUSL is designed primarily to service aids to navigation within the inland waters of the United States. It is capable and equipped to support multi-mission operations. The 49' BUSL has a 4,500-pound lifting capacity and a 6-inch ice-breaking capability.

Characteristics:	
# in Service:	28
Length:	49 ft
Beam:	16 ft 10 in
Draft:	5 ft 6 in
Displacement:	36 tons

MLB - 47' MOTOR LIFE BOAT



The 47' motor lifeboat is designed as a first response rescue resource in high seas, surf and heavy weather environments. They are built to withstand the most severe conditions at sea and are capable of effecting a rescue even under the most difficult circumstances. They are self-bailing, self-righting, almost unsinkable, and have a long cruising radius for their size. They replace the aging 44' MLB fleet.

Characteristics:	
# in Service:	117 - 200
Length:	47 ft
Beam:	14 ft
Draft:	4 ft 6 in
Weather limit:	30 ft seas, 60 kt winds

RB-M - 45' RESPONSE BOAT - MEDIUM

The Coast Guard Response Boat-Medium (RB-M) Acquisition Project is the third initiative in the Response Boats 2010 strategic vision and transition plan, aimed at standardizing and revitalizing the Coast Guard's shore-based response fleet. The RB-M will re-capitalize capabilities of the existing multi-mission 41' Utility Boats (UTB) and multiple nonstandard boats to meet the needs of the Coast Guard.

Characteristics	
# Planned:	180
Length:	45 ft
Beam:	14 ft 7 $\frac{3}{4}$ in
Draft:	3 ft 4 in
Weather limit:	8 ft seas, 30 kt winds



UTB - 41' UTILITY BOAT



The 41' UTB is the general workhorse at multi-mission units. It is designed to operate under moderate weather and sea conditions where its speed and maneuverability make it an ideal platform for a variety of missions.

Characteristics:	
# in Service:	172
Length:	41 ft
Beam:	14 ft
Draft:	4 ft 1 in
Weather limit:	8 ft seas, 30 kt winds

LRI - 36' LONG RANGE INTERCEPTOR

There are three distinct mission profiles for the LRI, including: shipboard ready boat; over-the-horizon end-game support for airborne use of force; and over-the-horizon extension of cutter. The boats will be used as transports to support mission activities, including law enforcement boarding teams and rescue and assistance (R&A) teams. Assigned to major cutters, the LRI is equipped with radar, data links and over-the-horizon navigation and communication equipment to operate as an interceptor.

Characteristics:	
# in Service:	16
Length:	36 ft
Speed:	45 knots
Range:	400 miles



TANB - 26' TRAILERABLE AIDS TO NAVIGATION BOAT

The 26' TANB is designed primarily to service ATON within the inland waters of the United States. It is capable and equipped to support multi-mission operations.

Characteristics:
 # in Service: 80
 Length: 26 ft
 Beam: 8 ft
 Draft: 2 ft 4 in
 Weather limit: 6 ft seas, 25 kt winds



RB-S - 25' RESPONSE BOAT - SMALL



Developed in direct response to the need for additional Homeland Security assets in the wake of the September 11th terrorist attacks, The 357 Defender Class boats currently in operation are assigned to the Coast Guards Maritime Safety and Security Teams (MSST), Maritime Security Response Team (MSRT), Marine Safety Units (MSU), and Small Boat Stations throughout the Coast Guard. The Defender Class boats are the ultimate waterborne assets for conducting fast and high speed maneuvering tactics in a small deployable package.

Characteristics:
 # in Service: 457 - 700
 Length: 25 ft
 Speed: 45+ knots
 Range: 50 miles
 Weather limit: 6 ft seas

TPS-B - 25' TRANSPORTABLE PORT SECURITY BOAT

The Transportable Port Security Boat is a twin outboard motor, open deck, all weather, high performance, moderately-armed platform capable of operating in harbor/near shore environments in light sea conditions. It is designed and configured to support PSUs as an inshore/harbor surface interdiction response asset.

Characteristics
 # in Service: 44
 Length: 25 ft
 Beam: 8 ft
 Draft: 3 ft 3 in
 Weather limit: 5 ft seas, 30 kt winds



SPC-SW - 24' SPECIAL PURPOSE CRAFT



The SPC-SW, a new asset intended to operate in areas that other response boats cannot reach. It will enhance capabilities for search and rescue, law enforcement, and Homeland Security missions.

Characteristics:
 # in Service: 37
 Length: 24 ft
 Beam: 8 ft
 Draft: 18 in
 Weather limit: 5 ft seas, 30 kt winds

AIRCRAFT

There are a total of 211 aircraft in USCG inventory. This figure fluctuates operationally due to maintenance schedules. Major missions include: Search/Rescue, Law Enforcement, Environmental Response, Ice Operations, and Air Interdiction. Fixed-wing aircraft (C-130 Hercules turboprops and HU-25 Falcon jets) operate from large and small air stations. Rotary wing aircraft (H-65 Dolphin and HH-60 Jayhawk helicopters) operate from flight-deck equipped cutters, air stations and air facilities.

HC-144A - THE OCEAN SENTRY



The Coast Guard uses the HC-144As to perform homeland security and search and rescue missions, law enforcement, illegal drug interdiction, marine environmental protection, military readiness, and international ice patrol missions, as well as cargo and personnel transport. The size, range and reconfiguration capabilities will fully enable execution of the multiple missions performed by the Coast Guard.

Characteristics:
Planned: 36
Wing Span: 84 ft 8 in
Height: 26 ft 10 in
Length: 70 ft 3 in
Range: 1,565 miles

HC-130J - LONG RANGE SURVEILLANCE

The Coast Guard is introducing six "missionized" C-130Js into the fleet and modernizing sixteen C-130Hs to meet long range maritime patrol requirements in areas (such as the Pacific Ocean) that cannot be patrolled efficiently by medium range surveillance aircraft or cutters. The Long Range Surveillance (LRS) aircraft also provide heavy air transport for maritime safety and security teams, port security units and the National Strike Force personnel and equipment.

Characteristics:
Planned: 22
Wing Span: 132 ft 7 in.
Height: 38 ft 3 in
Length: 97 ft 9 in
Range: 5,500 nm



HC-130H - HERCULES



The HC-130 Hercules is a long-range surveillance and transport, fixed-wing aircraft that performs search and rescue, law enforcement, drug interdiction, marine environmental protection, military readiness, and International Ice Patrol missions, as well as heavy air transport for maritime safety and security teams, port security units and National Strike Force personnel and equipment.

Characteristics:
in Service: 27
Wing Span: 132 ft 7 in.
Height: 38 ft 3 in
Length: 97 ft 9 in
Range: 5,500 miles

C-37A - LONG RANGE COMMAND & CONTROL

The C-37A is a long range command and control fixed-wing aircraft. Its mission is to provide transportation for Coast Guard and DHS officials who have communications or security needs or exceptional scheduling requirements. It may also be used for other official transportation of passengers or small cargo if such use is cost effective or no aviation service is reasonably available to fulfill the traveler's requirements. The C-37A (a military version of the Gulfstream V business jet) is capable of nonstop, transcontinental flight to anywhere in the world.

Characteristics:

# in Service:	1
Wing Span:	93 ft 6 in
Height:	25 ft 10 in
Length:	96 ft 5 in
Range:	5,800 miles



C-143A - MEDIUM RANGE COMMAND & CONTROL

The C-143A is a medium range command and control fixed-wing aircraft, similar to the C-37A. Its mission is to provide transportation for Coast Guard and DHS officials who have bona fide communication or security needs or exceptional scheduling requirements. The C-143A (a military version of the Bombardier Challenger 604 business jet) is capable of nonstop coast to coast US travel and overseas travel with planned fuel stops.

Characteristics:

# in Service:	1
Wing Span:	64 ft 4 in
Height:	20 ft 8 in
Length:	68 ft 5 in
Range:	3,366 miles



HU-25 - FALCON

The HU-25 Falcon Jet is a medium-range surveillance fixed-wing aircraft. The HU-25 (A), HU-25 (B), and HU-25 (C) are three variants of the HU-25; the primary difference is in the installed sensor package.

Characteristics:

# in Service:	25(A's) 7(B's) 9(C's)
Wing Span:	53 ft 6 in
Height:	9 ft 4 in
Length:	56 ft 3 in
Range:	1,808 miles



MH-68 - STINGRAY



MH-68 is used for the Coast Guard's Airborne Use of Force missions. The MH-68 is a shipboard deployable aircraft and can operate from all flight deck equipped cutters. The MH-68A is currently in use but is being phased out and replaced by the MH-65C, a variation of the Multi-Mission Cutter Helicopter.

Characteristics:
in Service: 8
Rotor Diameter: 36 ft 1 in
Height: 11 ft 5 in
Length: 42 ft 8 in
Range: 521 miles

HH-65A - DOLPHIN

The HH-65A has been the Coast Guard's most prolific multi-mission aircraft for over 20 years. The HH-65A "Dolphin" is the Coast Guard's short-range recovery (SRR) aircraft. This twin engine, single rotor aircraft is fully equipped for instrument flight conditions, but it is prohibited from flying in known icing conditions. The strengths of this airframe include speed, integrated electronics, and flexibility. The HH-65A is the most plentiful Coast Guard aircraft and is widely distributed throughout the country. Typical missions include rescue, surveillance, and transportation.

Characteristics:
in Service: 90 operational
Rotor Diameter: 39 ft 2 in
Height: 13 ft 3 in
Length: 38 ft 2 in
Range: 356 miles



HH-65 - MULTI-MISSION CUTTER HELICOPTER



Once fully upgraded, the Coast Guard's HH-65s will be redesignated as the Multi-Mission Cutter Helicopter (MCH) and will perform search and rescue, law enforcement and homeland security missions.

Characteristics:
Planned: 102
Rotor Diameter: 39 ft 2 in
Height: 13 ft 3 in
Length: 38 ft 2 in
Range: 356 miles

HH-60J - JAYHAWK

The HH-60J “Jayhawk” is the Coast Guard’s medium range rescue (MRR) aircraft. It is a single-rotor, twin-engine helicopter. The strengths of this airframe include load capacity and range. The aircraft is equipped with a rescue hoist, an external cargo hook, and pylons for carrying external fuel tanks or the night sun searchlight (right pylon). Though not typically shipboard deployed, this helicopter has been successfully operated from 270-foot cutters.

Characteristics:

in Service: 42
Rotor Diameter: 53 ft 8 in
Height: 17 ft
Length: 64 ft 10 in
Range: 700 miles



HH-60 - MEDIUM RANGE RESPONDER



The HH-60 helicopter will be modernized and used as medium range responders for offshore operations, and can provide shore-based aviation surveillance capability and transport.

Characteristics:

Planned: 42
Rotor Diameter: 53 ft 8 in
Height: 17 ft
Length: 64 ft 10 in
Range: 700 miles

UAS - UNMANNED AIRCRAFT SYSTEMS

Unmanned Aircraft Systems (UAS) consist of an aircraft, its mission payloads, and ground support equipment (e.g., transporters, storage containers, launchers, and control stations). The primary mission of UAS is Maritime Domain Awareness (MDA), the effective understanding of anything associated with the maritime domain that could impact the security, safety, economy, or environment of the United States. Two Unmanned Aircraft Systems are currently in development. Tactical, cutter-based Unmanned Aircraft Systems would augment the operational effectiveness of Coast Guard cutters by extending a cutter’s surveillance horizon. The Coast Guard is studying the most effective classes of UASs to operate from the National Security Cutter (NSC), an advanced capability vessel that uses onboard sensors and partnerships with manned and unmanned aircraft to support a 12,000-nautical mile surveillance range. The second proposal is land-based UASs that would provide surveillance capability comparable to those of Coast Guard and joint-service maritime patrol aircraft. Both cutter based and land-based UASs should be able to perform surveillance, detection, classification, and target identification functions. To accomplish these tasks, the UASs’ payload should include a maritime radar, electro-optical sensors, and an automatic identification system.



MEMBER BENEFITS

Coast Guard Reservist in Selected Reserve (SELRES)	•	•	•	•	•	•	•	•
Coast Guard Reservist on Active Duty Orders (31 days and over)	•	•	•	•	•	•	•	•
Coast Guard Reservist on Active Duty Orders (30 days and under)	•	•	•	•	•	•	•	•
Coast Guard Reservist on Named Contingency (31 days and over)	•	•	•	•	•	•	•	•
Coast Guard Reservist in ISL/IRR (over 20 years)	•	•	•	•	•	•	•	•
Coast Guard Reservist in ISL/IRR (under 20 years)	•	•	•	•	•	•	•	•
Coast Guard Reserve Retiree (RET-2)	•	•	•	•	•	•	•	•
Coast Guard Reserve Retiree (RET-1)	•	•	•	•	•	•	•	•
Reserve Survivor Benefit Plan	•	•		•				
Servicemen's Group Life Insurance					•	•	•	•
Veterans Group Life Insurance	•	•	•	•	•	•	•	
Accrued Leave					•		•	
Retired Pay	•							
Thrift Savings Plan	•	•			•	•	•	•
Reserve Uniform Allowance					•	•	•	•
GI Bill Benefits	•	•	•	•	•	•	•	•
Reserve Education Assistance Program	•	•	•	•	•	•	•	•
Tuition Assistance					•	•	•	•
Coast Guard Mutual Assistance	•	•			•	•	•	•
Commissary & Exchange Services	•	•		•	•	•	•	•
Family Services Program	•	•			•	•	•	•
Legal Assistance	•				•		•	
Morale, Welfare, and Recreation Programs	•	•			•	•	•	•
Space Available Travel	•	•	•	•	•	•	•	•
Transient Quarters	•	•		•	•	•	•	•
TRICARE Dental Plan	•	•	•	•	•	•	•	•
Early Notification of TRICARE Benefits					•			
TRICARE Prime	•				•		•	
TRICARE Reserve Select Benefits								•
TRICARE Standard		•			•		•	
Transitional Assistance Management Program					•			

Mobilization

When reservists are called to active duty, they leave their roles in the civilian world and become full-time military men and women. The president may mobilize 1 million reservists, for 24 months or less, to meet the requirements of war or other national emergency involving an external threat to national security. Congress may declare that a state of national emergency

exists and recall all forces, including Army Reserve and Army National Guard units, Individual Ready Reserve, Standby Reserve and members of the Retired Reserve for the duration of the emergency plus six months.

For Mobilization/Demobilization resources see: www.defenselink.mil and *Reservist*, Issue 6-07, Mobilization and Readiness Guide, www.uscg.mil/reservist. Learn about your reemployment rights: esgr.org/userra.asp

Note: *If you've been mobilized under Title 10, Title 14, or voluntarily served on active duty in support of U.S. military operations or a named contingency, you are authorized to wear the Armed Forces Reserve Medal. The "M" device is worn to indicate mobilization with subsequent mobilizations denoted by a numeral indicating number of times mobilized.*

Reserve Survivor Benefit Plan

Reservists who complete 20 years of satisfactory service are entitled to apply for retired pay once they reach age 60. If the reservist dies prior to reaching age 60, entitlement to retired pay terminates. The only way your survivor(s) may receive a payment from the Coast Guard in the form of an annuity, if you die prior to age 60, is through the Reserve Component Survivor Benefit Plan (RCSBP).

Reservists completing 20 years satisfactory service will be automatically covered under the RCSBP at the maximum level, unless the reservist declines coverage, or elects reduced coverage. If the reservist declines, or elects reduced coverage, the member's spouse must concur with that election as per Public Law 106-398, Section 655 (Oct. 30, 2000).

Deductions for premiums are not payable until the member reaches age 60 (RET-1) if there is a surviving beneficiary. For more information please contact Coast Guard Personnel Service Center (PSC) at 1-800-772-8724 or see the 2007 Reserve Forces Almanac, Part V (Pages 172-180), available by writing: Uniformed Services Almanac, Inc., P.O. Box 4144, Falls Church, VA 22044, 703-532-1631, www.militaryalmanac.com.

Servicemembers' Group Life Insurance

Servicemembers' Group Life Insurance (SGLI) is a group life insurance policy purchased by the Department of Veterans Affairs (VA) from

a commercial life insurance company, and partially subsidized by the federal government. All Selected Reservists are automatically insured under SGLI for \$400,000. In addition, the spouse and dependent children of members enrolled in SGLI will automatically be enrolled in family SGLI. Members may opt out or reduce their SGLI coverage by completing form SGLV-8286 or SGLV-8286a for FSGLI and submitting it to their Servicing Personnel Office (SPO).

The Office of Servicemembers' Group Life Insurance (OSGLI) can be reached at 1-800-419-1473 or via the Web: www.insurance.va.gov/sgliSite/default.htm.

Veterans Group Life Insurance

Veterans Group Life Insurance (VGLI) is a program of post-separation insurance which allows servicemembers to convert their SGLI coverage to renewable term insurance. Members with full-time SGLI coverage are eligible for VGLI upon release from service. Within approximately 45 to 60 days following your separation from service, you should receive an application from the Office of Servicemembers' Group Life Insurance (OSGLI). You have one year and 120 days from your date of separation from service to apply for VGLI. After this, you are no longer eligible.

OSGLI administers the program and can be reached at 800-419-1473 or via the Web: www.insurance.va.gov/sgliSite/VGLI/VGLI.htm.

Accrued Leave

All members accrue 2.5 days of leave per month for tours of 30 or more consecutive days on Active Duty (AD). Recalled reservists should, consistent with their units operational requirements, be allowed and encouraged to use their accrued leave. If a reservist who was serving on AD prior to Sept. 14, 2001 has an annual leave balance from that period, the individual may elect to: (1) sell the leave (up to the 60-day leave sell-back limit), or (2) carry over the unused leave balance into the military contingency operation AD period. Leave balances accrued under contingency operations from Sept. 14, 2001 may, if unused at the point of demobilization, be sold even if the reservist has previously sold 60 days of annual leave during his/her career.

Retired Pay

SELRES members must have 20 "credible" years of service to be eligible for retired pay at age 60 (RET-1). A creditable retirement year is one in which you earn a minimum of 50 retirement points. You should check your point statement regularly to ensure your credible service is correct. Members will receive an official notice of eligibility within one year after completion of the required number of qualifying years of service, including information on the Reserve Component Survivor Benefit Plan (RCSBP) and the necessary option election forms. Members should have sufficient qualifying service before discontinuing active participation to ensure that they will be eligible for retired pay.

For more information see the Coast Guard Pay Manual (M7220.29A), Section 16.C, contact the Personnel Service Center Retirement & Annuity Services Branch (ras) at 1-800-772-8724, Web site: www.uscg.mil/hq/psc/ras.htm and/or see The Reservist, Issue 3-05 (The Retirement Issue) at: www.uscg.mil/reservist.

Thrift Savings Plan

Thrift Savings Plan (TSP) is a tax-deferred savings option and lowers the taxable income for participants. The savings plan is similar to 401k plans offered by many private employers. Administered by the Federal Retirement Thrift Investment Board, it is separate from and in addition to the military retirement system. All members in a pay status may participate in TSP by completing form TSP-U-1 Election Form. Service members may contribute from 1-100 percent of basic pay as well as any incentive or special pay (including bonus pay). However, the annual total of tax-deferred contributions cannot exceed the Internal Revenue Code limit, which is \$15,500 for 2007. For more info, see: www.tsp.gov/ or the Coast Guard Pay Manual (M7220.29A) 6.G.

Reserve Uniform Allowance

Enlisted:

Reserve Basic Maintenance Allowance (RBMA) or Reserve Standard Maintenance Allowance (RSMA) is only payable to drilling Selected Reservists (TRAPAY CAT A or B). The maximum number of drills for which a reservist may be paid RBMA and RSMA per year is 48. Enlisted members with three or more years of cumulative Coast Guard SELRES service or active duty (RELAD) and now members of the Coast Guard SELRES are eligible for RSMA of between



Photo by Public Affairs Specialist 2nd Class Lauren Downs

\$2.73 and \$3.60 per paid drill. Enlisted members who do not meet these criteria are entitled to RBMA of between \$1.91 and \$2.52 per paid drill. Members who are receiving an allowance under RBMA or RSMA and accept active duty orders shall receive the active duty clothing maintenance allowance (CMA) equivalent.

Officer:

A Reserve officer may become entitled to two different allowances for purchase or maintenance of required uniforms. All officers commissioned or appointed in the Reserve component are authorized a one-time initial uniform allowance, regardless of the source of commission or previous enlisted status. Reserve officers are also entitled to an allowance upon receiving active duty orders of 90 days or more (including authorized travel time). This allowance will not be paid within a period of two years from any other uniform allowance payment. For more information, see the USCG Pay Manual (M7220.29A), CH-4.J-K and Figure 3-27 for current rates.

GI Bill Benefits

There are various education programs available to reservists administered by the Department of Veterans Affairs (DVA). These include: Montgomery GI Bill Selected Reserve (MGIB-SR) (Chapter 1606), Reserve Educational Assistance Program (REAP) (Chapter 1607), Montgomery GI Bill - Active Duty (MGIB-AD) (Chapter 30), Post-9/11 GI Bill (Chapter 33).

Each has its own set of eligibility requirements, rules, and payment levels. Each offers 36 months of benefits (the maximum number of months of benefits you can use when eligible for two or more programs is 48 months). It's important to understand and compare the program benefits to make the best financial decisions for your education.

For additional information, see the VA Homepage at <http://www.gibill.va.gov/> or call a VA Benefit Education Counselor at 1-888-GIBILL-1. Additional information can be found in Member Resources on the Reserve homepage. You can also email reserveaeducation@uscg.mil with questions.

Reserve Education Assistance Program

REAP (Chapter 1607) is a Department of Defense/VA education benefit program designed to provide educational assistance to members of the Reserve components called or ordered to active duty in response to a war or national emergency (contingency operation) as declared by the president or Congress. A member of a reserve component who served on active duty on or after Sept. 11, 2001 under Title 10 for a contingency operation and who serves at least 90 consecutive days or more is eligible for Chapter 1607. Individuals are eligible as soon as they reach the 90-day point whether or not they are currently on active duty. The Department of Defense and Department of Homeland Security will fully identify contingency operations that qualify for Chapter 1607 benefits.

The payment amount for REAP is determined by the number of days you were activated. Chapter 1607 benefits cannot be used with other VA educational benefits. You must make an irrevocable election choosing which program you want your military service to count toward. However, if you are eligible for a Chapter 1606 kicker (College Fund), you can still be paid that kicker while receiving Chapter 1607. For additional details see the VA Web site: www.gibill2.va.gov/.

Tuition Assistance

Enlisted members and officers serving in the SELRES are eligible for tuition assistance (TA), except members in a retired recall status and CWOs extended beyond 30 years. Eligible service members are authorized \$4,500 per year in TA education benefits annually; up to \$250 per semester hour or \$166 per quarter hour. In addition to TA, grants and scholarship opportunities are readily accessible to members. These grants help to pay for other costs, such as textbooks, and allow members to achieve their goals sooner.

Enlisted members must have a minimum of one year of service remaining upon course completion. Officers who use TA incur obligated service in exchange for their participation in the program. Specifically, officers agree not to request release, separation, retirement or termination from SELRES status for 12 months following the course completion date of the last course funded by TA.

Members eligible for Chapter 1607 benefits shall take full advantage prior to receiving TA. The total combined benefits may not exceed the full cost of the course(s).

In addition, Top-Up is a program that allows GI Bill participants to use the GI Bill to supplement the tuition and fees not covered by TA. The amount of the benefit can be equal to the difference between the total cost of a college course and the amount of TA.

For more information, contact your unit Education Services Officer (ESO), COMDTINST 1500.24, or see the Coast Guard Institute Web site: www.uscg.mil/hq/CGI/index.html.

Coast Guard Mutual Assistance

Coast Guard Mutual Assistance (CGMA) is an independent, non-profit, charitable organization, providing financial assistance to the entire Coast Guard family. The program is available in order to temporarily solve situations requiring immediate attention by supplementing, not replacing, other forms of available assistance. This assistance includes counseling, short-term in-



Photo by Mr. Telfair Brown



Photo by Cpl. Alex C. Guerra, U.S. Marine Corps

interest-free loans, financial grants, referrals, and other related means. Almost everyone connected with the Coast Guard is eligible to request assistance from CGMA, including reservists, retirees, and family members. Assistance will not be provided for comfort, convenience or desire, maintaining a standard of living beyond the means of the member, long-term or continuing support, or for groups or organizations. CGMA is funded solely from contributions and returns on investments. Learn more by visiting your unit CGMA representative, calling 1-800-881-2462, or by visiting the CGMA Web site at: www.cgmahq.org/.

Commissary & Exchange Services

Commissaries and exchanges are available to servicemembers and their families, including reservists and retirees. Commissaries are supermarkets located on military installations to sell groceries, sundry, and cleaning products for cost plus a five percent surcharge. The exchange is the military department and drug store. Army and Air Force exchange services (AAFES), Navy exchanges (NEX), and shoppettes are all examples of military exchange stores. There is no sales tax charged at the commissaries and exchanges. AAFES is also responsible for the operation of on base service stations and Class VI (liquor) stores, as well as base theaters and food franchises (i.e. Burger King). To establish gas and liquor prices, AAFES periodically surveys the local area, and attempts to set their prices below the off-base average. Authorized shoppers need only show valid military ID to gain entry. As of November 2003, Reserve members received unlimited shopping privileges.

The Coast Guard Exchange System (CGES), independent of AAFES and NEX, operates as a business enterprise. Income generated is used

as working capital to maintain CGES and to provide the Coast Guard with supplemental funding to the Morale, Welfare and Recreation (MWR) fund. Because CGES provides services to its customers in remote locations, some units operate with little or no profit as a benefit to military service members and their families. CGES Customer Service Toll free number: 1-800-572-0230; CGES Web site: www.cg-exchange.com/.

To find a commissary or exchange near you (including Coast Guard Exchanges), visit this Web site: www.militaryconnection.com/exchanges.asp.

Family Services Programs

Most military installations have "Family Centers" which provide information, life skills education, and support services to service men and women and their families. These centers can provide community service programs that link members with appropriate services available in the local community and/or through state and federal assistance programs.

Some examples of programs available are:

Child Development and Family Relationships, to include help in promoting maximum development of the child and family unit, improving communication skills, adjusting to changes coping with stress, and the needs of relocating families.

Preventive Education for Teens, including opportunities for teens to participate in constructive activities and programs that will help them build self-esteem, self-discipline, develop decision making and communications skills, and experience positive peer interaction and receive attention and guidance from responsible adults.

Financial Management and Consumer Education, to include programs in money management, budgeting, managing debt, increasing

savings/investments, insurance decision making, consumer rights, responsibilities and obligations, and consumer/family laws affecting the family's economic well-being.

Career Development Programs, to include improving and marketing skills, preparing for the job market, and pre-employment and employment assistance. Programs will be provided for teens and adults, with special attention to the employment needs of the civilian spouse in a relocating military family.

Leadership Development, for youth and adult volunteers will include training and experience in teaching, organization, leadership, and management, as well as knowledge in the fields of child and human development, and educational subject matter.

Contact your unit ombudsman or visit these Web sites: www.militaryonesource.com or www.militaryhomefront.dod.mil/.

Legal Assistance

Legal assistance may be provided to members on active duty (including reservists on active duty or scheduled for deployment), retired reservists with pay (RET-1) or receiving retainer pay or equivalent, and dependents of members as described. These services are contingent upon the availability of legal assistance staff and resources. Members may also be eligible to participate in the Coast Guard Work Life program's Employee Assistance Program (EAP), which maintains a legal services element. This consultation and referral service is not part of the legal assistance program and may result in legal fees. Details are available from local EAP coordinators. For more information, including a list of USCG legal offices, see the Coast Guard Legal Web site: www.uscg.mil/legal/.

Morale, Welfare, and Recreation

Morale, Welfare and Recreation (MWR) activities include arts and crafts facilities, bowling centers, golf courses, libraries, outdoor recreation, recreation centers, youth centers activities and recreation membership clubs. In most instances, Reserve members and their dependents are entitled to use all class "C" facilities on the same basis as active duty personnel. Local installation and facility commanders do have the authority to establish priorities for MWR activities that are high demand and unable to accommodate all who desire to participate. The MWR office usually has a policy letter for that installation stating established priority use which varies from unit to unit. Contact your unit MWR to find out what's being offered in your area. Be sure to confirm hours of operation and eligibility for the activity you and your family are interested in. For additional resources, visit the Coast Guard MWR Web site, which includes links for each branch of the military at: www.uscg.mil/MWR/.

Space Available Travel

Space-Available Travel, otherwise known as Space A or military hops, is a unique privilege provided to servicemembers, including SELRES, retirees and their families. Under the Space A program, eligible passengers can fill unused seats on DoD-owned or controlled aircraft once all the space-required (duty) passengers and cargo have been accommodated.

Reserve retirees under age 60 (RET-2) are restricted to flights INCONUS (within the continental United States), and to, from, and within Alaska, Hawaii, Guam, Puerto Rico, American Samoa, and the U.S. Virgin Islands. Dependents of Reserve retirees are authorized to travel until the member reaches age 60 (RET-1, retired with pay). At age 60, members are eligible to travel INCONUS or OCONUS. Dependents are eligible to travel with members on domestic leg segments of international flights during the beginning or end of their international flight, (i.e. if a flight originates in Texas, stops in California as part of the mission, and then continues overseas, dependents may fly from Texas to the overseas area on the flight. They may not, however, travel simply from Texas to California).

Passengers travel only after the mission is accommodated and available seats are released. There is no guaranteed time frame and it may be necessary for travelers to stand by for available flights. Mission requirements may necessitate the removal of Space A passengers at any point. As you may be removed en route, travelers should be prepared to purchase commercial transportation, meals, and lodging.

Passengers are required to sign up with a military installation and are

then placed on a locally managed Space A register. The registration process varies depending on the installation, but most allow registration via e-mail, web, fax, or mail.

For more information see: www.afcrossroads.com/activities, www.armymwr.com, or www.spacea.info/.

Transient Quarters

Available to all U.S. active duty, reserve and retired personnel and their families, temporary living quarters, family campgrounds, recreation areas and/or lodges may be available on a space-available basis and some only at certain times of the year. Reservations are generally required for recreation areas and family campgrounds. It is advisable to call or write well in advance to determine if the facility you plan to use or visit will be available to you and your eligible family members.

The Coast Guard has 30 separate recreation areas located in 15 states and Puerto Rico. There is no central reservations office for Coast Guard facilities, but you can find contact information for each recreation area from your MWR. There are almost 22,000 Army lodging units, temporary housing, and guesthouses at 80 locations in the United States, Korea, Japan, Belgium, Germany, Italy, Alaska and Hawaii. Navy Lodges provide reservations and room assignments without regard to rank or rate, or time of reservations.

Coast Guard
www.uscg.mil/MWR/

Air Force Lodging
www-p.afsv.af.mil/DoDLodging/

Army Lodging
www.armymwr.com/portal/travel/lodging/

Navy Lodge
www.navy-lodge.com/

Inns of the Corps
www.usmc-mccs.org/lodging/tlfdirectory.cfm

Other Resources
www.govarm.com/



Photo by Mass Communication Specialist 1st Class Michael Moricatis, U.S. Navy



TRICARE

TRICARE Dental Plan

The TRICARE Dental Program (TDP) is available to family members of all SELRES members and/or their families through United Concordia. The sponsor must have at least 12 months remaining on his or her service commitment at the time of enrollment. Retirees and their dependents have the option to purchase dental through TRICARE Retired Dental Plan (TRDP). Call 1-888-838-8737 or www.trdp.org.

For more information, visit: www.tricare-dentalprogram.com.

Early Notification of TRICARE benefits

Reserve members who are issued delayed-effective-date active duty orders for more than 30 days in support of a named contingency are eligible for TRICARE medical and dental benefits beginning on the later of 1) the date their orders were issued; or 2) 180 days before they report to active duty (*as of 2010 NDAA*).

The Personnel Services and Support Unit (PSSU) will advise members of eligibility for pre-activation benefits when they receive their delayed-effective-date active duty orders. If a Reserve member is eligible for pre-activation benefits, his or her family members that are registered in DEERS are eligible as well. More detailed information is available at the TRICARE Web site: www.tricare.mil/factsheets.

TRICARE Prime

TRICARE is the health care program serving active duty service members, retirees (Ret-1), their families, survivors and certain former spouses worldwide. As a major component of the Military Health System, TRICARE brings together the health care resources of the uniformed services and supplements them with networks of civilian health care professionals, institutions, pharmacies and suppliers to provide access to high-quality health care services while maintaining the capability to support military operations. You must be registered in DEERS and have a valid military ID card showing you are eligible for TRICARE.

On Military Duty for 30 Days or Less – When on military duty for 30 days or less, you are covered for any injury, illness or disease incurred or aggravated in the line of duty, including traveling to and from military duty, under line-of-duty procedures. Your family members are typically not eligible for health benefits when you are on military duty for 30 days or less.

On Military Duty for more than 30 Days – When you are activated and serve on active duty for over 30 consecutive days, you and your family's medical and dental care needs are covered under TRICARE Prime. Medical coverage at military treatment facilities (MTFs) is also available when you are activated. You may receive dental care at military dental treatment facilities.

For more information see the TRICARE Web site at www.tricare.mil.

TRICARE Reserve Select Benefits

TRICARE Reserve Select (TRS) is a premium-based health plan that qualified SELRES members may purchase. The old three-tiered TRS health care plan has been replaced by a new one-rate plan that went into effect Oct. 1, 2007. Members previously enrolled in TRS must re-enroll for this new program as all TRS three-tier coverage plans terminated on Sept. 30, 2007.

Beginning Oct. 1, 2007, TRS is available to all members of the Selected Reserve regardless of any active duty served, with one exception: If you are eligible for the Federal Employees Health Benefits (FEHB) program (as defined in Chapter 89 of Title 5 U.S.C) or currently covered under FEHB, either under your own eligibility or through a family member, you are excluded from enrolling in the new TRS plan.

Premiums for 2008 are \$81 per month for member only coverage or \$253 per month for family coverage. Enrollment is a simple two-step process that can be done right from your home computer. You must enroll online at <https://www.dmdc.osd.mil/appj/trs/>, then mail your completed and signed DD2896-1 to the appropriate TRICARE contractor along with payment (if paying by check). The DD2896-1 is generated at the end of the online enrollment process. Step by step instructions can be found on the Coast Guard Reserve Web site under *Benefits* tab www.uscg.mil/reserve/pay_benfits.

For more information, see ALCOAST 399/07 or visit the TRICARE Web site: www.tricare.mil.

TRICARE Standard

TRICARE Standard is available to active duty family members of National Guard and Reserve members on active duty for more than 30 consecutive days, retired service members (Ret-2) and family members of retired service members. Beneficiaries who are not eligible are active duty service members, activated National Guard and Reserve members or any beneficiary enrolled in one of the TRICARE Prime options. More detailed information is available at the TRICARE Web site: www.tricare.mil.

Transitional Assistance Mgmt Program

The Transitional Assistance Management Program (TAMP) provides 180 days of transitional health care benefits to certain uniformed services members and their families, if the sponsor is:

- Involuntarily separating from active duty under honorable conditions.
- A National Guard or Reserve member separating from active duty for a period of more than 30 consecutive days in support of a contingency operation.
- Separating from active duty following involuntary retention (stop-loss) in support of a contingency operation.
- Separating from active duty following a voluntary agreement to stay on active duty for less than one year in support of a contingency operation.

For those who qualify, the 180-day TAMP period begins upon the active duty sponsor's separation. During TAMP, sponsors and family members are eligible to enroll in TRICARE Prime, TRICARE Prime Overseas or use TRICARE Standard and Extra or TRICARE Standard Overseas.

For detailed information, see the TRICARE Web site: <http://tricare.mil/factsheets/>. ≈

**A NEW HORIZON IN
RESERVE MANAGEMENT**

RESTART
RESERVE TRACKING AND REPORTING TOOL



**A REVOLUTIONARY NEW TOOL
FOR TRACKING RESERVE READINESS**

WWW.USCG.MIL/RESERVE

RESERVIST GUIDE TO

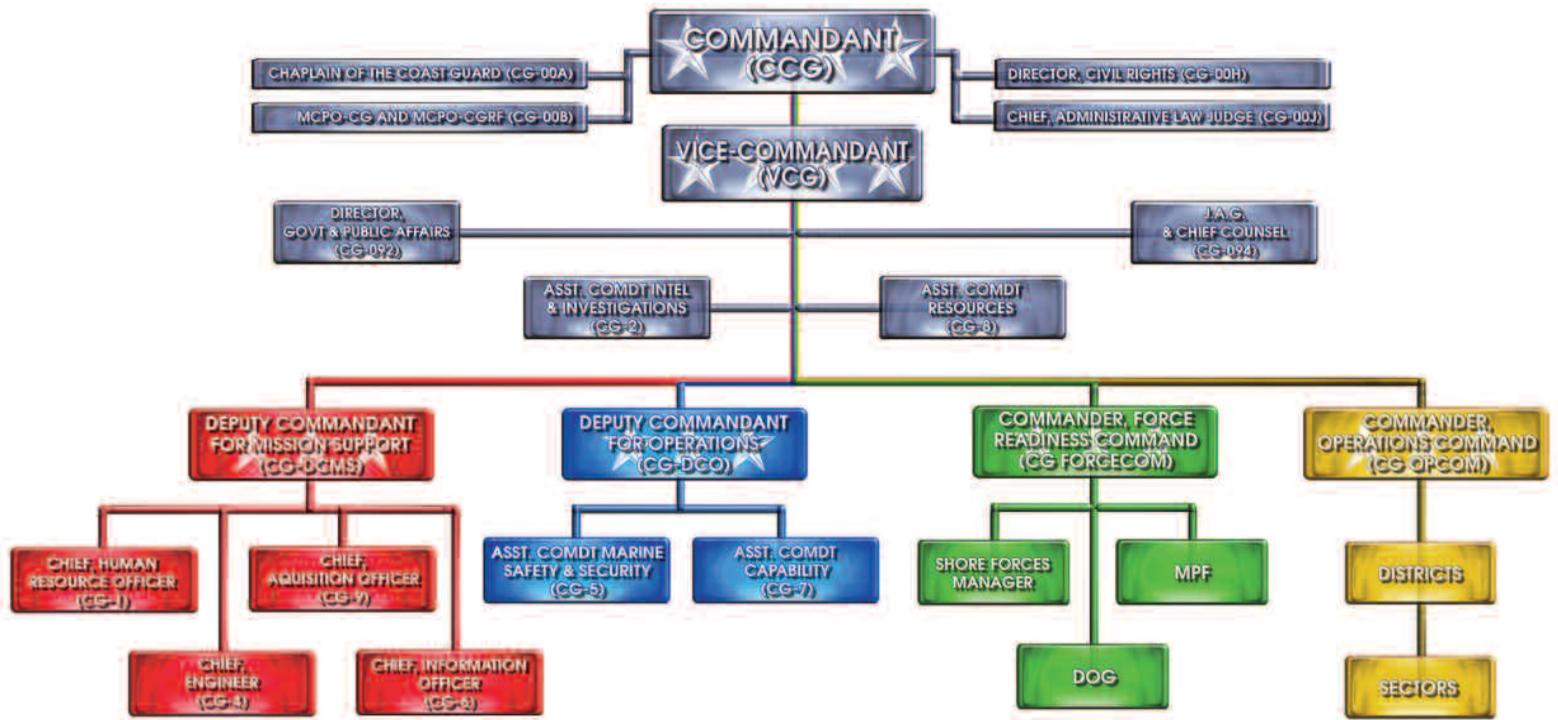


Photo by Public Affairs Specialist 1st Class Bobby Nash.

STAFFING ORGANIZATION, NUMBERING & END STRENGTH

ORGANIZATION

THE PROPOSED ORGANIZATIONAL HIERARCHY SHOWN FOR BOTH THE UNITED STATES COAST GUARD AND

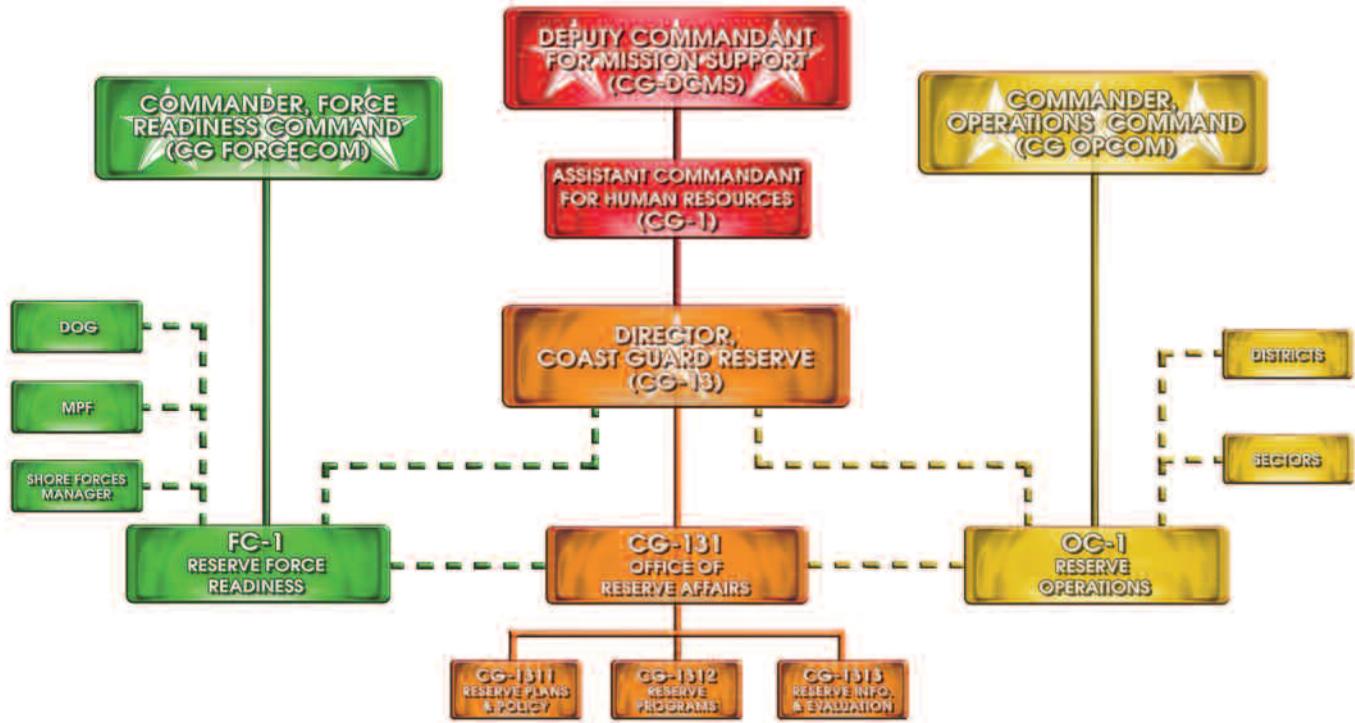


STAFF CODES

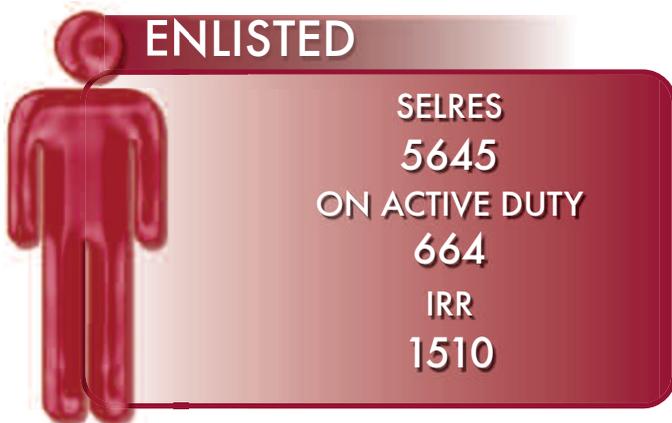
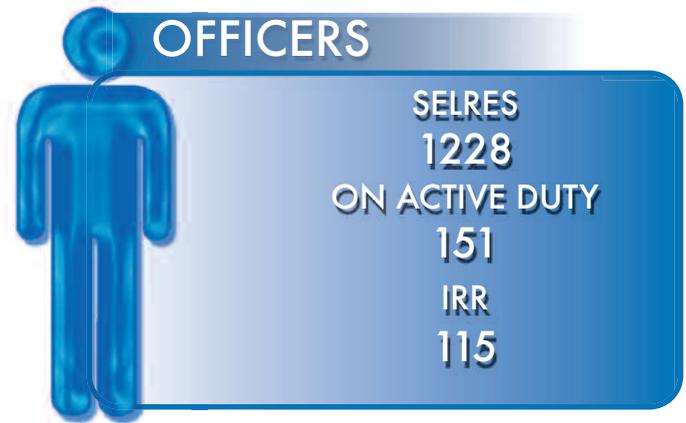
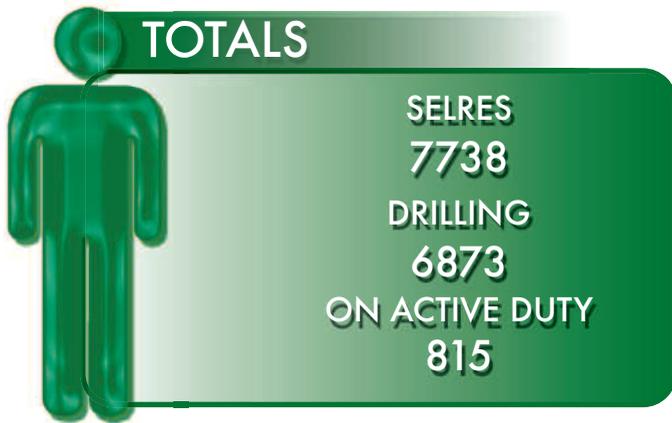
					
CG1 Human Resources	J1 Manpower/Personnel	G1 Personnel	N1 Manpower/Personnel	G1 Manpower/Personnel	A1 Personnel
CG2 Intelligence	J2 Intelligence	G2 Intelligence	N2 Intelligence	G2 Intelligence	A2 Intelligence
—	J3 Operations	G3 Operations & Plans	N3 Operations	G3 Operations	A3 Operations
CG4 Engineering/Logistics	J4 Logistics	G4 Logistics	N4 Logistics	G4 Logistics/Supply	A4 Logistics
CG5 Marine Safety/Security	J5 Plans & Policy	G5 Civil Affairs	N5 Plans/Policy	G5 Plans	A5 Plans/Programs
CG6 C4IT	J6 C4IT	G6 Info. Management	N6 C4IT	G6 Communications	A6 Communications
CG7 Capabilities	J7 Plans/Interoperability	—	N7 Readiness/Training	G7 Inspector	A7 Mission Support
CG8 Resources	J8 Resources	G8 Resource Management	N8 Resources/Requirements	G8 Requirements	A8 Requirements
CG9 Acquisition	—	—	—	—	—

RESERVE ORGANIZATION

UNITED STATES COAST GUARD RESERVE IS PRE-DECISIONAL AND AWAITING CONGRESSSIONAL APPROVAL.



RESERVE FORCE



Note: Reserve force totals taken from The Reserve Strength Report as of 17 DEC 2009.

PARTING SHOTS

A boat crew from Coast Guard Marine Safety and Security Team Boston escorts the USS New York as the ship sails into New York Harbor, Nov. 2, 2009. New York was laid with seven and a half tons of steel from the World Trade Center in her bow.

Photo by Petty Officer 2nd Class Annie Elis



USCGC Waesche (WMSL 751), the Coast Guard's second National Security cutter, demonstrates quick maneuvers in the Gulf of Mexico at the end of the ship's successful acceptance trials.

Photo by Steve Blount



Coast Guard Air Station Los Angeles crewmembers conduct survival training Oct. 8, 2009 at Torrance Beach, Calif. During the training, crewmembers practice search and rescue techniques, survival techniques, as well as flare and signaling devices.

Photo by Petty Officer 3rd Class Cory J. Mendenhall

U. S. Coast Guard Port Security Unit 309 assists other Coast Guard units in patrolling the Allegheny, Ohio, and Monongahela Rivers during the Pittsburgh Summit, Wednesday, Sept., 24, 2009.

Photo by Petty Officer 3rd Class Casey J. Ranel

Commanding Officer (mas)
Pay & Personnel Center
444 SE Quincy Street
Topeka, KS 66683-3591

PRSTD STD
Postage and Fees Paid
United States Coast Guard
Permit Number G-157

OFFICIAL BUSINESS
Penalty for Private Use \$300

ADD SOME EXCITEMENT TO YOUR COMMUTE



U. S. COAST GUARD
RESERVE

ALWAYS READY