U.S. COAST GUARD

Homeland Security

USCG UNOFFICIAL DCA SURVIVAL GUIDE

Version dated Jan 05

FOREWARD

First off, CONGRATULATIONS on your Direct Commission Aviator accession to the United States Coast Guard! Like others before you, you will now take part in the experience of transitioning from another service.

This guide was developed to assist the newly arriving DCA integrate as part of the Coast Guard Team. It was not intended to be a doctrinal reference but a collection of experiences from other DCAs like yourself. The experiences are primarily based on an Army to Coast Guard transition; however, many experiences will carry over to any service.

This guide is not all-inclusive but just a sampling of what preparation you need and the expectations once you arrive to the unit. If you still have questions there are many other fellow officers that are willing to assist you. Don't hesitate to ask a question, there probably are many others that have asked the same before you.

This transition may at times seem difficult, but in time you will overcome it. We know that your Coast Guard experience will be a rewarding and challenging chapter in your life. We hope that this guide provides you some useful knowledge and eases your transition.

If you find that there is something that should be added to this guide, (remember, I'm new too) please contact LTJG Marcus P. Wong at Airstation Clearwater, 727-535-1437 x 1161. Many thanks to all the ofher DCAs that assisted in creating this document.

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PREPARATION - BEFORE YOU ARRIVE

Service Record. Before you leave your last unit, it is imperative that you ensure the accuracy of your DD Form 214. Ensure that all awards and periods of service are correctly documented. If you have any remaining leave time and do not wish to sell it, it is possible to carry it over to the Coast Guard as long as there is no break in service. This means that you must sign in and be administered your Oath of Office into the Coast Guard directly following your last day (duty or leave) in your previous service. If there is more than a 24 hour break in service, your leave will not carry over. Ensure they annotate this leave carryover on your DD214 remarks section. The statement should read something like this: "Servicemember carries forward XXX days of unpaid leave to the United States Coast Guard". This statement is not automatic. In fact, some PSCs will say that there is no doctrinal reference to this; you may have to convince them to do this.

Important Documents. Have all of your important records with you. This includes copies of you and your family member's birth certificates, marriage/divorce certificates, Social Security Cards, and other personal data. Much of the same information that you provided to the DCA board when you applied to the Coast Guard will again be required during in-processing. A copy of your packet will aid in your initial in-processing.

Training Records. Bring any training records with you. This includes flight training and military courses that you've completed in the past. Bring copies of your Aviation Career Incentive Pay (ACIP) and awarding of flight designations and certifications (i.e. Army Aviator and UH-60 AQC). Bring copies of Dunker/Heeds certificate if you've completed it previously.

Security Clearance. Bring a copy of your security clearance, DA Form 873, (Yellow Sheet) with you. This will assist in transferring your security clearance to the Coast Guard. If you don't have a copy in your 201 file or personnel records visit your security officer and try to determine the dates, type of clearance, and type of investigation that you had previously. If you don't have this documentation a check can be run to verify the status of your clearance. However, this check can take a significant amount of time to process. An unverified security clearance will prevent you from flying in the Coast Guard.

Medical and Dental Records. If possible, try to secure your Medical and Dental Records and recent dental X-Rays or a copy (Certified True is best) for your duty station. Once a servicemember ETS/REFRADs, these records are normally shipped to the St Louis Archives. The Medical Clinic, or your unit Health Services (HS) Technician, will need these records. They will retrieve all pertinent data from your old records or transfer your original medical records to Coast Guard format and give you an up-chit.

The Coast Guardsman's Manual. A good source reference on the history, heritage, customs and traditions of the Coast Guard is "The Coast Guardman's Manual", more commonly referred to as "The Bluejacket Book". If possible, see if you can obtain a copy as it contains a wealth of information that you can familiarize yourself with prior to arriving on station. This book can expound upon, and go into much greater detail, some of the things mentioned in this guide. See if they are available at a local Coast Guard Exchange, borrow it from someone in the unit, or you may find it online. If you are not scheduled to attend the DCO Course right away this book will no doubt be of use.

Sponsorship. Contact your unit Admin department and request a sponsor if one hasn't been assigned to you. They should be able to assign someone to show you around the base facilities and provide you with a POC for any questions that you may have.

Housing. Your unit may have a housing department that may offer you some information on how to go about looking for housing at your new duty station. The Coast Guard is not as structured in regards to housing as are some of the other services. They may not have someone assigned for housing or they may only assist persons in the rental assistance program or geographical bachelors (shipboard personnel). Some units will have local maps or directories available to start your search. If at all possible arrive before your transition date and do your research on the housing situation.

ID Cards and DEERS. You will have to get a new ID card for yourself and your dependants upon entry to the Coast Guard. You will have to have your orders and old ID cards with you if possible. If you have turned in your ID prior to leaving your previous service, then a passport, birth certificate, and marriage certificate should suffice.

Pay and allowances. The following is a sampling of pay and allowances that you may be entitled to following your transition please check the pay manual for further information and requirements.

"E" Identifier - If you have 4 years or more of enlisted or warrant officer time then you are entitled to pay with the "E" identifier. E.g. O-1E, O-2E.
Saved Pay - If you earned more money in a previous enlisted or warrant officer rank than the rank that you will be in the Coast Guard, then you may be entitled to saved pay.
Uniform Allowance - You are entitled to a one –time uniform allowance to offset the cost of new Coast Guard uniforms.
Flight Pay - You are entitled to flight pay according to your Aviation Career Incentive Pay date.
DLA/TLA/TLE - You are entitled to a DLA allowance, as well as TLE/TLA for your move. You are entitled to travel expenses from your home of record to your duty station. You will fill out a DD1351-2 once you arrive.
Ensure you check your LES for the first few months to ensure that all of your entitlements are taking effect. It is normal for the system to take a while to catch up. However, if there is a problem see your Yeoman.

Obligated Service Period for DCAs. CGPC-opm, in conjunction with the CG Recruiting Command and G-OCA, has increased the obligated service for DCA's entering our service from 4 to 5 years effective December 2004. The primary driver for the change is to increase "Aircraft Commander Time" available to the organization before an officer is eligible for RELAD. Given the diminishing experience base (but increasing staffing levels) this change will assist in stabilizing the experience base in the rotary wing communities.

Officer Evaluation Reports. It is a good idea to begin to keep a running log and document your contributions to the unit soon after you complete in-processing. This will better prepare you to be ready for that all-important OER. Simply stated, the Coast Guard OER system is a laborious process. The Rated-on Officer (ROO) is given much of the responsibility to prepare for their OER. ENS OERS are due every September and March. LTJG OERs are due every January and July. Be prepared and get some old OERs from others and read the Office of Personnel Management website for helpful advice. Further information on the OER process will be available in this guide at a later time.

The Officer Career Guidebook. This manual is a good reference for all officers to continue their professional development within the Coast Guard. It has information on career tracks and schooling.

UNIFORMS

Reporting to your new unit in the proper Coast Guard uniform goes a long way in establishing that all-important first impression. You may want to take your oath and have your picture taken in the proper uniform. Coast Guard uniforms are usually purchased on-line through the Uniform Distribution Center (UDC). Orders are shipped directly to your home and you can get most of what you need prior to your arrival. If you purchase uniforms through the UDC allow Coast Guard exchanges are small and not well stocked. If you are a tough fit then you may try purchasing some uniform components at a local Air Force base military clothing sales store. However, if you were like most of us, you will be unsure of what exactly you need or how it is put together. In this case you may want to arrive a couple days early to your new station, ask around, and visit the local exchanges for last minute items. A uniform is not a mandatory requirement, but will assist in integrating as quickly as possible. Click here for a link to the CG's UDC

The Coast Guard Tropical Blue Long. Your reporting uniform is most likely the Tropical Blue Long. (Most commonly parallels with the Class B with short-sleeve shirt in the Army) To avoid buying or possibly not finding certain items for your uniform, you may want to bring things that may transfer over to the Coast Guard uniform. Bring any awards and medals you earned in your previous service. These will have to be tuned to the Coast Guard requirements, but if you earned them, bring them (More information will be provided on how to wear your awards and decorations). Also, bring your belt with gold buckle, your black nylon socks, Corfram or black leather shoes, and V-neck white tee shirts. You will need to purchase the Coast Guard blue slacks, Air Force/Coast Guard blue shirt, enhanced blue shoulder boards, nametag, garrison cap, rank insignia, the Coast Guard mini-eagle, and your Naval Aviator Wings. Other uniforms are spelled out in the following page, and further details can be found in the Uniform Regulations Manual. Click here for a copy of the Uniform Regulations Manual, COMDTINST M1020.6E.

The Operational Dress Uniform (ODU). The ODU is a new uniform variation of the Battle Dress Uniform worn by the DOD services that is modified to meet Coast Guard specific needs. The ODU was tested under actual CG working conditions in the field, and was modified in accordance with the findings of the test. The Shirt is tapered for wear tucked inside of the trousers and the lower pockets found on the standard BDU top are removed. The collar and sleeves are identical to those on the BDU. The ODU Trousers use a zipper fly instead of the standard BDU button fly. Blousing the trouser legs inside your boot or with blousing bands is standard. When worn with low-topped shoes, such as with boat shoes for boat crew operations, the trousers are worn un-bloused. The ODU is worn with a CG Blue Crew Necked T-Shirt allowing the ODU top to be removed under extreme heat working conditions. Sleeves can be worn down and buttoned or rolled up. The ODU is worn with a black belt and black buckle. The “U.S. COAST GUARD” Ball Cap will be the only cover worn with the ODU. You will have to purchase sew-on rank, qualification badges, and nametapes separately. The ODU will be the required working uniform for all active duty and reserve personnel. Officers must pay for the ODU out of pocket. The cost of one full ODU uniform is approximately $65. There is no minimum quantity for officers. Officers must provide the quantity necessary to meet the requirements of their duties so wait until you get to your unit before purchasing your ODUs.

Flight Issue. You will be issued two flight suits, gloves, jacket, helmet, boots, Aviation Drysuit Coverall(ADC), thermal undersuit (Exotherm) and some other miscellaneous items at your unit. You may have to buy your unit patch at the local exchange. Bring your flight suits down to your Aviation Survival Technician (AST or Swimmer) Shop and ask them sew on your patches and make up a couple leather nametags for you.

Required Uniforms. The following is the formal list of items that are required for all personnel. A recommendation would be that DCAs wait until they arrive at their unit before purchasing all their uniforms as quantities may vary from station to station. The total uniform costs will range from $800-1000. Not all uniforms will be required immediately. The Tropical Blue Long, ODU, and flight suit are a good start.

Officers are responsible for procuring and maintaining uniforms appropriate to their assigned duties. All Coast Guard personnel are responsible for maintaining their uniforms in serviceable condition, and are responsible for procuring sufficient quantities of uniform items and properly maintaining them as appropriate to their assigned duties. All personnel are responsible for owning, wearing, and maintaining sufficient quantities of personal items such as undergarments, socks/stockings, etc. to comply with CG standards of personal hygiene and appearance.

These uniforms are required:	By:
Service Dress Blue (Bravo) Full Dress Blue Tropical Blue Long	All Personnel.
Undress Blue	All personnel. Uniform authorized until replaced by the Operational Dress Uniform (ODU).
Service Dress White Full Dress White	All officers (Including reserve officers on ADSW-AC or ADSW-RC for one year or more).
Dinner Dress Blue Dinner Dress White	O-3 and below.
Dinner Dress White Jacket Dinner Dress Blue Jacket	O-4 and above on active duty. Master Chief Petty Officer of the Coast Guard and Area Command Master Chiefs. Optional for officers O-3 and below and enlisted members E-4 and above.
Formal Dress	O-6 and above. Other officers assigned to duty where it would be required by protocol. Master Chief Petty Officer of the Coast Guard and Area Command Master Chiefs. Optional for all other officers and enlisted members E-4 and above.
Working Blue Uniform	E-6 and below, optional for all others. Uniform authorized until replaced by the Operational Dress Uniform (ODU).
Operational Dress Uniform (ODU)	E-6 and below, optional for all others.

Other notes on uniforms. The flight suit and ODU is not normally worn off-base except for driving to and from work and stopping for errands such as gas or groceries. A recent message relaxes the policy on ODUs and authorizes it for use off-base at eating establishments at long as it is in good taste and uniform is properly worn. Otherwise, the tropical blue long is normally authorized for all occasions except when more formal attire is required.

Dress White Uniforms. It may occur that you need to purchase your Dress Whites for a Change of Command or other occasion at the unit. The Dress White is the same white uniform that the Navy utilizes. The same uniform is used in three variants, see the next page for more information. The *Service Dress White* uses ribbons on the left side and blue nametag on the right. The Full *Dress White* uses full-size medals on the left and ribbons without a corresponding medal on the right. The *Dinner Dress White* uses mini-medals on the left and ribbons on the right. All three variants require the Dress White pants and jacket, these come in two styles. "Athletic cut" emphasizes the waist outline more than "Choker Style" which is more squarely cut. If you purchase the navy dress whites ensure you purchase the Coast Guard buttons at the same time or you can find them at your local exchange. You will also need the Combination Cover (Bus Driver Cap). The Combo Cover consists of the hat, the Coast Guard Eagle (large size), the officer head band, and the gold officer chinstrap. You will also need white shoes and white socks. You only wear a T-shirt underneath the jacket. You do not need the white belt and buckle unless you want to purchase them. You can purchase these only from a navy base or the Navy Uniform Support Center. You can call them at 800-368-4088 or look them up on the web at: www.navy-nex.com. (A little advice: if possible it may be worth it to spend the time to go down to a Navy Exchange and try on several sizes; they will also do some of the professional tailoring/advice for free. If you want wait till you go to the DCO Course in New London, there is a navy base nearby the academy.)

Military Uniform Equivalents

REFERENCE: COMDTINST M1020.6E

Coast Guard	Navy	Marine Corps	Army	Air Force	Occasions for Wear
Formal Dress (Short Dark Blue Jacket w/ White Bow Tie)	Formal Dress	Evening Dress	Dress Mess/ Evening	Blue Formal Dress	Official formal evening functions after 6:00 PM. State occasions, diplomatic service (Equivalent to white tie).
Dinner Dress Blue Jacket (Short Dark Blue Jacket w/ Black Bow Tie)	Dinner Dress Blue Jacket	Evening Dress	Dress Mess	Blue Mess Dress	Winter evening wear for social functions of general or official nature. (Equivalent to black tie)
Dinner Dress White Jacket (Short White Jacket w/ Black Bow Tie**)**	Dinner Dress White Jacket	Mess Dress	White Dress Mess	Blue Mess Dress	Summer evening formal functions, dinners, dinner dances or club affairs. (Equivalent to black tie)
Dinner Dress Blue (SDB Jacket w/ Mini-Medals) **Dinner Dress White** (Choker Whites w/ Mini-Medals)	Dinner Dress Blue Dinner Dress White	Dress Blue A Dress White A	Dress Blue (bow-tie) Army Dress White (bow-tie)	Ceremonial Dress Blue Ceremonial Dress White	Same as Dinner/Mess Dress but less formal occasions requiring more formality than service uniforms
Full Dress Blue (SDB Jacket w/ Full Medals on left side/Ribbons on Right side	Full Dress Blue	Dress Blue A or B	Army Green (w/white shirt and bow-tie) or Dress Blue with Four-in-Hand Tie	Ceremonial Dress Blue	Worn year-round for Change of Command ceremonies, parades, and reviews when special honors are being paid, such as official visits of and to U.S. and foreign officials.
Full Dress White (Choker Whites w/ Full Medals)	Full Dress White	Dress White A or B	Army White	Ceremonial Dress White	Same as above as summer or tropical uniform.
Service Dress Blue (SDBs) (SDB Jacket w/ Ribbons) **Service Dress White** (Choker Whites w/ Ribbons)	Service Dress Blue Service Dress White	Service A Service A	Class A's Army White	Service Dress Service Dress	Business and informal social occasions as correct for local custom.
Tropical Blue Long (No Jacket/Short Sleeves/Ribbons) **Winter Dress Blue**	Summer Khaki White Winter Blue	Service C Service B	Class B's Class B's with Long Sleeves	Service Uniform Service Uniform	To compensate for climate variations as per prescribing authority and where coat and tie are not required or expected
Undress Blue/ Working Blue/ **Operational Dress Uniform**	Aviation Working Green\Blue Winter Work Khaki/Blue/ Dungaree	Utility	Battle Dress Uniform	Utility	When working at unit or plant environment, when in environments where soiling clothing is expected. May be worn commuting and brief stops for gas or drive thru. This is not a liberty uniform.

Common Courtesies and Traditions

Addressing others. The Commanding Officer is addressed as the Captain or the Skipper. The Executive Officer is addressed as XO. All O-1 through O-4 are junior officers, and can be addressed as Mr. or Miss Whoever. O-5 and O-6 are senior officers and addressed as Commander or Captain respectively. O-7 through O-10 are Flag Officers and are addressed as Admiral. Petty Officers (E-4 through E-6) are addressed by rate and last name (e.g OS1 Smith). A Chief Petty Officer (E-7) is commonly addressed as Chief. Senior Chief Petty Officers (E-8) are addressed as Senior Chief or Senior. Master Chief Petty Officers (E-9) are addressed as Master Chief or Master. Non-rates (E-1 tthrough E-3) can be addressed by last name.

The Galley. The galley (if you have one) is broken down into separate areas according to rank. Chief Petty Officers have the Chiefs Mess. The officer's area is called the Wardroom. Officers and Chiefs are usually served separately from the rest of the servicemember's areas. Before you are seated at your table, make sure you survey your area for higher-ranking officers than yourself. Do not sit at the head of the table as this is reserved for the Captain. Before seating yourself address any senior officers and ask, "May I join you?" you may then be seated. Do not place your hat on the table. The rest of the meal is usually pretty casual. Before leaving, address any senior officers with, " Sir, by your leave." They will return the gesture and you may exit smartly.

Attention on Deck. When the senior officer enters for a meeting, the room is called to attention with "Attention on deck". You stand at attention until told to "Carry on".

Pipes. Announcement that is made over the base PA system when something important is to be noted. When it is necessary to make a pipe the following format are commonly used:

- Begin pipes with "Now" or use a tone to call the attention of all hands.
- For Chief Petty Officers – "Now, Chief Smith, *contact* whoever at xxxx."
- For Officers – "Now, LT Jones, *it is requested* that you contact whoever at xxxx."
- General announcements – "Now, get the ready H60 on the line."

Pipes are generally not made for Petty Officers and below. Pipes are generally restricted to certain daytime hours. Pipes are not normally made during the five-minute interval between First Call and Colors.

Colors. Colors are normally preceded by the First Call ("Charge" is sounded) five minutes prior to the music (Day and Night). Colors are sounded ("To the Colors" is normally played) and the flags are raised at 0800 daily. Colors are again sounded at Sunset ("Retreat" is normally played) and the flags are normally lowered and cased for the night.

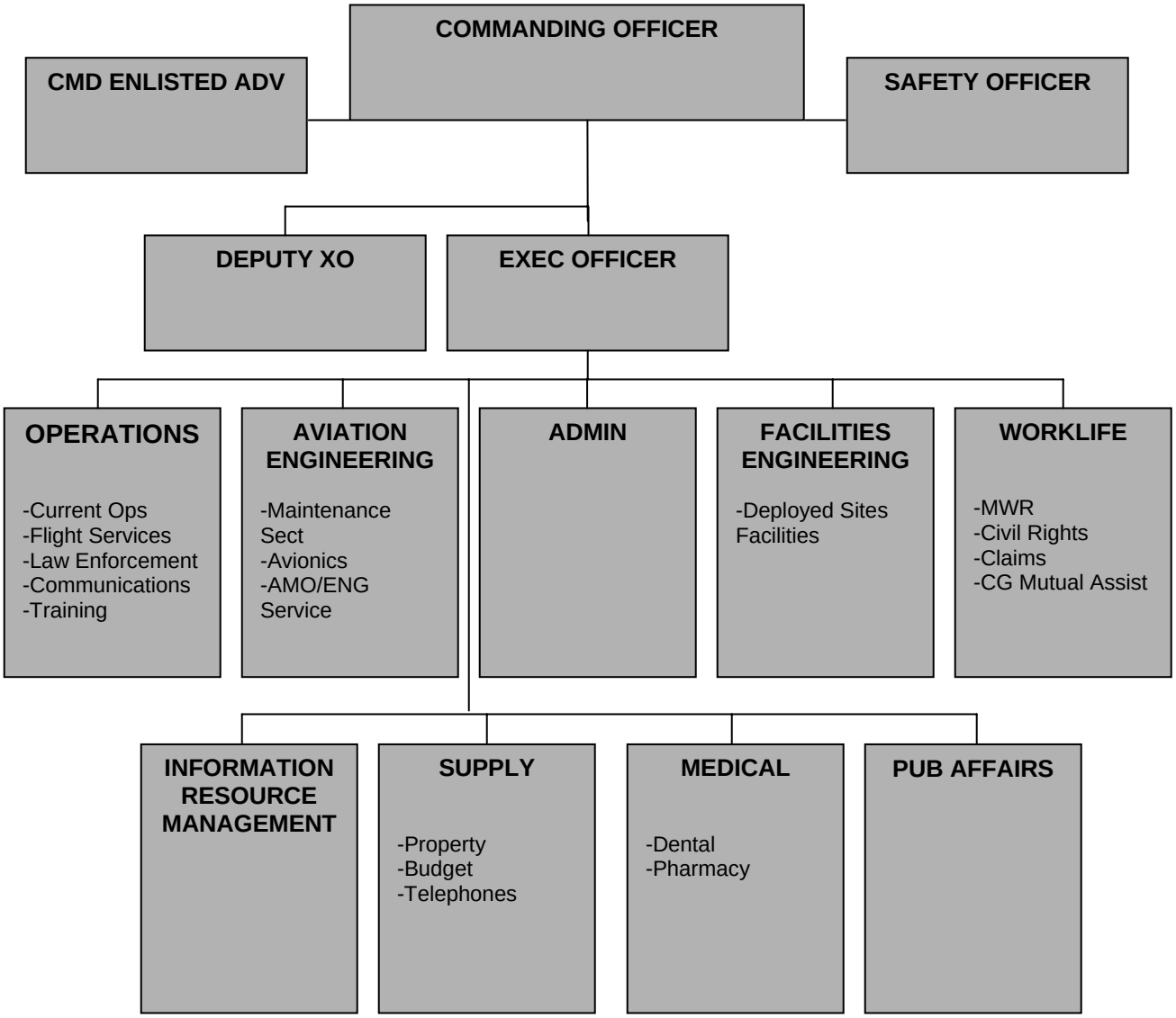
Salutes. Salutes are not normally rendered for O-1 through O-3 in the aviation community. However, this is different in the boat world. Be cognizant of this and ask around so you don't get yourself into a bad situation. Salutes are not normally rendered under breezeways, when uncovered, or out of uniform.

Drill and Ceremony. The Coast Guard follows the Drill and Ceremony doctrine from the Marine Corps Manual. You probably won't have many musters or ceremonies to attend but be aware that there are some differences in the commands.

How to Report on a Ship. Salute the Nat'l Ensign, if posted, then salute the quarterdeck officer prior to boarding. Reverse the procedure when departing.

Other Notes on Etiquette.
- When overtaking a senior officer pass on his left side and request "Sir/Ma'am, by your leave".
- Backpacks and briefcases with shoulder straps are carried in the left hand and shouldn't be worn over the shoulder.
- Coffee cups are carried in the left hand.

EXAMPLE AIRSTATION STRUCTURE AND ORGANIZATION



COMMON COAST GUARD TERMS AND ACRONYMS

Many Coast Guard terms are nautical or have a maritime heritage, Navy and Marine Corps may be familiar with these terms.

A-School – Enlisted Advanced Training that qualifies and rates the servicemember. Normally given after 1-2 years of OJT at a duty station. Similar to Army AIT.

All Hands – All unit personnel.

ALMIS – Aviation Logistics Management Information System. A powerful program that captures the electronic logbook and status of aircraft, flight schedule, hours flown by unit personnel.

ATON – Aids to Navigation i.e. buoys, lighthouses

Bang List – A mailing list for personnel info or action. An addressee listing.

Bernie Book – Crib notes or cheat sheets. In the Army we'd call it a Smart Book.

C-School – Any additional military school for officer or enlisted attended after initial qualification. May be a professional development type course like LAMS or the SAR Fundamentals Course

CGMS – The Coast Guard Messaging System. A program that all official message traffic is transmitted. Closure of case, maintenance status, or departures of the Commanding Officer are examples of CGMS messages.

Chit – A form or a slip for various purposes. (You will get an Up-chit once you are signed off to fly or you will need a Leave Chit to go on leave.)

Deck – The ground surface area.

Deep selected – A person picked up early for promotion. In the Army we'd say picked up below the zone.

Department Head – A person in charge of several divisions on an Airstation. For example: The Operations Department Head (OPS) is in charge of the Comms, Schedules, Flight Services, Law Enforcement Divisions. In the Army it would be similar to a platoon leader.

Division Head – A person in charge of a few personnel within a department. For example: Comms is a division of the Operations Department. In the Army we would call it a section or a squad leader.

EKMS – Electronic Key Management System. A standard operating procedure that ensures the security of COMSEC material

EO – Engineering Officer. An O-4 or O-5 that leads the aircraft maintenance section of an Air Station.

ESO – Education Services Officer. An officer assigned to assist in the educational opportunities for servicemembers assigned to a base or region.

Fantail – The rear area of a larger ship that may allow the conduct of hoisting operations. Can sometimes be aft of the flight deck area of a cutter

FE – Facilities Engineering. A department that maintains all facilities on base

Galley – The Cafeteria on base or station. Commonly called a mess hall or chow hall in the Army. On a vessel the Galley is the kitchen/food preparation area and the Mess Deck is the cafeteria.

Gouge – The pertinent or inside information on a subject. Crib notes or cheat sheets. In the Army we'd call it a Smart Book.

ICS – Incident Command System. A flexible, scaleable emergency response hierarchy. Dictates a chain of command and response system

IRM – Information Resource Management. The department that handles all on-base automation/computer support

LANTAREA – Atlantic Area, single digit Districts.

Liberty – Liberty is personal time off given for weekends or for special occasions. Commonly known as a pass in the Army.

MISLE – Marine Identification Safety and Law Enforcement, a Coast Guard Program that captures all data in relating to a mission sortie.

MSO – Marine Safety Office. Now being combined into a sector

MSST – Marine Safety and Security Teams. New group of specialists in the CG designed to be like a quick reaction force.

Muster – All hands gathering to put out information, present awards, etc. Commonly known as a formation in the Army.

Non-Rate – Usually an E1-E3 that has not received formal training in an MOS.

Ombudsman – A family readiness group leader/representative.

P- Course – An annual proficiency course given at Mobile, AL. Usually consists of a week of refresher training, simulator, and checkrides. Usually a instrument checkride is given at this time.

PACAREA – Pacific Area, consist of all double digit Districts.

PeopleSoft (Direct Access) – A program that captures unit personnel information. Contains personal information regarding a servicemember. Used for dream sheet, changing direct deposit, etc.

Pipes – An announcement over the Public Address (PA) System. Used to page or notify personnel of an item of interest. E.g. "Pipe out a message that Wet Drills will be beginning in ten minutes at the pool."

Port - The left hand side of a ship or aircraft as it is moving forward.

Quarterdeck – Area where you board a ship, an area that information is passed, area that the duty stander stands watch.

Rate – Rank and MOS combined into one term. For instance: a Petty Officer First Class + his MOS is in Operations = is called an OS1.

Scuttlebutt – The news on the deck. The poop.

Sectors – Combination of MSOs and Group. New level of command to put one person in charge of safety, LE, and security at one port.

SES – Senior Executive Services

Slider – A day off given to compensate for duty served during the weekend. If you have duty on a Saturday, then you will slide on Monday, to give you two days off.

Snivels – A method to request something through the unit central scheduling section. You may want to snivel for an afternoon/day off, or a deployment, or no duty for a flight physical.

Spindrift – A SMART book for trainees.

Starboard - The right hand side of a ship or aircraft as it is moving forward.

Storekeeper – A supply or logistics specialist on a station or ship

Strike teams – Environmental Specialists geared around the scenario of a large oil spill. Regionally based out of the Gulf, East, and West

Striker Program – A non-rate that elects to not go to formal schooling and gain his specialty through OJT

SWE – Service Wide Exams. Written exam for enlisted promotions.

TAD – Temporary Duty. Also known as TDY in the Army.

T-Course – The initial aircraft qualification course that trains you in your type aircraft. Usually given at Aviation Training Center Mobile, Alabama. Courses vary in duration. Also known as an AQC in the Army.

TONO – Travel Order Number

Wet Drills - Water Survival Training

Welldeck – A portion of smaller boat, aft of the pilothouse, where hoists can be performed.

Yeoman – The Petty Officer that is in charge of the Administration/Personnel/Finance issues for the unit. (Commonly called an Orderly Room/PSC Clerk in the Army.) "Report to the Duty Yeoman for further information."

3.D.2.e. Enlisted Ratings

	Aviation Maintenance Technician (AMT) A two-bladed winged propeller.		**Food Service Specialist (FS)** Crossed quill and wheat spike with a key across top.
	Aviation Survival Technician (AST) A winged flaming spherical shell with parachute.		**Gunner's Mate (GM)** Crossed gun barrels with muzzles up.
	Avionics Technician (AVT) A winged helium atom about which revolves two electrons.		**Health Services Technician (HS)** A caduceus.
	Boatswain's Mate (BM) Crossed anchors with crowns down.		**Information Specialist (IT)** A globe with lines of embroidery representing lines of latitude and longitude, with a French type telephone above it.
	Damage Controlman (DC) Crossed fire axe and maul with handles down and axe blade to the front.		**Machinery Technician (MK)** Face of an eight-toothed gear.
	Electrician's Mate (EM) A globe with lines of embroidery representing lines of latitude and longitude.		**Marine Science Technician (MST)** A trident rising through waves.
	Electronics Technician (ET) A helium atom about which revolve two electrons.		**Musician (MU)** A lyre.
	Operations Specialist (OS) An A-Scope superimposed on an arrow. Arrow is pointing diagonally upward and to the front.		**Public Affairs Specialist (PA)** A camera surcharged with a quill pen.
	Storekeeper (SK) Crossed keys with stems down and webs outward		**Yeoman (YN)** Crossed quill pens with nibs pointing down.

Reserve Specific Ratings

	Investigator (IV) Scales of justice with a superimposed law enforcement badge.	PS	**Port Securityman (PS)** Block letters "PS" superimposed on a law enforcement badge.

Enlisted and Petty Officer Ranks and Insignia

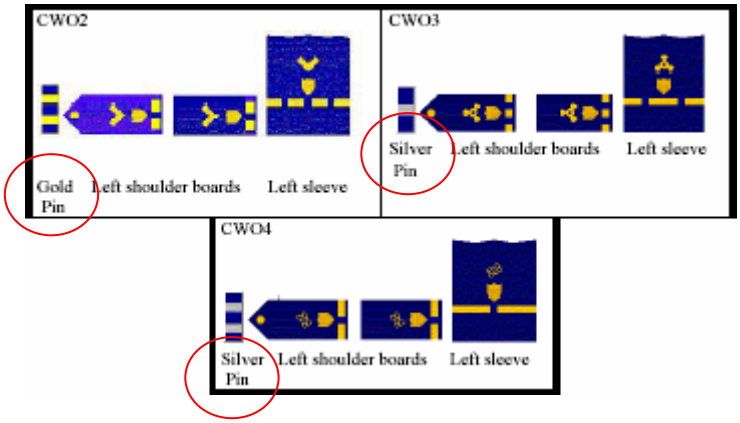
Seaman Recruit (E-1) 1 White stripe 	Seaman/Fireman/Airman Apprentice (E-2) 2 stripes: White -Seaman Apprentice Red -Fireman Apprentice Green - Airman Apprentice	Seaman/Fireman/ Airman (E-3) 3 stripes: White - Seaman Red - Fireman Green - Airman

Petty Officer 3rd Class (E-4)	Petty Officer 2nd Class (E-5)	Petty Officer 1st Class (E-6)	Chief Petty Officer (E-7)
Senior Chief Petty Officer (E-8)	Master Chief Petty Officer (E-9)	Command Master Chief Petty Officer	Master Chief Petty Officer of the Coast Guard

Warrant Officer Specialties

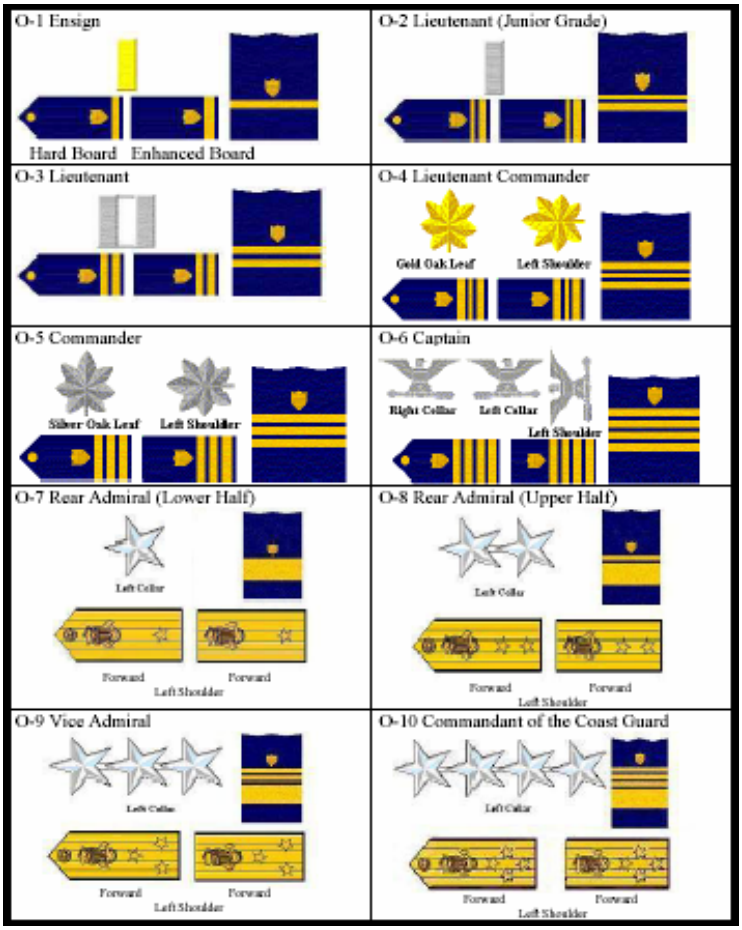
	Aviation Engineering (AVI): two bladed; vertical propeller gold placed on the sleeve with the wings parallel to the stripe.		**Boatswain (BOSN):** two crossed fouled anchors placed on the sleeve with the crowns down.
	Finance & Supply (F&S): a sprig of three oak leaves placed on the sleeve with stem down and to the front.		**Naval Engineering (ENG)** a three bladed propeller placed on the sleeve with two blades down.
	Medical Administration (MED): a caduceus placed on the sleeve with the staff perpendicular to the stripe		**Personnel Administration (PERS):** two crossed quill pens placed on the sleeve with the nibs down, with the upper quill pointing to the front.
	Weapons (WEPS): a flaming spherical shell placed on the sleeve with the flame upward.		**Bandmaster (BNDM):** a lyre placed on the sleeve with the longer dimension perpendicular to the stripe and the base down.
	Communications (COMM): four lightning bolts placed on the sleeve with the longer dimension parallel to the stripe, narrow end of the device to the front.		**Material Maintenance (MAT):** a carpenter's square placed on the sleeve with the right angle down and the arm inscribed with lines to the front.
	Public Information (INF): a camera placed on the sleeve in an upright position with the bottom parallel to the stripe and lens aperture to the front.		**Electronics (ELC):** a helium atom placed on the sleeve with the horizontal electron orbit parallel to the stripe; with star to the front.
	Port Safety & Security (PSS): a diamond shaped emblem with a law enforcement badge in its center. (Reserve only)		

Warrant Officer Ranks and Insignia



Unlike the Army, Warrant Officers are enlisted members promoted to E-7. They then take a different track and become Warrant Officers. There is no WO1, they are commissioned and begin at CW2 and go through CW4. They have the option of moving through the ranks to O-1.

Commissioned Officer Ranks and Insignia



CREED OF THE UNITED STATES COAST GUARDSMAN

I am proud to be a United States Coast Guardsman.

I revere that long line of expert seamen who by their devotion to duty and sacrifice of self have made it possible for me to be a member of a service honored and respected, in peace and in war, throughout the world.

I never, by work or deed, will bring reproach upon the fair name of my service, nor permit others to do so unchallenged.

I will cheerfully and willingly obey all lawful orders.

I will always be on time to relieve, and shall endeavor to do more, rather than less, than my share.

I will always be at my station, alert and attending to my duties.

I shall, so far as I am able, bring to my seniors solutions, not problems.

I shall live joyously, but always with due regard for the rights and privileges of others.

I shall endeavor to be a model citizen in the community in which I live.

I shall sell life dearly to an enemy of my country, but give it freely to rescue those in peril.

With God's help, I shall endeavor to be one of His noblest Works...

A UNITED STATES COAST GUARDSMAN.

SEMPER PARATUS (Always Ready)

by Captain Francis Saltus Van Boskerck, USCG
Words and Music Copyright by Sam Fox Publishing Co, Inc.

Current Version

From North and South and East and West,
The Coast Guard's in the fight.
Destroying subs and landing troops,
The Axis feels our might.
For we're the first invaders,
On every fighting field.
Afloat, ashore, on men and Spars,
You'll find the Coast Guard shield.

Chorus

We're always ready for the call,
We place our trust in Thee.
Through howling gale and shot and shell,
To win our victory.
"Semper Paratus" is our guide,
Our pledge, our motto, too.
We're "Always Ready," do or die!
Aye! Coast Guard, we fight for you.

COAST GUARD HISTORY

The United States Coast Guard is this nation's oldest and its premier maritime agency. The history of the Service is very complicated because it is the amalgamation of five Federal agencies. These agencies, the Revenue Cutter Service, the Lighthouse Service, the Steamboat Inspection Service, the Bureau of Navigation, and the Lifesaving Service, were originally independent, but had overlapping authorities and were shuffled around the government. They sometimes received new names, and they were all finally united under the umbrella of the Coast Guard. The multiple missions and responsibilities of the modern Service are directly tied to this diverse heritage and the magnificent achievements of all of these agencies.

While the U.S. Lighthouse Service was established one year before, the Coast Guard traces its military roots to the August 4, 1790, establishment of the Revenue Cutter Service by Alexander Hamilton under the Treasury Department. It is this date that is celebrated as the Coast Guard's birthday.
The Steamboat Inspection Service, the U.S. Life-Saving Service, and the Bureau of Navigation were all established in the 19th century. In the beginning of the 20th century, the Life-Saving Service and the Revenue Cutter Service combined to form the Coast Guard, which was temporarily transferred to Navy Department Control in World War I.

In 1932, the Steamboat Inspection Service and the Bureau of Navigation combined in 1932. Seven years later, the Coast Guard would be joined with yet another government agency--the U.S. Lighthouse Service. In World War II, the Coast Guard again became part of the Navy Department. The combined Steamboat Inspection Service and the Bureau of Navigation--the Bureau of Marine Inspection--was temporarily transferred to the Coast Guard while it was under the Navy Department. Following the end of the war, the Coast Guard was returned to the Treasury Department, but the Bureau of Marine Inspection remained part of the Coast Guard. In 1967, the Coast Guard was transferred to the newly-formed Department of Transportation.

Editor's Note: In 2003, The Coast Guard was reorganized under the recently established Department of Homeland Security following the events of September 11th, 2001. The Coast Guard is now teamed along with the US Border Patrol and Immigration and Customs Enforcement for improved interoperability and communications.

The United States Coast Guard's homeland security mission is not new to us. It is more visible today than it was prior to the tragic events of September 11, 2001, but it is just as important as it was when we first began protecting our national sovereignty 211 years ago. The Coast Guard maintains a clear vision and a keen sense of vigilance while keeping watch for threats to our security and those who would do us harm.

As part of Operation Noble Eagle, the Coast Guard is at a heightened state of alert protecting more than 361 ports and 95,000 miles of coastline, America's longest border. The Coast Guard continues to play an integral role in maintaining the operations of our ports and waterways by providing a secure environment in which mariners and the American people can safely go about the business of living and working freely.

In the wake of the September 11 terrorist attacks, the Coast Guard immediately mobilized more than 2,000 Reservists in the largest homeland defense and port security operation since World War II. The Coast Guard has increased its vigilance, readiness, and patrols to protect the country's 95,000 miles of coastline, including the Great Lakes and inland waterways.

The Coast Guard's homeland security role includes:

Protect ports, the flow of commerce, and the marine transportation system from terrorism.

Maintain maritime border security against illegal drugs, illegal aliens, firearms, and weapons of mass destruction.

Ensure that we can rapidly deploy and resupply our military assets, both by keeping Coast Guard units at a high state of readiness, and by keeping marine transportation open for the transit assets and personnel from other branches of the armed forces.

Protect against illegal fishing and indiscriminate destruction of living marine resources, prevention and response to oil and hazardous material spills--both accidental and intentional.

Coordinate efforts and intelligence with federal, state, and local agencies.

Operation Noble Eagle refers to U.S. military operations associated with homeland defense and civil support to federal, state and local agencies in the United States, and includes the increased security measures taken after the September 11 terrorist attacks. The operation involves joint agency coordination and cooperation to ensure our nation and borders are protected from future attacks. An increased presence will prevent and deter those who would cause harm to innocent Americans.
Operation Enduring Freedom refers generally to U.S. military operations associated with the war on terrorism outside the United States. Coast Guard port security units have deployed in support of this operation.

COAST GUARD MISSIONS

The world's best Coast Guard ...
Ready today ...
Preparing for tomorrow

The United States Coast Guard is a *military, multimission, maritime* service within the Department of Homeland Security and one of the nation's five armed services. Its core roles are to protect the public, the environment, and U.S. economic and security interests in any maritime region in which those interests may be at risk, including international waters and America's coasts, ports, and inland waterways.

The Coast Guard provides unique benefits to the nation because of its distinctive blend of military, humanitarian, and civilian law-enforcement capabilities. To serve the public, the Coast Guard has five fundamental roles:

Maritime Safety:
Eliminate deaths, injuries, and property damage associated with maritime transportation, fishing, and recreational boating. The Coast Guard's motto is Semper Paratus—(Always Ready), and the service is always ready to respond to calls for help at sea.

National Defense:
Defend the nation as one of the five U.S. armed services. Enhance regional stability in support of the National Security Strategy, utilizing the Coast Guard’s unique and relevant maritime capabilities.

Maritime Security:
Protect America's maritime borders from all intrusions by: (a) halting the flow of illegal drugs, aliens, and contraband into the United States through maritime routes; (b) preventing illegal fishing; and (c) suppressing violations of federal law in the maritime arena.

Mobility:
Facilitate maritime commerce and eliminate interruptions and impediments to the efficient and economical movement of goods and people, while maximizing recreational access to and enjoyment of the water.

Protection of Natural Resources:
Eliminate environmental damage and the degradation of natural resources associated with maritime transportation, fishing, and recreational boating.

These strategic goals are used for tracking program performance and making sound resource decisions. They also offer a blueprint for thinking broadly about the Coast Guard's ability to influence future national security issues positively and meet the needs of a seafaring nation.

NATIONAL SECURITY

For more than 210 years, the Coast Guard has served the nation as one of the five armed forces. Throughout its distinguished history, the Coast Guard has enjoyed a unique relationship with the Navy. By statute, the Coast Guard is an armed force, operating in the joint arena at any time and functioning as a specialized service under the Navy in time of war or when directed by the President. It also has command responsibilities for the U.S. Maritime Defense Zone, countering potential threats to American's coasts, ports, and inland waterways through numerous port-security, harbor-defense, and coastal-warfare operations and exercises.

Today, U.S. national security interests can no longer be defined solely in terms of direct military threats to America and its allies. With the terrorist attacks on September 11, 2001, the U.S. has fully realized the threat faced on the home front from highly sophisticated and covert adversarial groups. The Coast Guard has assumed one of the lead roles in responding to these unscrupulous attacks upon our nation by providing homeland security in our nation's harbors, ports and along our coastlines. Commercial, tanker, passenger, and merchant vessels have all been subject to increased security measures enforced by the Coast Guard.

In the immediate days after the destruction of the World Trade Centers and Pentagon, over 2,600 reservists were recalled to provide operational and administrative support. Reservists and active duty Coast Guard members worked in unison to provide additional manpower to clean-up efforts in New York City and heightened port security in the ports of Seattle, Los Angeles, New York and Boston to include the implementation of "sea marshals." As the nation re-defines national security and government leaders organize the Homeland Security Council, the Coast Guard will continue its efforts to reduce the risk from terrorism to commercial and passenger vessels traversing U.S. waterways and designated waterfront facilities.

The Coast Guard's national defense role to support U.S. military commanders-in-chiefs (CINCs) is more explicitly outlined in a memorandum of agreement signed by the Secretaries of Defense and Transportation in 1995. Four major national-defense missions were assigned to the Coast Guard. These missions--maritime intercept operations, deployed port operations/security and defense, peacetime engagement, and environmental defense operations--are essential military tasks assigned to the Coast Guard as a component of joint and combined forces in peacetime, crisis, and war.

In recent years, the nation's CINCs have requested--and have been provided--Coast Guard cutters to conduct maritime-intercept operations, carry out peacetime-engagement missions, and perform other essential warfare tasks for all three forward-deployed Navy fleets: the Fifth Fleet in the Arabian Gulf/Middle East; the Sixth Fleet in the Mediterranean; and the Seventh Fleet in the Western Pacific. In addition, Coast Guard cutters have recently supported NATO operations during the Kosovo crisis. However, the Coast Guard deepwater fleet is aging and in urgent need of replacement.

The U.S. Coast Guard's physical assets (cutters, aircraft, and shore facilities) have been undercapitalized for years. Only two of the 39 countries throughout the world with similarly sized navies or coast guards have an older physical plant. To remedy the situation the Coast Guard has initiated the Deepwater Capabilities Replacement Project. Instead of proposing a traditional one-for-one asset-replacement program, the Coast Guard is working with industry to develop a system of systems in an effort to ensure effective--and cost-effective--interoperability among all of its Deepwater assets and with the other four armed services. The eventual Integrated Deepwater System (IDS) will encompass all of the Coast Guard's major cutters, aircraft, and sensors, providing the capabilities required to perform all of the Coast Guard's essential deepwater missions. IDS procurement is designed to achieve maximum operational effectiveness at minimum total ownership costs.

Outside of U.S. coastal waters, the Coast Guard assists foreign naval and maritime forces through training and joint operations. Many of the world's maritime nations have forces that operate principally in the littoral seas and conduct missions that resemble those of the Coast Guard. And, because it has such a varied mix of assets and missions, the Coast Guard is a powerful role model that is in ever-increasing demand abroad. The service's close working relations with these nations not only improve mutual cooperation during specific joint operations in which the Coast Guard is involved but also support U.S. diplomatic efforts in general: promoting democracy, economic prosperity, and trust between nations.

STATISTICS

Source: G-WP

NUMBERS AS OF July 2003	
Total Active Duty	39,000
Selected Reserve	7,800
Enlisted	31,000
Officer	6,000
Chief Warrant Officer	1,300
Full-time Permanent Civilian	6,000

COAST GUARD AVERAGE DAY

Source: G-IPA

Today, the Coast Guard will:
Save 10 lives
Assist 192 people in distress
Protect $2.8 million in property
Interdict 14 illegal migrants at sea
Conduct 109 search and rescue cases
Seize $9.6 million worth of illegal drugs
Educate 502 people in Boating Safety Courses
Respond to 20 oil and hazardous chemical spills
Conduct 19 maritime security boardings

USCG AUXILLARY

Source: G-OCX

For over 60 years, tens-of-thousands of men and women of the Coast Guard Auxiliary have spent millions of volunteer hours helping the Coast Guard carry out its missions. Auxiliarists are probably best known for educating the public through their boating safety classes and Vessel Safety Checks. Yet, they do much more and have been doing even more since the passage of the Coast Guard Authorization Act of 1996. The purpose of the Act is to allow the Auxiliary to assist the Coast Guard, as authorized by the Commandant, in performance of any Coast Guard function, duty, role, mission or operation authorized by law. The Coast Guard Auxiliary was authorized by act of Congress on June 23, 1939.

Today, as in 1939, Auxiliarists are civilian volunteers who are authorized to wear a uniform similar to the Coast Guard Officer's uniform. Distinctive emblems, buttons, insignias, and ribbons are employed to identify the wearer as a member of the Auxiliary. One such insignia is the letter "A" on the shoulder boards of an Auxiliarist. Despite their silver shoulder boards (versus gold for Coast Guard officers), Auxiliarists hold no rank. The shoulder boards symbolize the office and level to which an individual Auxiliarist has been either appointed or elected.

The Auxiliary has members in all 50 states, Puerto Rico, the Virgin Islands, American Samoa, and Guam. Membership is open to men and women, 17 years or older, U.S. citizens of all states and territories, civilians or active duty or former members of any of the uniformed services and their Reserve components, including the Coast Guard. Facility (radio station, boat or aircraft) ownership is desirable but not mandatory.

The Auxiliary's missions include:
Public Education Courses: The Auxiliary offers a wide variety of boating courses tailored to specific needs including boat handling, legal responsibilities, aids to navigation, rules of the road, piloting, etc.
Operations: The Auxiliary assists the active duty and reserve Coast Guard in search and rescue/assistance missions, environmental protection, marine safety, and patrolling regatta and marine events. It also performs safety patrols often in conjunction with regular Coast Guard units and provides verification of private aids to navigation.
Vessel Safety Checks: Specially trained members are authorized to conduct free vessel safety checks with consent of owners/operators for safety equipment and requirements of federal and state law.
The Academy Introduction Mission (Project AIM): Open to all students just completing their junior year of high school, Project AIM annually offers 220 high-school juniors nationwide, the opportunity to visit the Coast Guard Academy for one week each summer to gain insight into cadet life. Applications are available from local Auxiliary flotillas or by contacting the Academy's director of admissions.

Useful Web Links

Career-Related
Officer Career Guidebook Index:
http://www.uscg.mil/hq/g-w/g-wt/g-wtl/ocgb/index.htm
Officer Career Guidebook (Entire book):
http://www.uscg.mil/hq/g-w/g-wt/g-wtl/ocgb/book.pdf
Career Central (Misc. information regarding career, education/training, leadership, etc.):
http://www.uscg.mil/hq/g-w/g-wt/g-wtl/career/index.htm
Officer Billet Manual (Excel spreadsheet of billets):
http://cgweb.comdt.uscg.mil/g-crc/CPA/CPA-2/OfficerBilMan/offbilman.htm
Register of Officers:
http://www.uscg.mil/hq/cgpc/opm/OffRegGOTO.htm
Officer Assignment Homepage:
Officer Assignments Main Page
Officer Evaluations Homepage:
Officer Evaluations Branch

Education/Training-Related
Learning Portal (Misc. links to training / education):
http://www.uscg.mil/hq/g-w/g-wt/Learning/WTT-Training.htm
Tuition Assistance:
http://www.uscg.mil/hq/cgi/tuition/ta.pdf
Training Quota Management Center:
http://www.uscg.mil/hq/tqc/
CG Institute:
http://www.uscg.mil/hq/cgi/index.html

Admin-Related
Misc. Admin-related Sites:
http://www.uscg.mil/hq/tcpet/tpf/ynsms/YN2-read-Mainpage.htm
http://www.uscg.mil/hq/tcpet/tpf/ced-links-Mainpage.htm
Personnel Service Center:
http://www.uscg.mil/hq/psc/
People Soft Direct Access sign-in page:
https://cg.direct-access.us/servlets/iclientservlet/USCGP1HR/?cmd=logout
Correspondence Manual:
http://www.uscg.mil/hq/g-s/g-si/g-sii/sii-2/correspondence/CorrManual.pdf
Personnel and Pay Manuals:
http://www.uscg.mil/hq/g-w/g-wp/g-wpm/Manuals.htm
Pubs/Directives:
http://cgweb.uscg.mil/g-c/g-ccs/g-cit/g-cim/directives/welcome.htm
http://www.uscg.mil/ccs/cit/cim/cim.htm
Standard Distribution List:
http://cgweb.uscg.mil/g-c/g-ccs/g-cit/g-cim/directives/CN/CN_5605_2002_10_25.pdf
Message Archives:
2003 WEB Notices
Direct Access Tutorial Site:
PSC Topeka Training Aids and Tutorials for UTS and Direct-Access

Leadership / Diversity Site
Office of Leadership and Diversity Home Page
http://www.uscg.mil/leadership/

Misc. Sites
Master Chief Petty Officer of the Coast Guard (MCPOCG):
http://www.uscg.mil/hq/mcpocg/
Uniform Distribution Center (Cape May, NJ):
http://www.uscg.mil/hq/g-w/g-wp/udc/index.htm
Uniform Regs:
http://www.uscg.mil/ccs/cit/cim/directives/CIM/CIM_1020_6E.pdf
Fred's Place
http://www.fredsplace.org/

CG Morale, Welfare, and Recreation
http://www.uscg.mil/mwr/
CG Search Engine:
USCG Operations Systems Center
CG Work-Life:
Work Life

My Personal Useful Websites:

Aviation Related

Aviation Training Center - Mobile (Aircraft Systems)
http://cgweb.lant.uscg.mil/atcmobile/tradiv/WICW/ICW_Menu.htm
Coast Guard Air Stations
http://www.globalsecurity.org/military/facility/uscg-air.htm
Coast Guard Aviation History Index
http://www.uscg.mil/hq/g-cp/history/AVIATIONINDEX.html
Fatal Coast Guard Aircraft Accidents
http://www.check-six.com/lib/Coast_Guard_Aviation_Casualties.htm
Helicopter Interdiction Tactical Squadron
http://www.uscg.mil/hq/g-cp/history/AC_HITRON_History.html
U.S. Coast Guard Aircraft
http://www.wunclub.com/files/uscg_air.html

Professional Development

Commandant's Reading List
http://www.uscg.mil/LEADERSHIP/leadci/read2.htm
Coast Guard Organization Table
http://www.uscg.mil/org.html
United States Coast Guard Overview
http://www.uscg.mil/overview/
OER Electronic Forms
http://www.uscg.mil/ccs/cit/cim/forms1/form_oer.html
OER Form0A.pdf
http://www.uscg.mil/ccs/cit/cim/forms1/FORMS/CG_5310A.pdf
Officer Promotions Section
http://www.uscg.mil/hq/cgpc/opm/Promotions.htm
CoastGuardFactFile
http://www.uscg.mil/hq/g-cp/comrel/factfile/index.htm
USCG Data Sheet Index Page
http://www.uscg.mil/datasheet/dataindx.htm
U.S. Coast Guard Search and Rescue
http://www.uscg.mil/hq/g-o/g-opr/sar.htm

Uniforms

Coast Guard Uniform Distribution Center
http://www.uscg.mil/hq/g-w/g-wp/udc/
Coast Guard Uniform Manual
http://www.uscg.mil/ccs/cit/cim/directives/CIM/CIM_1020_6E.pdf
Uniform and Awards Website
http://www.cgaux.info/g_ocx/cgi-bin/ribbons.pl?./g_ocx/awards/checker/config.txt
Navy NEX Uniform Support Center
http://www.navy-nex.com/command/about_us/p-uniformsupport.html

Coast Guard Future

Coast Guard Magazine
http://www.uscg.mil/hq/g-cp/cb/CGMagazine.htm
Pelorus - Coast Guard Future Initiatives
http://cgweb.uscg.mil/g-i/Pelorus/Pelorus Intranet/index.htm
Rescue 21 Info

http://www.uscg.mil/hq/g-a/ndrsmp/
USCG Innovations Council Database
http://cgweb.pacarea.uscg.mil/paic/database.htm
TeamDeepwater – Welcome
http://www.icgsdeepwater.com/

HQs Information, Policy, Directives

CG Directives System
http://www.uscg.mil/CCS/CIT/CIM/DIRECTIVES/WELCOME.HTM
Coast Guard Academy Homepage
http://www.cga.edu/
Department of Homeland Security Portal Home
https://dhsonline.dhs.gov/portal/jhtml/community.jhtml?community=USCG&index=0&id=6&_DARGS=%2F portal%2Fjhtml%2Ftabs.jhtml.4_A&_DAV=-1
Judge Advocate General of the USCG
http://cgweb.uscg.mil/legal/practice_areas/Military_Justice/MiljusticeLinks/index_cmdtnote.html
LANT CGWeb Home Page
http://cgweb.lant.uscg.mil/
Coast Guard Human Resources Directorate
http://www.uscg.mil/hq/g-w/hrhome.htm
PSC Topeka
http://www.uscg.mil/hq/psc/
D7 Index Page
http://cgweb.lant.uscg.mil/d7/d7portal/

Good References

CG Comms Watchstanders Guide
http://cgweb.uscg.mil/G-C/G-CCS/G-CIT/G-CIM/DIRECTIVES/CIM/CIM_16120_7A.pdf
CG PeopleSoft Help
http://www.uscg.mil/hq/psc/cghrms/index.htm
Coast Guard Community Center
http://www.military.com/NewContent/1,13190,coast_guard,00.html
D7 Online Magazine The Coastline
http://www.d7publicaffairs.com/
Electronic Forms Libraries
http://www.uscg.mil/hq/g-s/g-si/g-sii/forms/formindx.htm
Fleet Reserve Association
http://www.fra.org/index.html
Fred's Place Coastie Links
http://www.fredsplace.org/links/coasties.shtml
MariSafe - Free online marine charts designed to make you safe, smart and secure
http://www.marisafe.com/resources/ChartCenter.asp
MLCA (v) Naval Engineering
http://cgweb.lant.uscg.mil/vdiv/default.cfm
SeaSources.net - Online Training For Mariners
http://www.seasources.net/
Travel Inquiry
http://cgweb.fincen.uscg.mil/travel/
USCG Aux Website
http://www.cgaux.info/g_ocx/cginfo/uniforms/index.html
USCG Image Archives
http://cgvi.uscg.mil/cgi-bin/aplaunch.pl