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HUMAN RESOURCES

CG-1

Extended Shipyard Career Sea Pay (CSP) Policy Clarification

FLAG VOICE 466

Historically, crews accompanied their cutters into long shipyard periods for refit or service life extension. If the extended yard period was in the cutter's home port - great! None of the crewmembers faced separation from home and family similar to long deployments. However, as we all know, sometimes the most economical shipyard decision involves awarding contracts to shipyards not close to the cutters normal moorings. In these cases, crews spent long periods away from home port. In recent years, extended shipyard periods have included arrangements for most or all of an affected cutter's crew to return to home port away from their vessel until it was time for the crew to ready the cutter to resume normal operations. Unfortunately, long periods away from the CSP-eligible vessels have an impact on the CG's legal authority to pay CSP when crewmembers are absent their cutters for extended periods.

CSP is a special pay authorized by title 37 U. S. Code sec. 305a and intended to compensate service members for the additional arduousness of sea duty as compared to shore duty. Coast Guard CSP regulations are contained in Sec.4.B. of the CG Pay Manual. The statutory definition of sea duty contains three conditions that define sea duty for which CSP may be paid:

1. Performing duty; and
2. While permanently or temporarily assigned to a ship; and
3. While serving on a ship with a primary mission that is accomplished while under way.

When crew members of a cutter delivered to a shipyard beyond a reasonable commuting distance (usually more than 50 miles) returns to home port or other duty (other than TDY aboard a CSP-eligible vessel), eligibility for CSP ends 30 days following the date each crewmember departs the vessel (see Rule 3 in Figure 4-3 of the CG Pay Manual). This suspension of CSP and career sea time accrual is required because of the extended absence from performance of duty aboard a CSP-eligible vessel (condition #3 above). Rule 10 in Figure 4-3 of the CG Pay Manual does not apply in these cases because the

affected crewmembers will not be performing duty on or near their cutter while they are on shore at their respective home ports awaiting return to their vessels or re-assignment to a new cutter. Rule 6 in Figure 4-3 of the CG Pay Manual will apply when affected crewmembers perform TDY on board CSP-eligible vessels, but are only authorized CSP for the duration of their TDY. Although the period spent away from the cutter while it is in an extended yard period is not a period for which CSP is payable or career sea time accrues, the period is neutral time for accruing sea time required for CSP-Premium (\$100/mo. payable after completion of 36 consecutive months' sea duty in addition to the CSP payable for sea duty assignments). Also, the entire period of assignment to a CSP-eligible cutter is creditable towards the eligibility for Temporary, Permanent, or Master Cutterman, Gold and Silver Ancient Mariner, and advancement for ratings that have sea duty requirements.

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