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10 Reserve Sailors Rapidly Deploy for Argentine Submarine Rescue Mission

Sailors from Undersea Rescue Command (URC) perform line handling and capstan training on board the Norwegian construction support vessel Skandi Patagonia. Undersea Rescue Command, the U.S. Navy's only submarine rescue unit, was mobilized with active and Reserve members to support the Argentine government's search and rescue efforts for the Argentine Navy diesel-electric submarine ARA San Juan (S 42). (U.S. Navy photo by Mass Communication Specialist 2nd Class Derek Harkins)

◀ [COVER] Sailors from URC connect pieces of the Pressurized Rescue Module (PRM) to a crane to be transferred to the Sophie Siem at the Comodoro Rivadavia port. Sailors from Underwater Rescue Command (URC) deployed with active and Reserve Sailors to Comodoro Rivadavia with two rescue assets, the Submarine Rescue Chamber (SRC) and the Pressurized Rescue Module (PRM) to support the Argentinean Navy search and rescue efforts of the ARA San Juan (S 42). (U.S. Navy photo by Mass Communication Specialist 2nd Class Christopher Lange)

FEATURES



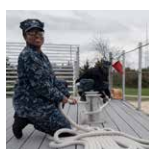
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TNR Magazine, COMNAVRESFORCOM (NOOP)
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CONCEPT OF ENGAGEMENT

FORCM Kotz and I have had numerous engagements across the Force specifically visiting San Antonio and Jacksonville during drill weekends and celebrating the Navy Reserve's 103rd birthday with the team at Reserve Forces Command in Norfolk. Every time we travel, we are seeing a Reserve Force that is engaged with their mission and focused on warfighting. During my visit with the members of Patrol Squadron THIRTY Squadron Augment Unit (VP-30 SAU), I was struck by the level of Sailor engagement and the positive culture that permeated this high performing command.

Throughout my military and civilian career I have often reflected on the concept of engagement. I have been part of connected organizations that have demonstrated characteristics of high engagement. What kind of conditions encourage an environment where people feel engaged and have a sense of satisfaction in their job? How do we feel about our role in an organization when pay and benefits are set aside? How can we, as a Force, achieve a positive level of engagement within each of our commands? In my experience, I have found engagement improves when individuals and leadership focus on three key areas.

First – “Role Clarity.” Do you understand your job/rate? Are there clear expectations from your chain of command? Are your job requirements clearly defined, and is their scope clearly articulated? Most importantly, is there an understanding of where

How can we, as a Force, achieve a positive level of engagement within each of our commands?

you fit in the overall organization's mission? I call the answers to these questions “role clarity” and it is the critical first piece to high levels of engagement. **Second** – Do you have consistent communication with your supervisor and with your subordinates? Do you know who they are? Are they accessible and approachable? Good communication up and down the chain of command is a second critical piece to successful engagement. **Finally** – Do you receive feedback on work you perform? Constructive feedback is another crucial element for high engagement levels within an organization. If you feel good about the answers to these questions, chances are, you are engaged in the command and are invested in the Navy and Navy Reserve.

With that in mind, I'd like to take the opportunity to highlight another high performing organization made up of engaged Sailors. On March 23, Lt. Cmdr Thomas Stallworth, Senior Chief Teri

Pre-Bee, and Ms. Amanda Dixon from NOSC Detroit traveled to the Pentagon to receive the 2017 Reserve Component Family Readiness Award. NOSC Detroit was recognized across the Force



Vice Adm. Luke McCollum speaks with Lt. Cmdr. Andy Patterson, assigned to Patrol Squadron (VP) 30 Squadron Augment Unit, aboard a P-8A Poseidon during a tour of the squadron at Naval Air Station Jacksonville, Fla. (U.S. Navy photo by Mass Communication Specialist 2nd Class Caine Storino)

for its excellence, innovation and passion in its prioritization of the Warrior and Family Support Program. I extend my personal gratitude to all the family and friends of our Force - thank you for everything you give so our team can focus on the mission.

This issue of TNR highlights the contributions of Reserve Sailors around the world and spotlights the many ways the Navy Reserve supports the Total Force. As the broad range of stories in this issue will display, you do it all and you do it extremely well! Keep up the great work...you will be inspired by these stories.



Luke M. McCollum

Vice Adm. Luke M. McCollum
Chief of Navy Reserve

MENTORSHIP MATTERS

Spring is here! It's time to put away the big coats, gloves and boots, or if you live in the south, switch out the flip flops from the winter to the summer pair. It's also time for board eligibility and advancement results, frocking, and career development boards.

I recently completed a 40-minute Facebook live video for the Navy Reserve CareerCompass Mentorship Program of which I'm particularly proud. I was invited to talk about two topics that are extremely important to all petty officers; putting together effective evaluations and crafting a letter to the board. In the video I spend some time talking about the nuances and small details that I feel can make a difference in preparing for the next pay grade. As a result of the video, and what I am most happy with, is the increase of involvement and activity in the Navy Reserve Mentorship Network (NRMN). It's intentional mentorship like this that has been, without a doubt, essential to my career. Serving as your Force Master Chief is a true honor and privilege, but my career and family success are directly attributed to having a series of great mentor/protégé relationships.



Force Master Chief speaks with Sailors during an all-hands call aboard Naval Air Station Jacksonville, Fla. (U.S. Navy photo by Mass Communication Specialist 2nd Class Caine Storino)

In my recent command visits, I had two interactions with Sailors that stood out. The first was a trip with CNR to Navy Cargo Handling Battalion 11 located at Blount Island Jacksonville, Florida. The Reserve unit, which is responsible for loading and off-loading all classes of cargo, was working through a training phase and a beehive of activity. What was so impressive was the high level of morale and unit pride exhibited during the visit. The moment we stepped into the command the energy was palpable and every Sailor was smart in appearance and mission focused. At the all hands call YN2(AW) Mizzel asked me a fantastic question,

"what is my favorite instruction and why?" It was an easy response, the U.S. Navy SORM. I like it because I have to refer to it regularly and it's our fundamental document.

The second engagement was a Returning Warrior Workshop that was hosted by Reserve Component Command Northwest. The RCC Commander, Capt. McIrvin, and his fantastic team did a spectacular job delivering top notch resources and content to our Sailors and their guests during the two-day event. I learned about the wide array of benefits every returning warrior has

Serving as your Force Master Chief is a true honor and privilege, but my career and family successes is directly attributed to having a series of great mentor/protégé relationships.

available to them. I highly recommend that every Sailor who has completed an Individual Augmentation or unit mobilization take advantage of this Yellow Ribbon Program once returning from duty – you will not be disappointed.

Finally I want to talk about a leadership resource that you may already know about, but is important to keep focus on--the Navy Reserve Psychological Health Outreach Program (PHOP). PHOP is an important benefit available to assist a Sailor in need. It is used as an early intervention resource that can empower leaders to ensure sufficient and appropriate early behavioral health care screenings and referrals to systems of care for our Sailors. The referrals are a critical intervention tool that is available on or off duty and could save a life. Please make PHOP a topic of your next divisional training!



Master Chief Petty Officer Chris Kotz
Navy Reserve Force Master Chief

WHAT'S IN YOUR SEABAG?

By Retired Master Chief Petty Officer James L. Leuci

The image of a Sailor carrying his “lash-up,” a hammock tied to his seabag, is iconic. The view generally remained similar regardless of whether the image was from 1944, 1894, or earlier. However, the lash-up included more than just the hammock. Unseen items wrapped in the hammock or stowed inside the bag included: a mattress, mattress covers, blankets, sheets, pillows, and pillow cases--in addition to the Sailor’s uniforms. To some, a seabag lash-up was a work of art. To a Sailor, the proper way to lash a hammock was common knowledge. Today it is a lost art.

Through the 1950s, the seabag was made of heavy white canvas. The bag had no handles, exterior pockets, or pouches. It was secured at the top by a piece of line run through metal grommets. Prior to 1945, all Navy male recruits were issued a hammock along with other bedding items. Sailors were required to possess and maintain bedding materials throughout their time in the Navy. Bedding materials were “issued-in-kind” to recruits for personal use but actually remained Navy property and were required to be “turned in” upon discharge from the Navy.

Enlisted men slept in hammocks since the days of sailing ships, through the end of WWII. Maintenance of canvas hammocks and bedding was time consuming. Hammocks had to be hand-scrubbed with brushes to be cleaned. Then they were “aired” along with mattresses, blankets, and other bedding items as part of a Sailor’s normal routine both afloat and ashore. However, by the mid-1930s, most new Navy ships and barracks ashore were equipped with bunks, or “racks,” eliminating the need for hammocks.

When WWII ended in the fall of 1945, there were 3 million enlisted men in the Navy--equating to six million hammocks and mattresses. Since all modern ships came equipped with bunks, a decision

was made to stop issuing hammocks to recruits in the summer of 1945. In October 1945, mattresses, like hammocks, also became Navy property and were no longer issued to recruits.

No longer having to carry a hammock and mattress, the post-WWII Sailor had a less-bulky and lighter seabag. Over the next 15 years, the Navy slowly transitioned to a policy of providing and maintaining all bedding materials as organizational issued items. Further lightening the Sailor’s load, the Navy stopped issuing blankets and pillows to recruits on 1 July 1952. However, mattress covers and pillows covers remained in “individually owned” status.

Finally, effective 1 July, 1959, mattress covers and pillowcases became “organizational issue” items. At that time, all afloat and shore commands assumed

today’s policy of issuing, maintaining, and cleaning all bedding items. Today, the image of a Sailor carrying an olive-green seabag is maybe less iconic than it used to be. However, today when asked “What’s in your Seabag?” a Sailor’s response would gladly not include a “mattress.” ⚓



WE HAVE MANY TALENTED PEOPLE IN OUR NAVY RESERVE.

Each month we highlight our stellar Sailors and some of the unique careers, skills, and services they provide to the Fleet.

LOGISTICS SPECIALIST 1ST CLASS

Kevin Foudriat



Hometown: Chalmette, Louisiana

Command: FLELOGSUPPRON FIVE FOUR (VR 54)

Brief Description of Navy job: Material Control Leading Petty Officer responsible for managing the Material Control work center,

ordering consumable and repairable parts for four C-130 aircraft, coordinator of the squadron's Enlisted Aviation Warfare Specialist (EAWS) program.

Brief description of your civilian job: I am employed with Best Buy as a Geek Squad Home Theater Install team technician. However, I am currently mobilized with VR 54.

What has been your greatest Navy achievement? Being on board the United States deployed aircraft carrier Kitty Hawk, now decommissioned! A member of the IM-2 Jet Shop, we maintained the embarked Carrier Air Wing 5 aircraft engines.

Who has been your biggest influence since joining the Navy? I have two main influences since joining the Navy: AFCM Klein and LSC Houeye. AFCM Klein was my LPO when I checked into the jet shop on the Kitty Hawk, he's been a great mentor, and LSC Houeye assisted me in the rating conversion from AD to LS when I first joined the Navy Reserve; he continues to be a pillar of knowledge.

What do you enjoy most about the Navy? The camaraderie, there is nothing like it in the civilian sector. It was actually a deciding factor for me to return. The friendships that are forged are like no other.

Most interesting place visited since joining the Navy?

Japan, my first duty station. There's so much culture and so much to experience, as well as the people I met.

Current hobbies: Spending time with my kids, sports, technology and tinkering with the latest and greatest gadgets.

PERSONNEL SPECIALIST 2ND CLASS

Maurice J. Ford



Hometown: Racine, Wisconsin

Command: NOSC Kitsap

Brief description of Navy job:

I serve as a manpower specialist at NOSC Kitsap, the largest in the region, comprises of nearly 800 SELRES. In my role, I am directly responsible for submitting pay, onboarding new accessions and processing separations.

What has been your greatest Navy achievement? My greatest Navy achievement came when I was accepted as one of two personnel to attend the Certification Preparation and Examination Program.

Who has been your biggest influence since joining the Navy?

AO2 Tarbox was my mentor during my time aboard the USS Nimitz. He gave me the advice to be an 'asset' in any job capacity. With this advice, I was able to hone in a 'sky is the limit' mentality.

What do you enjoy most about the Navy Reserve? In the Navy Reserve, you are fortunate enough of interacting with diverse Sailors from an array of different backgrounds.

Most interesting place visited since joining the Navy:

Rome, Italy. While deployed in 2013, the USS Nimitz was extended and we were able to go to a place that wasn't on the schedule. Experiencing the architecture, history and culture was an everlasting memory.

Current hobbies: My hobbies include graphic design, playing sports and enjoying the outdoors of the Pacific Northwest.

To nominate a Sailor, send in your submissions to:
<https://usnr.submittable.com/submit>



RESERVE COMMUNITY MANAGEMENT ORGANIZATION ESTABLISHED

By Bureau of Naval Personnel, Reserve Community Management Team

Reserve Community Management, BUPERS-35, was established in July 2017 to centralize critical operations and improve the ability to make and execute key decisions and tasks. Prior to this reorganization, reserve community management functions were decentralized under BUPERS-31 Officer Community Management and BUPERS-32 Enlisted Community Management.

Centralizing these tasks allows for more aligned management of the reserve community with the active duty force. BUPERS-35 has oversight of Reserve Officer Community Management (BUPERS-351) and Reserve Enlisted Community Management (BUPERS-352).

The Reserve community managers align with the active-duty community managers, on both officer and enlisted sides. They coordinate with Office of the Chief of the Navy Reserve (OCNR), Military Personnel Plans & Policy (OPNAV N13), and Navy Personnel Command (PERS-9) in a number of areas including the accession of prior service members, execution of continuation plan and time-in-grade waivers and Full Time Support (FTS) redesignation.

The role of the Reserve Officer Community Manager (OCM) is the same as the active-duty OCM in that they provide strength-planning support, accession, compensation, retention, and promotion planning and execution, force-shaping policy development and execution, community health monitoring and analysis, and inventory modeling, analysis and forecasting. Additionally, they are responsible for processing reappointment and inter-service transfer requests and provide information on policy and Title 10 interpretations and adjudications on selective reserve issues.

Reserve Officer Community Management (BUPERS-351) manages 26 officer communities and 28 limited duty and chief warrant officer (LDO/CWO) communities totaling 13,000 selected reserve (SELRES) officers and an additional 1,600 - FTS officers in eight communities. The Reserve officer SELRES community requires an annual accession

OCM is the same as the active-duty OCM in that they provide strength-planning support, accession, compensation, retention, and promotion planning and execution, force-shaping policy development and execution, community health monitoring and analysis, and inventory modeling, analysis and forecasting.

plan created to align with the active-duty community it mirrors. Each community has its own promotion plan and statutory promotion board community brief.

The reserve officer FTS: creates an annual redesignation plan in support of a semi-annual transfer/ redesignation board; is the program manager for the FTS Aviation Career Continuation Pay (ACCP) program; drafts the Selective Early Release From Active Duty (SERAD) and Selective Retention Boards plans,

and; processes all FTS resignation, retirement and other personnel requests.

Enlisted Community Management (BUPERS-352) is responsible for more than 60 ratings manned by nearly 40,000 SELRES Sailors. The Enlisted Community Manager (ECM) shop performs a broad range of community management functions. Specific functions include, but are not limited to: developing recruiting requirements, establishing training requirements, developing advancement quotas, transitioning Sailors from the Active Component (AC) to the Reserve Component (RC), and from the RC back to AC, via Career Waypoints (C-WAY), developing Selective Reenlistment Bonus (SRB), Special Duty Assignment Pay

(SDAP) and Enlistment Bonus (EB) levels, and analyzing the impact of proposed policy changes on the communities.

To contact your Reserve Officer or Enlisted Community Manager go to the www.npc.navy.mil website.

For OCMs select the officer menu, Community Managers, Reserve OCM, or, for ECMs select the enlisted menu, Community Managers, Selected Reserves.

R2W WINS! – SAILOR GENERATED IDEAS IMPROVE THE NAVY RESERVE

By Lt. Tia McMillen, Navy Office of Information, U.S. Naval Forces Central Command

Prior to the launch of the Ready to Win (R2W) Action Plan with its new and improved channels for Sailors to provide feedback to Navy Reserve leadership, Sailors submitted their policy suggestions and innovative ideas to the Navy Reserve Policy Board (NRPB).

Your input to Simplify, Enable, Leverage and Resource the Navy Reserve served to inform R2W. Keep the great ideas coming! Below is a sampling of Sailor generated wins:

SIMPLIFY...

- The Enhanced Drill Management (EDM) tool transitioned IDT mustering from paper to digital signatures.
- The requirement for CONUS ADSW to be processed via Navy Mobilization Processing Sites (NMPS) or Expeditionary Combat Readiness Center (ECRC) was eliminated, streamlining Sailors' routes to their ADSW duty station.
- Physical Risk Category-B personnel (non-physically qualified) no longer need to submit a Medical Retention Review waivers for any change in status – they now only need to submit when they experience an adverse change in medical status.
- A clarifying statement was added to paragraph one of the NAVPERS 1070/13 (page 13 for Transfer to the Administrative Processing Unit) that informs the APU Sailor of the continued requirement for AT waiver.
- In the works: The interface between NROWS and the Reserve Headquarters System (RHS) will be improved to allow NROWS to

recognize all NECs/NOBCs in Sailors' records, not just those in the first two positions. This will clarify special pay entitlements members are entitled.

- An easy to find, publicly available site for all Navy Reserve Instructions and messages as well as enabling search ability within the instructions themselves, (Control-F to find words). All Navy Reserve Instructions are now available on the public side and are fully searchable!

ENABLE...

- COMNAVRESFORINST 1000.9 was issued which allows and outlines requirements for telework. Initial issuance held approval at OSO and NOSC level. Later revised (1000.9A) to move approval down to Unit CO level.
- Line of Duty (LOD) packages are now tracked via the Medical Readiness and Reporting System (MRRS) throughout the LOD process providing leadership updates and insight into progress.
- Issues with entering foreign addresses in NSIPS and NROWS were resolved and Standard Operating Procedures (SOP-013) was provided to assist SELRES.
- RESPERMAN was updated to allow NOSC/NRA COs to authorize SELRES access to admin systems for the duration of any ADT/ADSW.

LEVERAGE...

- Medical subspecialties in NSIPS questionnaires were expanded and the requirement for the redundant NAVPERS 1001/3, Ready Reserve Screening Questionnaire (RRSQ) was eliminated.

RESOURCE...

- Navy Counselors (NC) were assigned to NOSCs with more than 285 SELRES with plans to phase in NCs to NOSCs with more than 150 SELRES.
- COMNAVRESFORNOTE 1001 was updated to clarify requirements that any active duty period completed for FY (12 or more days of any kind of active duty) satisfies new affiliate Annual AT requirement.
- The Line of Duty (LOD) process was improved and a desktop guide created.

The Way Forward

Each "win" is because of you. NRPB is not just a senior leadership board—there are representatives of all ranks and rates and everyone plays a role.

Every idea submitted is reviewed, researched, and discussed by the board. The best are recommended directly to Commander, Navy Reserve Forces Command (CNRFC) and the Chief of Navy Reserve (CNR). A review of this process is currently ongoing.

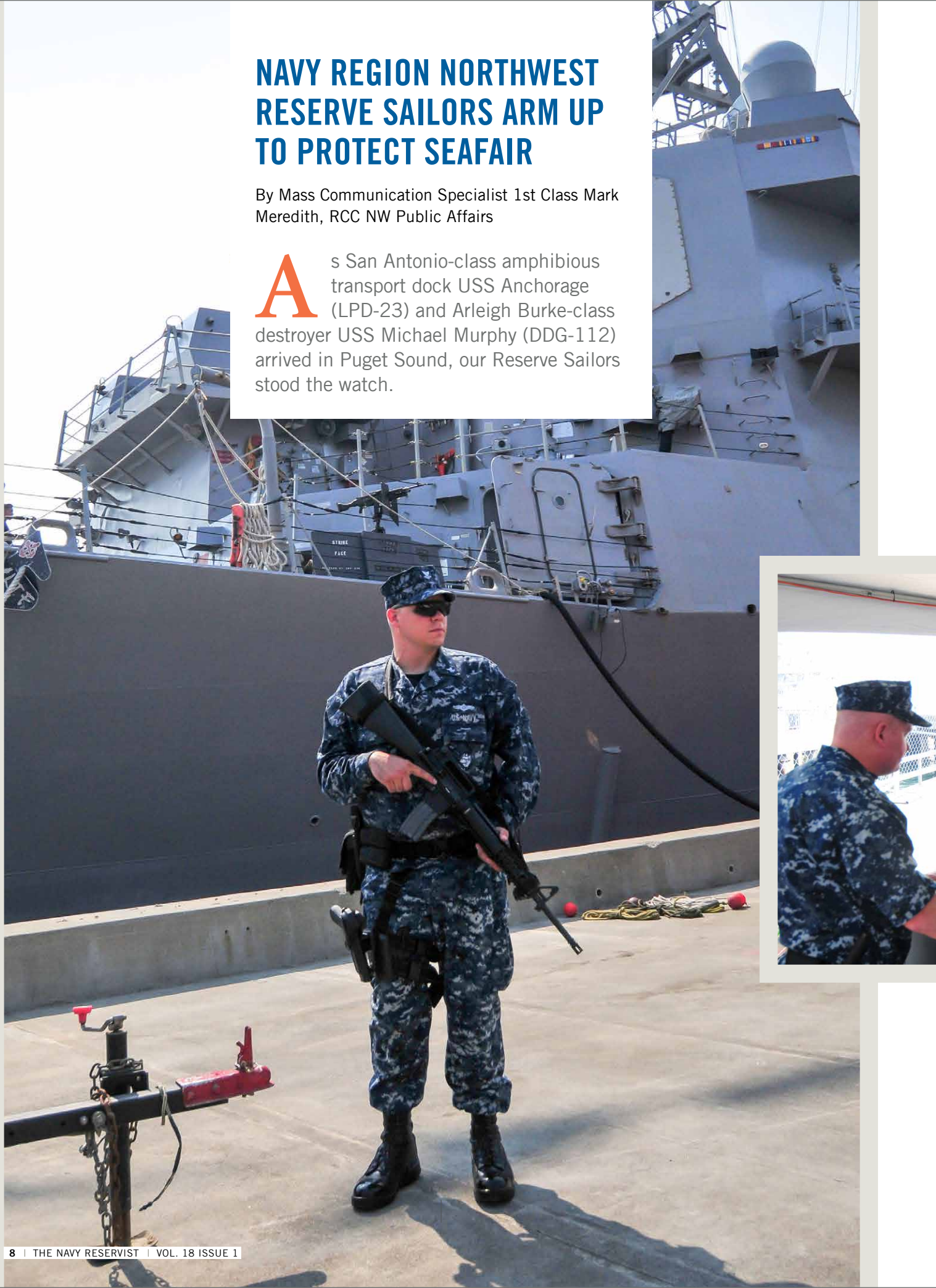
Visit www.r2w.navy.mil for links to submit and share your ideas, track progress of action and see wins from across the Force.

By taking action we will strengthen our Navy team and ensure we remain ready to win!

NAVY REGION NORTHWEST RESERVE SAILORS ARM UP TO PROTECT SEAFAIR

By Mass Communication Specialist 1st Class Mark
Meredith, RCC NW Public Affairs

As San Antonio-class amphibious transport dock USS Anchorage (LPD-23) and Arleigh Burke-class destroyer USS Michael Murphy (DDG-112) arrived in Puget Sound, our Reserve Sailors stood the watch.



While Active Duty Sailors poured into the streets of Seattle to enjoy some much-needed liberty, our Reserve Sailors stood the watch. While civilians from around Seattle and the world lined up to tour these two fighting ships, our Reserve Sailors stood the watch.

Aug. 1 began Seafair, an annual festival around the Seattle area celebrating life at sea. Two Navy warships, as well as a Coast Guard cutter and two Royal Canadian Navy vessels, arrived pier side for the festival. Throughout the week, 56 Sailors from Navy Reserve, Navy Security Force Commands Kitsap, Indian Island, Bremerton, Everett and Whidbey Island, along with members of Operational Support Unit 1186 worked as force multipliers to protect the pier and provide services to those visiting. Reserve Masters-at-Arms (MA) from around the country were brought in to provide security for the two piers where the ships were moored.

The support they provided was a welcome relief to the active duty component who would typically stand the watch 24-7. "The Sailors aboard the USS Murphy and USS Anchorage were very appreciative of the additional manpower we provided. The Reserve Security Forces being on station allowed Sailors from the ships to take part in many Seafair activities," said Ensign Mark Smith, the Officer-in-Charge of

Seafair security and Commanding Officer, Navy Reserve, Navy Security Force (NR NSF) Everett. "The Sailors would typically stand additional watches for an event like Seafair but due to the coordinated efforts of the active and reserve components we were able to place 56 fully qualified MAs on the pier to assume 24-7 watches which is a huge force multiplier."

This mission wasn't only about helping out Seafair. In order to safely execute an event of this magnitude, more security is needed than what the ships alone can provide. In many cases this support would be taken from active duty commands. By sending in Reservists, it allows active duty security forces to continue their security mission uninterrupted.

"The Reserve Security Forces being on station allowed Sailors from the ships to take part in many Seafair activities."

In the week leading up to Seafair, Ensign Aaron Rossiter, Executive Officer of NR NSF Naval Base Kitsap, trained and recertified Master-at-Arms on their qualifications. "If you were to attempt to do this by pulling active duty Master-at-Arms or Riverine Sailors, you'd be requiring active duty Sailors to cover down on both their scheduled patrols and harbor

operations at their local commands in support of Seafair," he said. "Obviously that isn't the best option. This support is one example of how reservists are able to augment our active duty supported commands, ensuring the safety of our piers and installations."

The Sailors on station were eager to provide support. Working at Seafair allowed them to experience a side of the Navy they don't often see as a Reservist. "It's really nice," said Master-at-Arms 3rd Class Kylie Pelzel, a member of the pier security team. "We're doing our two weeks and we get to actually see the supporting units and see who we're helping out. We get to see how we fit into the mix with the active duty."

The mission was also an opportunity for the public to see reservists at work.

It's a high visibility event," said Rossiter. "We have a lot of VIPs, both military and civilian; governors, senators and admirals. They want to see the big show that's going on. I let the security teams do their job and make sure that happens."

The Sailors recognize the responsibility they have to show the pride and professionalism of the Navy, and to represent the Navy's core values. "Our badge is big enough to be seen, but not too big to hide behind," said Master-at-Arms 3rd Class Andrew Martin, a member of the pier security team. "We have to be held to the highest standard."

These Sailors served as a force multiplier and helped show the world how the Reserve Forces get the job done! ⚓



▲ Master-at-Arms 2nd Class Robert Hansen and Master At Arms Seaman Sara Machicek of Navy Reserve Navy Security Force assist at the security checkpoint for pier 66 during Seafair. (Photo by Mass Communication Specialist 1st Class Mark Meredith)

◀ Master-at-Arms 2nd Class Justin Shaputis of Navy Reserve, Navy Security Force Kitsap, stands watch on the pier protecting the Arleigh Burke-class destroyer USS Michael Murphy (DDG 112) during Seafair. Seafair is an annual festival around the Seattle area celebrating life on the water. (Photo by Mass Communication Specialist 1st Class Mark Meredith)

RESERVE SAILORS RAPIDLY DEPLOY FOR ARGENTINE SUBMARINE RESCUE MISSION

By Capt Dinis Pimentel, NR Undersea Rescue Command, Headquarters

“Ingreso de agua de mar por sistema de ventilación al tanque de baterías N°3 ocasionó cortocircuito y principio de incendio en el balcón de barras de baterías. Baterías de proa fuera de servicio. Al momento de inmersión propulsando con circuito dividido. Sin novedades de personal mantendré informado.”

[TRANSLATED]

“Ingest of seawater via the ventilation system into battery tank N°3 has caused short circuiting and beginning of fire in the balcony of the battery bars. Bow batteries are out of service. We will submerge and propel with split electrical circuit. No issues regarding crew. We will keep you informed.”

One of the last communications from the Captain of the Argentine submarine ARA San Juan indicating that the lengthy return trip from Ushuaia at the very southern tip of South America in the Patagonian region of Argentina, to their home port of Mar del Plata near Buenos Aires, was in imminent danger

and the crew's survival was at stake. In a sea state of 4+ and with winds exceeding 40 mph, the rough weather was presenting the crew of 44 submariners with a challenging and life-threatening situation. The crew managed to restore the water tight integrity of the ship's systems, but still had a lingering casualty to their forward battery.

Two days later, on November 17, the Argentine Ministry of Defense released the story to the Argentine press. The United States Embassy in Buenos Aires offered assistance to the government and people of Argentina. One key element of that assistance came from the U.S. Navy's Undersea Rescue Command, in San Diego, California, a team of active and

“...a team of active and Reserve Sailors, and contractors provide[d] the United States contribution to international submarine rescue.”

Reserve Sailors and contractors who provide the only United States systems contribution to the international submarine rescue capability.

The story of the ARA San Juan rescue begins well before November 2017 including work that was accomplished three years earlier. The Naval Sea Systems Command had previously surveyed the ARA San Juan in 2014 in an effort to inform a potential future rescue. This provided the NAVSEA engineers with the most accurate and specific information about the as-built conditions of the ARA San Juan.

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The R/V Atlantis, a U.S. Navy owned research vessel, deploys the cable-controlled Undersea Recovery Vehicle (CURV 21) off the coast of Comodoro Rivadavia, Argentina. The CURV is designed to meet the U.S. Navy's deep ocean recovery requirements down to a maximum depth of 20,000 feet, and is was used to support the Argentine Navy's search for the ARA San Juan (S 42). (U.S. Navy photo by Lt. Alex Cornell du Houx)

Using this information, analysts bracketed the minimum and maximum depths for a possible rescue operation. A minimum of 250 feet (sea pressure is a main force to hold rescue vehicles to a distressed submarine) and a restrictive maximum of approximately 500

“...the [Reserve] URC HQ team ensured that the CSS-11 vision of strengthening the TRANSCOM relationship was in place for just this type of scenario.”

feet due to the thickness of steel at the rescue seat. The maximum depth for a rescue can be as much as 2000 feet. However, this specific limitation for ARA San Juan presented a unique challenge and precipitated planning which included both rescue-by-vehicle, and also rescue-by-salvage.

With no location and certainly no depth information for ARA San Juan then both of the URC rescue systems were deployed to Argentina. As of the drafting of this article, the ARA San Juan remains unlocated, but is believed to have suffered a catastrophic casualty. Insight does now exist to point

toward a loud and disastrous event related to the disappearance of the ARA San Juan.

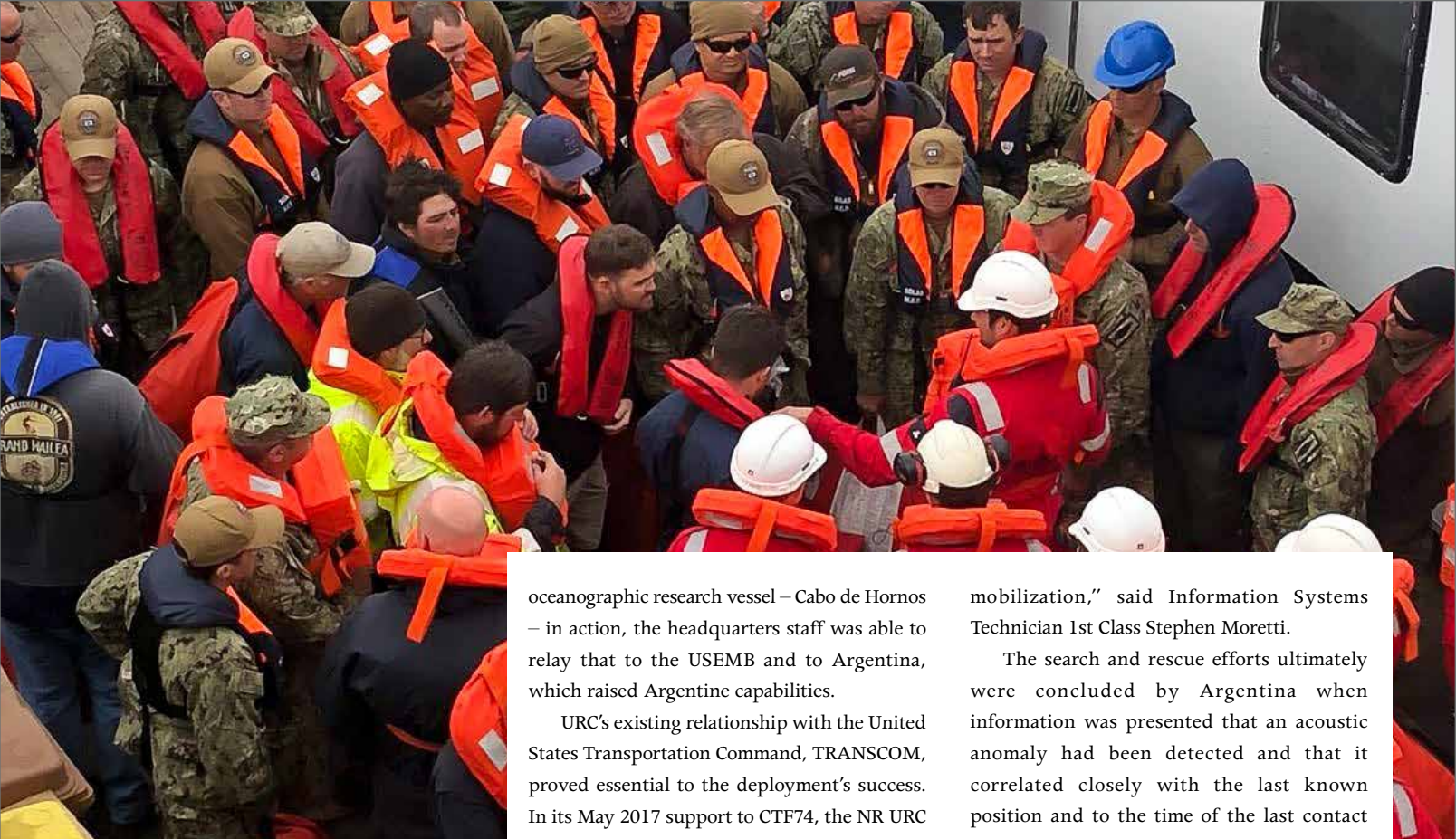
While that information was being learned, there was still hope and a commitment to be ready for the possible. The Submarine Rescue Chamber, SRC, was sent for a potential shallow water rescue and the Pressurized Rescue Module, PRM, was sent for the pressurized rescue scenario. SKANDI PATAGONIA was hired to embark the SRC, a side scan SONAR search capability, Intervention with the Remotely Operated Vehicle (named after BM2 Martin Szibitsky – 1939 USS SQUALUS rescue diver), and the UUVRON crew and systems. SKANDI was additionally fitted with lightweight, high-tensile-strength, plasma-line, and rigged to maintain a clear ship centerline if needed for salvage towing. The URC active

component Commanding Officer, Cmdr. Mike Eberlein, led the team on SKANDI.

The second support ship was SOPHIE SIEM, and was led by URC Reserve component Commanding Officer, Cmdr. Joe Bell. SOPHIE underwent a major fitout to embark the PRM. The URC SOPHIE team removed her wood deck to expose the steel deck and hired local welders to weld on the ship interface template and to also cut free the ship’s transom to expose the deck to a suitable aft freeboard – all while considering the work’s complexity and the adverse weather.

In Chile, just the month before Argentina, personnel from URC, NR URC, CSS-11, and NR URC HQ, learned much about South America and rescue there during the CHILEMAR VII exercise. Since the team saw Chile’s





▲ Active and Reserve Sailors of Undersea Rescue Command (URC) conduct training prior to getting underway on the motor vessel *Sophie Siem* containing the Submarine Rescue Diving and Recompression System (SRDRS) that operates the deep diving rescue vehicle, the Pressurized Rescue Module (PRM) to support the Argentine government's search and rescue efforts for the Argentine Navy submarine. (U.S. Navy photo by Lt. Karl Schonberg)

◀ [LEFT] Sailors from Undersea Rescue Command (URC) and the Argentine Navy load submarine rescue equipment onto a Norwegian construction support vessel. (U.S. Navy photo by Mark Schleef)

[TOP] URC Sailors deploy an underwater Remotely Operated Vehicle (ROV) from the deck of a construction support vessel. (U.S. Navy photo by Mass Communication Specialist 2nd Class Derek Harkins)

[LOWER] A Norwegian crewmember provides a tour of spaces and equipment aboard the construction support vessel *Skandi Patagonia* to active and Reserve Sailors assigned to Undersea Rescue Command. (U.S. Navy photo by Mass Communication Specialist 2nd Class Derek Harkins)

oceanographic research vessel – Cabo de Hornos – in action, the headquarters staff was able to relay that to the USEMB and to Argentina, which raised Argentine capabilities.

URC's existing relationship with the United States Transportation Command, TRANSCOM, proved essential to the deployment's success. In its May 2017 support to CTF74, the NR URC HQ team ensured that the CSS-11 vision of strengthening the TRANSCOM relationship was in place for just this type of scenario. The speed of delivery from the continental United States to a supported Combatant Commander's area of responsibility was made possible through that TRANSCOM integration which provided eight heavy lifts by C-5 and C-17 planes from San Diego to Comodoro Rivadavia.

These pre-enablers and a solid understanding of travel procedures expedited the process. "It was amazing to me how well the Reserve component was able to bring people together from all over the country, so quickly, as part of the total force response for Argentina," said Capt. Christopher Cavanaugh, Commodore, Submarine Squadron Eleven. The URC RC team consisted of 41 members whose orders and travel were generated on November 17 and who then travelled to San Diego, or directly to Argentina, within 30 hours of the Argentine acceptance of support. In total, 121 AC/RC/Contractors formed the URC teams of CTU46.1 (SKANDI) and CTU46.2 (SOPHIE).

"I felt very well prepared for Argentina. We are well trained, integrated, and motivated. From the classroom in San Diego to real world operations like Chile the month before, it allowed us to be confident and capable for

mobilization," said Information Systems Technician 1st Class Stephen Moretti.

The search and rescue efforts ultimately were concluded by Argentina when information was presented that an acoustic anomaly had been detected and that it correlated closely with the last known position and to the time of the last contact with the ARA San Juan. This anomaly was characterized as an extremely loud and explosive underwater signal, measuring above 100 dB at sensors thousands of miles away.

One of the key missions of South American submarine forces is the effort to maintain their economic stability by enforcing treaties related to their fishing industry. Submarine missions of those South American countries are therefore tied to their national security and work to ensure their economic health. The United States, by a willingness to work with international partners, in this case through the deployment of submarine rescue assets, is working to support partner nation submarine forces and the combined national security. In this way, the rescue mission helps provide assurances to our partners. Interactions directly with Argentine citizens also proved that the international support was a cause for relief throughout Argentina.

"This was a team effort that was executed with the utmost professionalism, passion, and energy. I could not be more proud of our service members and civilians for their hard work in this sensitive environment," said Rear Adm. Sean S. Buck, Commander, U.S. Naval Forces Southern Command, and Commander, U.S. Fourth Fleet. ⚓

NAVY RESERVISTS TRAIN PARTNER NATION MARITIME LAW ENFORCEMENT

By Mr. Tom Wood and Lt. Cmdr. Stephen Bower, USN



▲ Members of the Philippine Coast Guard and Philippine National Police Maritime Group secure a Jacob's Ladder prior to boarding a vessel during a boat inspection training scenario as part of the Joint Interagency Task Force (JIATF) West exercise, in Palawan, Philippines. The participants received training from members of the JIATF West Integrated Maritime Skills team made up of U.S. Navy and Coast Guard Reservists. (U.S. Air Force photo by Staff Sgt. Christopher Hubenthal)

At U.S. Pacific Command in Hawaii, there is a small group of Navy and Coast Guard Reservists serving in a unique role at Joint Interagency Task Force West (JIATF West); a standing task force on Camp H.M. Smith providing counterdrug support and training to partner nations. These Reservists are experts in small boat handling, maintenance, and maritime law enforcement skills; many of whom work in these fields in their civilian lives. Their unique background makes them well qualified to be part of the Integrated Maritime Skills (IMS) training team, helping partner nation maritime law enforcement in the Indo-Pacific region improve their capability and readiness.

Last December, the IMS Team was awarded the Secretary of Defense award for Excellence in Maintenance Training, Advice, and Assistance of Foreign Security Forces at the 2017 DoD Maintenance Symposium in Salt Lake City, Utah.

The IMS Team received the recognition for its work with the Philippine National Police – Maritime Special Operations Unit, in the southern Philippines. Since 2007 the IMS Team has collaborated with U.S. Interagency partners to provide specialized maritime maintenance

and operations training. These efforts enabled this Philippine waterborne law enforcement agency to better patrol and secure the Sulu Sea region, a highly trafficked area between the Philippines, Malaysia, and Indonesia.

The team is comprised of an Officer in Charge (OIC), a Senior Enlisted Leader, and between four to six Petty Officers with small boat and law enforcement backgrounds. The specific rates of team members includes Boatswain's Mate, Machinist Mate, Construction Mechanic, Hospital Corpsman, Gunners Mate, and Engineman.

IMS traces its roots back to 2007, when a Small Craft Maintenance Training Team was stood up to focus on instilling maintenance principles to prolong the life of USG furnished watercraft in partner nations in the Pacific Command Area of Responsibility. Adapting to the requirements of the mission and scope of partner capacity building, the team evolved to include specialized training on maritime law enforcement and operations. Since its establishment, the team completed 47 missions, providing over 2000 hours of classroom and hands on training to more than 1400 law enforcement students from partner nations including Bangladesh, Cambodia, Indonesia, Maldives, Marshall Islands, Philippines, Sri Lanka, Thailand, and Vietnam.

Training is tailored to meet the specific requirements and conditions of the partner nation units. Examples of training include marine engine overhaul, hull repair, troubleshooting techniques, maritime search fundamentals, interview techniques, drug identification, and defensive tactics. Safety is also a common theme throughout all training topics.

"The JIATF West IMS Team is a traveling training team that provides skills and maintenance familiarization within the Pacific Command area of responsibility," said Construction Mechanic 1st Class Steve Miller, JIATF West IMS Team instructor. "We start by crawling, and then we walk and eventually hit that running point. Every class leads to the next and then to the next and finally at the end we have these culmination exercises where they put it all together."



Working in remote locations from Sri Lanka to Indonesia, the IMS team faces challenges including logistical, cultural, and communication barriers. According to former Officer in Charge, Lt. Cmdr. Stephen Bower, USN, common adversities the team might face are water laden fuel, subpar repair parts, local security challenges, and lack of proper tools at host nation facilities. "Each location comes with its own set of unique circumstances, but members of our team are experts at finding ways to get the job done and make the training a success," said Lt. Cmdr.

"The JIATF West IMS Team is a traveling training team that provides skills and maintenance familiarization within the Pacific Command area of responsibility."

Bower. "We have been fortunate to have skilled translators who are able to absorb the technical terminology allowing for more effective instruction and understanding by participants, as well as help our instructors better understand the students and local environment."

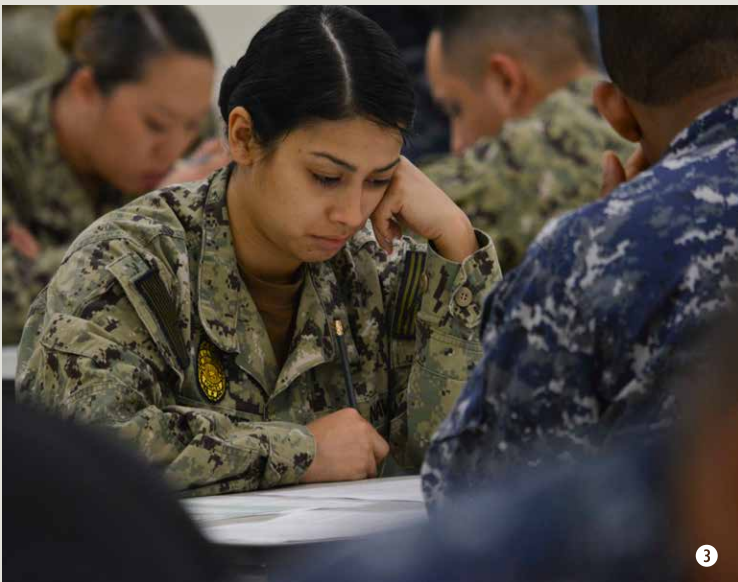
Members of the IMS team spend roughly a third of their time overseas working in remote locations. During a typical year, members will embark on six missions, from two to four weeks in length, as well as advance planning trips and site surveys. As

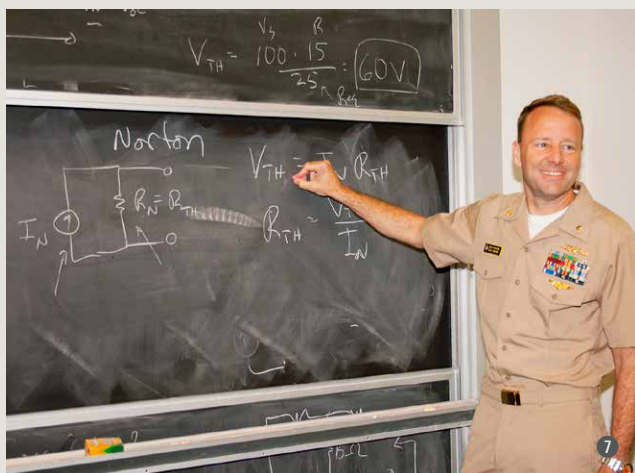
all team members are Reservists, coming on orders for a year involves a sacrifice from their civilian careers, and in the cases of those members coming from outside Hawaii, time away from family and homes. Despite these sacrifices many members elect to remain with the team for a consecutive set of orders.

"This job is rewarding knowing that our training helps foreign law enforcement to be well rounded with skills they can use in a time of need," said Boatswains Mate 1st Class Sayca Gray, USCG. "I also enjoy traveling and seeing different nationalities and learning about different cultures."

IMS members generally serve on 12 month Active Duty Special Work (ADSW) orders funded by JIATF West. Positions are advertised through the Navy Reserve GovDelivery system soliciting applications from qualified Reservists, with orders typically starting at the beginning of the fiscal year. Historically, IMS members come from law enforcement or engineering backgrounds and have strong training and communication skills. The OICs have generally been Surface Warfare Officers with notable international and leadership experience. ⚓

▶ Members of the Philippine Coast Guard and Philippine National Police Maritime Group restrain U.S. Navy Master-at-arms 2nd Class Keith Pona (foreground) and U.S. Coast Guard Machinery Technician 2nd Class Sean Cahill (background), both Joint Interagency Task Force (JIATF) West Integrated Maritime Skills team instructors, as they role play the part of ship crew members during a boat inspection training scenario. (U.S. Air Force photo by Staff Sgt. Christopher Hubenthal)





PHOTOS AROUND THE FORCE

1 Lt. Eric Stenglein, of Expeditionary Medical Facility Great Lakes One, secures a simulated casualty for CASEAVC during the Cold Weather Medicine Course at USMC Mountain Warfare Training Center, Bridgeport, California. (U.S. Navy photo by Hospital Corpsman 2nd Class Hidekatsu Kajitani)

2 U.S. Navy Personnel Specialist 1st Class Patrick Leopold, assigned to Navy Operational Support Center Memphis, renders honors in Atlanta, Ga. to the remains of Fireman 1st Class Charles Ogle, a World War II Sailor who was killed in action during the Dec. 7, 1941 attack in Pearl Harbor. Ogle's remains were identified and returned to his family in St. Louis, Mo. (Photo courtesy of Brian J. McConnell, Honor Guard Coordinator, Delta Airlines)

3 A Reserve Sailor assigned to NOSC Los Angeles participates in the February E-4 to E-7 advancement exams. (U.S. Navy photo by Mass Communication Specialist 2nd Class Pyoung K. Yi)

4 Aviation Boatswain's Mate (Equipment) 1st Class Edward Borges speaks with Aviation Structural Mechanic 3rd Class Kana Coleman about opportunities in the Navy Reserve during a career fair on the mess decks aboard the aircraft carrier USS George H.W. Bush (CVN 77). (U.S. Navy photo by Mass Communication Specialist 3rd Class Brooke Macchietto)

5 CDR Andrew Cook (fourth from the right), Naval Mobile Construction Battalion (NMCB) 18 CO salutes the head stone of Marvin Glenn Shields, the first and only Seabee to be awarded the Medal of Honor during the Vietnam War. Cook traveled with fellow NMCB 18 Sailors from the Naval Base Kitsap detachment to the grave site to learn about Seabee history and heritage as part of their Seabee Combat Warfare pin training. (U.S. Navy photo by Mass Communication Specialist 2nd Class Ian Carver)

6 Hospitalman Sawyer Flikkema From NOSC Helena, conducts first aid procedures during a medical training exercise. (U.S. Navy photo by Hospital Corpsman 2nd Class Joel Windle)

7 Lt. Cmdr. Eric Ransom from Frisco Texas, teaches electrical engineering to midshipmen at the United States Naval Academy while serving on three-year active-duty orders. (U.S. Navy photo by Lt. Cmdr. J. Spence Lankford)

8 Mineman 2nd Class Jonathon Ricardo, with Navy Reserve Littoral Combat Ship Mine Countermeasures Mission Module unit (NR LCS MCM) Mayport, calibrates an .50 caliber machine gun during weapons qualification at Camp Blanding Joint Training Center in Starke, Fla. (DoD photo by Mass Communication Specialist 2nd Class Anthony Presley)

9 Lt. Derek Schmidt and Lt. Taylor Junco, Strategic Sealift Officers, discuss vessel characteristics with JTF-PO leadership before the arrival of the USNS Bob Hope. (U.S. Navy photo)

10 Electrician's Mate 2nd Class Valyncia Gilliard, assigned to NOSC Los Angeles, gives a command coin to Battle of Iwo Jima veteran Retired Marine Cpl. Samuel "Lee" Anderson, 92, at Los Angeles International Airport during the 73rd anniversary of the battle of Iwo Jima. (U.S. Navy photo by Mass Communication Specialist 2nd Class Pyoung K. Yi)

Have one of your photos selected for each TNR issue in the *Photos Around the Force* photo journal. Send us engaging/energetic photo of SELRES/FTS doing work in the Force/Fleet. You can send your submissions to <https://usnr.submittable.com/submit>



Sophie Guy, wife of late Private Paul Guy, embraces the U.S. flag she received from the Military Funeral Honors team. Navy Operational Support Center (NOSC) Anchorage, Alaska honored Navy and National Guard Veteran, Private Paul Guy, Feb. 20. (U.S. Navy photo by Mass Communication Specialist 1st Class Kleynia R. McKnight)



THE LEGACY OF AN ALASKAN NATIVE (YUP'IK) VETERAN

By Mass Communication Specialist 1st Class (SW/AW/IW) Kleynia R. McKnight, RCC
NW Public Affairs

“**Q**uyanaq-vaalli tailuten maavet nemnun.” It is a simple, but meaningful greeting that when translated from Yup'ik (an Alaskan Native language) states: Thank you for coming and welcome to our home. Napaskiak is a small and remote town in south central Alaska. The only way in and out is to cross the Kuskokwim River.

Crossing the frozen Kuskokwim on the morning of Feb., 20, 2018, the Military Funeral Honors team from Navy Operational Support Center (NOSC) Anchorage, Alaska were welcomed by the residents to honor a Navy and National Guard Veteran, Private Paul Guy. Private Guy's honors were presented during the 40th day after death feast, a traditional Alaskan Native Russian Orthodox celebration. Private Guy passed away Jan., 12, 2018. He was 81 years of age.

Private Guy's service to our country commenced Oct., 1, 1954 with the U.S. National Guard. One year later he transitioned his service to the U.S. Navy (Dec. 19, 1955). He graduated from the Naval Training Center San Diego, Calif. Feb., 1, 1956 where he served proudly until 1958. In 1958, he transitioned back into U.S. National Guard. Private Guy's



▲ Hull Maintenance Technician 2nd Class Alan Beacham and Yeoman 1st Class Adam Foman, from Navy Operational Support Center (NOSC) Anchorage, fold the U.S. flag during a military funeral ceremony. The funeral ceremony honored Navy and National Guard Veteran, Private Paul Guy, while celebrating the 40th day after death, a traditional Alaskan native Russian Orthodox memorial ceremony. (U.S. Navy photo by Mass Communication Specialist 1st Class Kleynia R. McKnight)



service concluded short of seven years (combined U.S. National Guard and Navy) as an Infantryman for the U.S. National Guard on Sept., 1, 1963.

Following Private Guy's military service, he worked in various job fields (sometimes having to travel by dog sled to work in nearby Bethel) and was certified as an Electrical Engineer.

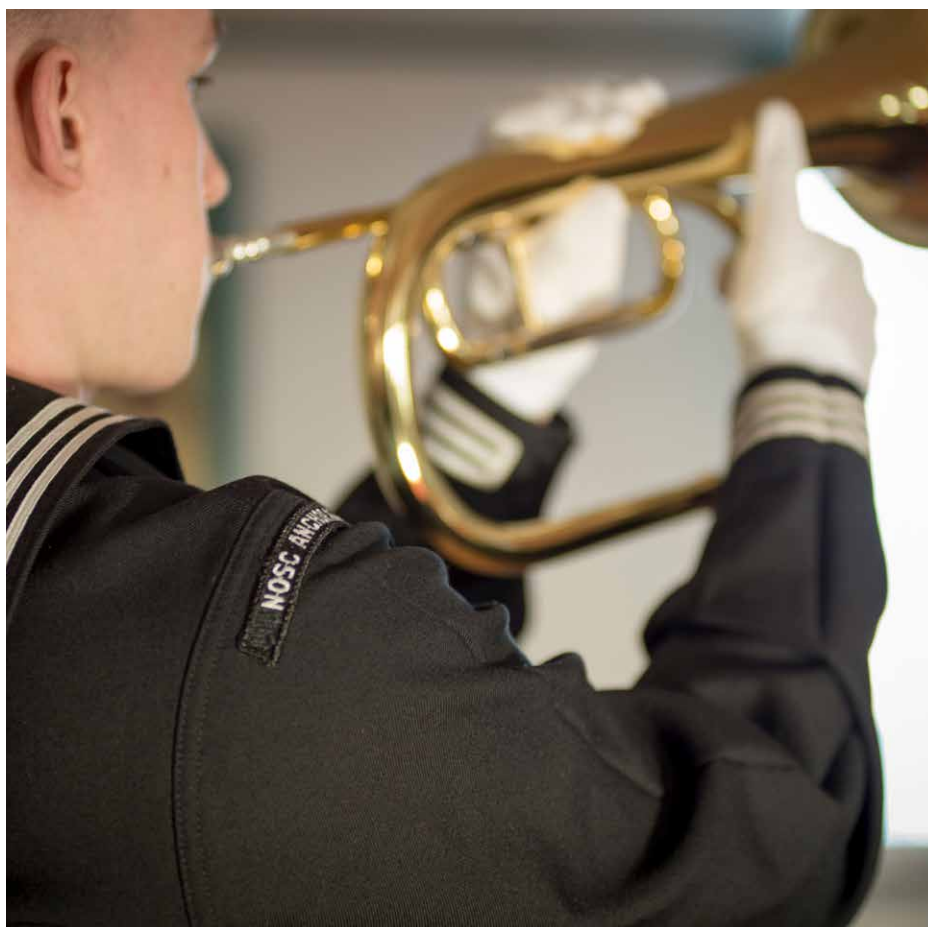
Although his military service was a point of pride, it wasn't something that he spoke often of until he was towards the end of his life. Four members of his family have enlisted in the service since then.

"My dad used to say that he used to be on a ship to travel with others, even though the ocean was rough" said Minnie Waska, daughter of Paul Guy.

"For a Christian ending to our life, painless, blameless, and peaceful," said Father Vasily Fisher, St James Russian Orthodox Church priest, as he commenced the service that would be followed by the presentation of the flag.

"Paul, was a man of few words, a quiet person, he will be missed," said Father Fisher. This was the second military honor ceremony he and the congregation witnessed.

The service commenced with the somber sound of the church choir, whose four members were Guy's relatives, a common story in small towns like Napaskiak. The church was wide and filled with fragrant smoke from the burning of incense. As the service continued, Sophie Guy (widow) would glance



▲ Chasity Prisca Johnson holds her great-grandfather's U.S. Navy graduation class photo from 1956 prior to a funeral ceremony of Navy and National Guard Veteran, Private Paul Guy. (U.S. Navy photo by Mass Communication Specialist 1st Class Kleynia R. McKnight)

◀ Hull Maintenance Technician 2nd Class Alan Beacham, from Navy Operational Support Center (NOSC) Anchorage, plays the bugle during the funeral ceremony. (U.S. Navy photo by Mass Communication Specialist 1st Class Kleynia R. McKnight)

at the location where our flag was sitting. It was almost like she was preparing for the moment when Hull Maintenance Technician

“Paul, was a man of few words, a quiet person, he will be missed,” said Father Fisher. This was the second military honor ceremony he and the congregation witnessed.

2nd Class Alan Beacham, and Yeoman 1st Class Adam Foman, would present the flag to her, a moment she awaited during the 39 days prior to the ceremony.

Sophie did not speak much before and after the service, but her appreciation was evident by how she strongly held the flag after it was presented to her.

“Quyana cakneq!” meaning thank you very much, said Sophie.

The town gathered after the service at Sophie’s home, here they spoke gently about Paul as they sat at the table to share the meal.

Guy’s remains were laid to rest at the St James Russian Orthodox cemetery in Napaskiak, Alaska.


Private Paul Guy’s military career stopped well short of official retirement. However, his service to our country in the Uniformed Service of the United States of America warranted him receiving full honors upon the ceremony of his passing. A service that the NOSC Anchorage was proud to provide for a veteran.

Military honors not only recognize the member’s service and sacrifice to our country, but they also provide closure for friends and family members during a time of sorrow.

NOSC Anchorage, which provided the funeral honor team, provides training and administrative support to Selected Reserve Sailors in the entire state of Alaska, and

executes the funeral honors mission for veterans in the state.

National Defense Authorization Act for fiscal year 2000, required the Department of Defense (DOD) to provide military funeral honors to all eligible veterans, upon request, beginning January 1, 2000. Military funeral honors are provided at no cost by the DOD. Families wishing to request Navy funeral honors should work with their funeral director or submit requests directly at www.cnic.navy.mil/funeral_honors.

Additional information can be found on the DOD military funeral honors webpage at: <https://www.dmdc.osd.mil/mfh/>. 

▼ Friends and family visit Navy and National Guard Veteran, Private Paul Guy’s grave site at St. James Russian Orthodox cemetery after the memorial ceremony. (U.S. Navy photo by Mass Communication Specialist 1st Class Kleynia R. McKnight)



ANYTIME, ANYWHERE; EXPEDITIONARY MEDICAL FACILITY BETHESDA

By Lt. D. Alex Tonsberg

The sun had already set as sailors from Expeditionary Medical Facility (EMF) Bethesda formed into their designated platoons. They represented five detachments, from the Eastern Seaboard, taking part in an inaugural regional training event at U. S. Coast Guard Training Center (USCG), Cape May, New Jersey.

Large, glowing, street lamps dispelled the dark of night as 38 pairs of black boots found their places over yellow triangles, painted onto the asphalt where Coast Guard recruits first set foot. All was still as attention was called and Lt. Cmdr. George Rucco, exercise Officer In Charge, took his place before Alpha and Bravo platoons to commence the training event.

Commissioned in 2014, EMF Bethesda is a young command among Expeditionary Medical Units. Comprised of 17 detachments, which are organized into four regions and spread across two Regional Component Commands [Mid-Atlantic Norfolk, Mid-Atlantic Great Lakes], EMF Bethesda is 450 sailors strong. At an operational and deployed portable level, an expeditionary medical unit is a modular structure. This enables

it to be broken down into components containing ten, 50, or 150 beds based on the operational environment.

For EMF Bethesda, the challenges and goals set by the highest levels of Navy operational and medical leadership, are a source of motivation. This focus has inspired a unique approach in the development of training, as it applies to the EMF platform, and the Chief of Navy Reserve's (CNR) four themes: simplify, enable, leverage, resource.

Simplicity was met by addressing budget demands and the training environment. In an effort to ensure the maximum number of participants, a combination of IDTT and ADT orders were utilized. The training location housed all training on-site, which allowed sailors to capitalize on training time. This flexible and forward thinking strategy allowed access to available assets. "Coast Guard Training Center Cape May was chosen based on numerous factors including location (proximity to the regional detachments), willingness of the Coast Guard training staff to provide requested training (basic water survival, seamanship skills and shipboard orientation), and inexpensive cost to train ratio," Capt. Peters, EMF Bethesda Region One Detachment Director said.

Enabling the EMF Sailor to function at the top tier of operational excellence is a priority. Offering 21 training hours over two days, the topics of battle groups, ship classification, shipboard customs and courtesies, seamanship skills familiarization, knot tying, line heaving, and water survival skills posed unique and challenging learning opportunities. Hospital Corpsman Annalynn Kale, the most junior member attending the exercise, found the hands-on training engaging. "I liked the pool training. In boot camp we didn't get to [use] any of those survival suits." Sailors practiced donning USCG survival suits, thirty seconds prior to jumping from an elevated platform in an abandon ship drill.



Yeoman 3rd Class Ryan Foguth coaches EMF Bethesda Sailors as they take part in an abandon ship drill during an inaugural regional training event at U.S. Coast Guard Training Center (USCG), Cape May, New Jersey. (U.S. Navy photo by Lt. D. A. Tonsberg)



Hospital Corpsman 2nd Class Rahamat Ayewa (left) and Hospital Corpsman 2nd Class Michelle Marturillas (right) pull a mooring line taut during the line handling phase of shipboard orientation training. (U.S. Navy photo by Lt. D. A. Tonsberg)

This brings forward a critical aspect of the joint training environment as observed by exercise training officer, Cmdr. Veronica Rios. "Sailors learned about how other communities operate which [enables] us, as medical personnel, to be able to better serve them." A similar sentiment was shared by Lt. Cmdr. Jacob McMillan, Instructions Systems Branch Chief, Training Division, Coast Guard Training Center, Cape May. "You get a benefit from being a Coast Guard member working with the Navy and seeing how things are done and getting a different perspective."

Leveraging training support, Cmdr. Rios reached out to the Military Sealift Command community within NOSC New Castle, Delaware. She saw incorporating education, surrounding surface warfare, as a critical need. "The majority of the sailors who participated in this exercise have never been onboard or served on a Navy ship. This exercise familiarized each member with very pertinent information should [they] find [themselves] being called to serve onboard a ship." This was further supported by Lt. Cmdr. Rucco's statement that, "Readiness was the hallmark of this exercise. As an EMF, we need to be prepared for deployment both in field settings and at sea, aboard shipboard platforms." Attention to the fourth theme, resource, is evident in the concerted effort by EMF Bethesda to develop critical training for sailors. A litmus test for any training environment is the ability to produce effective educational scenarios. For Hospital Corpsman 2nd Class Joseph Randleman, who recently transitioned to

"This exercise familiarized each member with very pertinent information should [they] find [themselves] being called to serve onboard a ship."

the Navy Reserve from active duty, the training mirrored his previous experience. "I can say that this exercise was really no different from what you could expect from the active duty component." While observing the constraints of a recruit training environment, Lt. Cmdr. McMillan assessed, "This is something that is repeatable...I think there are definitely opportunities to do it [joint training] more often. And even expand it [maritime training] to be a little bit more detailed."

As a whole, EMF personnel have a rich history of supporting missions in Afghanistan, Iraq, and Kuwait. Their stories of austere conditions and medical care rendered fuel the fires of those who have yet to mobilize. For Lt. j.g. Rocky Poeta, a new commission to the Nurse Corps, this was true. "Personally, this training exercise gave me a sense of inspiration, as I listened to the presentations of those who served aboard ships and how they touched [the] lives of others and offered protection around the world."

Capt. Peters noted, "As our military, overall, strives to become more responsive and agile, Navy Medicine must do the same. Expeditionary Medicine is the future of our medical support to operational forces and Navy Reserve Medicine is leading the way. We are ready now to support our operational forces worldwide and our warriors are more lethal because they operate with the understanding that they will have superb medical care on the battlefield." When speaking to the Sailors at the close of the training evolution, he challenged them to remain motivated and ready, "Remember, anytime, anywhere. That is why we are here."

It is evident that EMF Bethesda has risen to the CNR's challenge to "build a more competitive team to deliver tough and resilient Reserve Sailors in support of mission accomplishment." They are ready anytime to go anywhere. ⚓



Seamanship instructor Boatswains Mate 2nd Class Kevin Tanski guides EMF Bethesda Sailors in a knot-tying course during their inaugural regional training event covering additional basic water survival, seamanship skills, and shipboard orientation training. (U.S. Navy photo by Lt. D. A. Tonsberg)



EMF Bethesda Sailors link arms for a water survival exercise during their inaugural regional training event held at the U.S. Coast Guard Training Center (USCG), Cape May, New Jersey. (U.S. Navy photo by Lt. D. A. Tonsberg)

NAVY RESERVE ESTABLISHES SEARCH AND RESCUE UNIT

By Mass Communication Specialist 2nd Class Sean Rinner,
Navy Reserve Force Public Affairs

In fiscal year 2017, Commander, Naval Surface Force Atlantic (CNSL) began exploring the idea of using Reserve Sailors to augment the Navy's Search and Rescue efforts with the addition of Surface Rescue Swimmers within the Navy Reserve. An initial effort to prove the concept was successful and CNSL is now searching for exceptional sailors to join the Navy's first Navy Reserve Surface Rescue Swimmer (SRS) Unit: CNSL SAR.

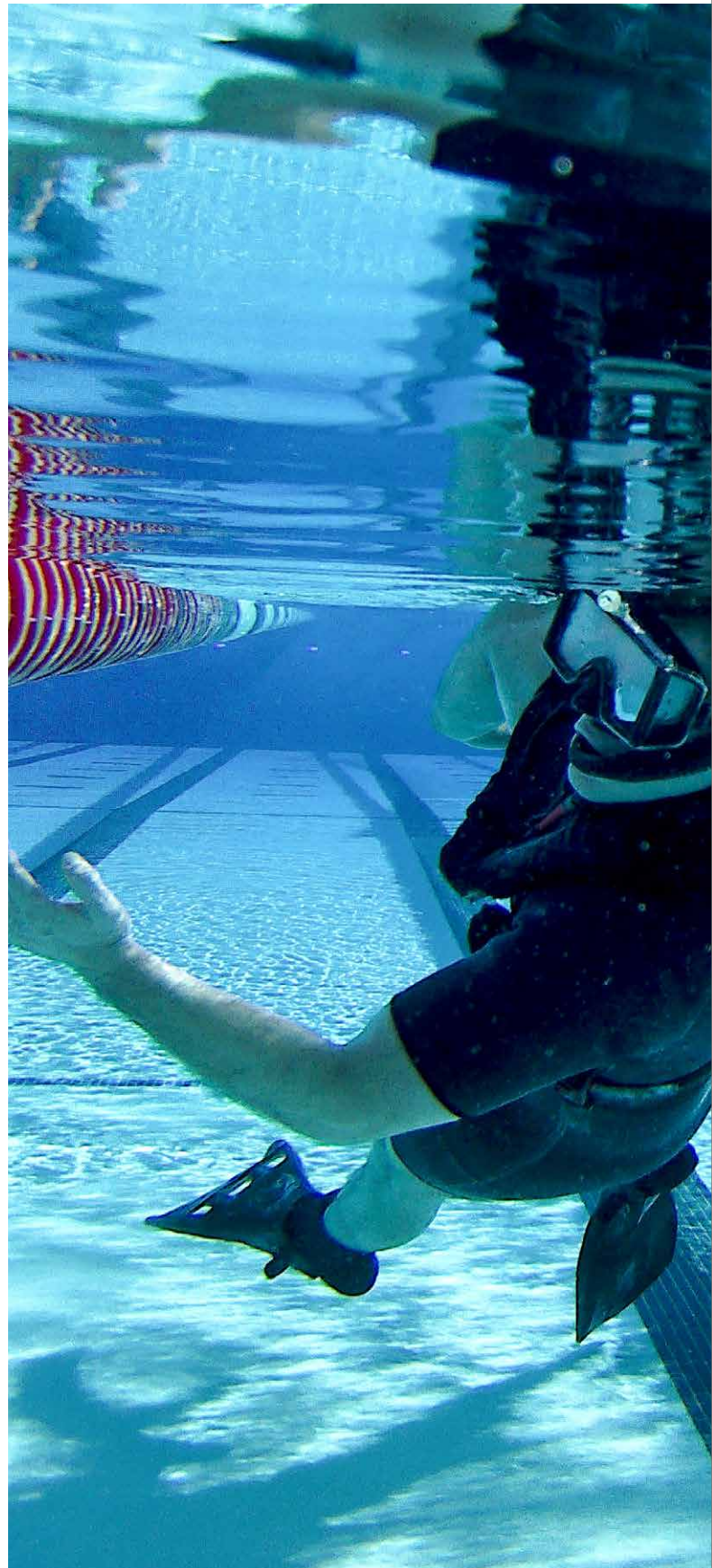
In order for a U.S. Navy ship to deploy, it is required that they have two actively qualified surface rescue swimmers. Due to the intense training required and high physical fitness standards, the SRS community is small and isn't currently manned with excess swimmers to backfill in the event of a personal injury, family emergency or other issue that prevents one of the ship's SRSs to deploy.

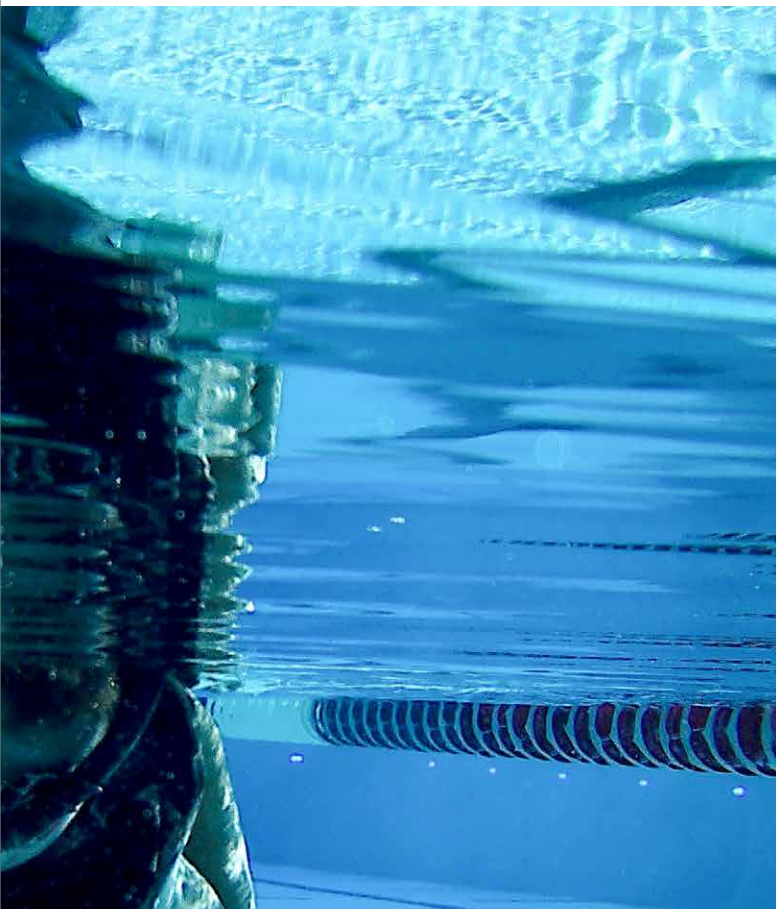
To ensure there are always two SRS fully qualified and able to deploy when a ship is scheduled to leave, the active component is leveraging the Reserve Force as a backup. The CNSL SAR unit was started in October of 2017 and is building a solid base of Surface Rescue Swimmers to provide that backup.

"We ultimately would like to build the unit up to be about four dozen, although we know that isn't going to happen overnight," said CNSL Search and Rescue (SAR) unit Commanding Officer Lt. Cmdr. Jeff Strong. "If I had an ideal situation, it would be by the end of this fiscal year we have between sixteen and twenty qualified Reserve surface rescue swimmers."

"There was a pilot program run by LCSRON TWO that proved it was possible and there were Reservists that could handle the intense training requirements and maintain their certification", said Strong. "That LCSRON TWO SRS training program was so good ATG actually recommended some active component sailors consider attending the training the Reserve were doing because it was that high of quality."

Training for those without a previous SRS qualification will include the need to attend a four-week training course followed by a one-week initial Afloat Training Group (ATG) certification, while those who have previously achieved a SAR qualification need to attend a two-week refresher course and the ATG certification. Once qualified, Sailors will need to complete at least one week of training per quarter to maintain their qualification.





"This is a highly demanding position that lives depend on and is treated with that level of respect," said Strong. "Training to maintain SRS qualification requires a minimum of one week a quarter in order to complete all requirements. Between those week long training sessions, members must maintain a lot of personal drive to sustain the physical ability to maintain their status."

Most of the quarterly unit training will occur at Afloat Training Group (ATG) sites, which the Navy currently has in Norfolk, Virginia, Mayport, Florida and San Diego.

"Our plan is to eventually build to the point that we are training in various locations to provide experience on various classes of ships," said Strong.

"That LCSRON TWO SRS training program was so good that ATG actually recommended that some active component sailors consider attending the training that the Reserve were doing because it was that high of quality."

Every ship type has some unique aspects. The ships sit at different heights in the water, they handle small boat operations differently. "It's those small intricacies, that as much as possible we want to make our people familiar with," said Strong. "Quarterly training will have some variety to it so the Sailors have experience with a wide variety of ships."

Members of all ratings will be considered for the unit but due to the nature of the program, SRS billets within CNSL SAR require the successful completion of screening and training requirements before a billet is assigned to the member.

For those interested in exploring this new opportunity email CNSL_NR_SAR@navy.mil and include your contact information, current billet assignment, any previous applicable SAR background, last five PFA scores, and a description of your interest in this program. Additional information will be requested followed by additional unit specific information being provided to those interested. ⚓

◀ [CENTER AND INSET PHOTO] Steelworker 2nd Class Benjamin Burkhart, assigned to Naval Mobile Construction Battalion 18, completes his 400 yard buddy tow as part of his Afloat Training Group Surface Rescue Swimmers (SRS) Category II prequalification at Naval Station San Diego, Dec. 22, 2017. The mission of Commander, Naval Surface Force Atlantic Search and Rescue is to provide surge capacity for unplanned losses of Active Duty SRS Swimmers and assigned/standing IA requirements by delivering strategic and operational depth to Navy ships with SRS that are required for ships to get underway. (U.S. Navy photo by Lt. Cmdr. Jeff Strong)





FLEET LEVERAGES RESERVE SAILOR'S SKILLS ABOARD USS ASHLAND

By Mass Communication Specialist 3rd Class Jonathan Clay, USS Ashland (LSD 48) Public Affairs

On my way to the ship I was very nervous, worried I might not be ready," said Electrician's Mate 3rd Class Peter Oculien, a Navy Reservist originally from Saint Lucia.

Oculien, an overnight sales associate for a large retailer and full-time college student in Central Florida, had flown over 8,000 miles from Florida to land in Guam to start an

active duty training (ADT) period aboard the forward-deployed landing ship USS Ashland (LSD 48).

Ashland had requested Reserve support in critical areas to enhance material readiness and training readiness. Oculien was one of 18 Reserve Sailors who would embark during Ashland's mid-deployment maintenance availability in Guam in early September for a 25-day stretch.

Oculien joined the Navy Reserve in 2015 to assist in college tuition and to become a naturalized U.S. citizen. He had mostly served his two-weeks a year on active duty in out-of-rate jobs that were shore-based. This year, the opportunity to join a ship was advertised and he jumped for it.

Being his first time on a ship and lacking some of the basic qualifications of shipboard life that most active Sailors have, Oculien naturally had some initial jitters. But those jitters quickly faded as he stepped from the pier onto Ashland. Excitement ran through his veins.

◀ Electrician's Mates 3rd Class Peter Oculien, right, a Navy Reservist from Ocala, Fla., works alongside Petty Officer Michael Mansfield from Apopka, Fla. aboard the amphibious dock landing ship USS Ashland (LSD 48) during his annual training. (U.S. Navy photo by Mass Communication Specialist 3rd Class Jonathan Clay)

"I was going to be accomplishing a life-long goal," said Oculien. "This would be my first time on a ship, and I was very excited about the opportunity."

His active-duty counterparts welcomed him with open arms, showing him around the ship and easing fears about qualifications.

"Once I met my division, my worries were gone," said Oculien.

In no time, Oculien was working side-by-side with his new team, contributing to the

"In no time, Oculien was working side-by-side with his new team, contributing to the daily tasks of the EM shop. They not only made him feel part of the family but dedicated time to train him..."

daily tasks of the EM shop. They not only made him feel part of the family but dedicated time to train him in the EM rate.

"They care about you," Oculien said about working with his new shipmates.

Members of Oculien's shop felt he has been a great addition to the team.

"He's always ready," said Electrician's Mate 3rd Class Michael Mansfield, an Ashland Sailor who works with Oculien. "He picks up knowledge really easily and always asks how he can help. He's a great example of how motivated Reservists are."

Oculien was just one of the many other Reservists to be on a ship for the first time in their Navy careers.

"I wanted the shipboard experience to prepare me for the future," said Gunner's Mate Seaman Kasey Britt, a Navy Reservist from Mount Gilead, N.C. who also works at a large retailer while attending community college. Britt aspires to go active duty after finishing school.

Britt acknowledged that life on a ship can be challenging but has enjoyed the experience.



▲ Fire Controlman 2nd Class Willie Hidalgo Rojas, assigned to USS Ashland (LSD 48), instructs Gunner's Mate Seaman Kasey Britt how to score for a 9mm service pistol qualification course at U.S. Naval Base Guam. (U.S. Navy photo by Mass Communication Specialist 3rd Class Jonathan Clay)

"At first, it was hard to adjust to the berthing," said Britt about her living quarters. "Not a lot of space and racks are small but the sleep I've had underway is great. I think it's the waves rocking me at night."

Britt said her division, weapons division, has also been very helpful.

"They have taught me a lot," said Britt. "I've learned about the weapons systems, shooting and taking apart guns, how to be a firing line coach and help other Sailors in weapons qualifications."

Britt said her time on Ashland has been special because of her shipmates.

"When I leave I'm going to miss all the Sailors I was able to meet," said Britt. "They've kept me entertained, laughing, moving and motivated."

After 25 days of ADT, the Reservists who spent almost a month on Ashland have now flown home, reporting to their Navy Operational Support Center and then returning to their lives in the civilian world. The Reservists departed with experience in hand and made an impact while on board.

"Reservists were here to learn while assisting in all that we do," said Cmdr. Patrick German, Ashland's executive officer. "This was

In no time, Oculien was working side-by-side with his new team, contributing to the daily tasks of the EM shop. They not only made him feel part of the family...



an opportunity for them to brush up their skills and get some qualifications covered. They were able to do that and they were a wonderful addition to the ship."

German said he wanted the Reservists to know that this would always be their ship and it's important for other Reservists to be aware of these ADT opportunities. Acknowledging that their training to be ready makes the active-duty Navy a more agile fleet.

"Reservists have a choice of where they can go," said German. "We encourage them to come out more, see what we are doing, be a part of what we are doing and support the fleet."

As Oculien rendered that final, "Permission to go ashore" request to the Officer of the Deck, he knew he was leaving with special memories.

"It has been phenomenal," said Oculien about his time on the ship. "Meeting the Sailors, being a part the team and experiencing a sunset at sea has all been special. I can understand why people extend in the Navy and why they miss certain ships when they leave. It's like a family." 🚢

▼ Electrician's Mates 3rd Class Peter Oculien installs a gyro repeater in the main control room aboard USS Ashland (LSD 48). (U.S. Navy photo by Mass Communication Specialist 3rd Class Jonathan Clay)

OUR STRENGTH IS OUR PEOPLE...EVERY SAILOR MATTERS

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MARCH 2018

47,528

Selected Reserve (SELRES)

35,010

Enlisted

12,518

Officer

3,183

Mobilized to
Active Duty

682

Active Duty
Special Work

1,175

Annual
Training

1,679

Active Duty
for Training



▲ Sailors from Navy Operational Support Center (NOSC) Sioux Falls perform military funeral honors for Navy Water Tender 2nd Class Porter Rich in Lake Preston, S.D. Rich was killed in action during the Dec. 7, 1941 attack on Pearl Harbor when USS Oklahoma (BB 37) capsized after being torpedoed. He was among the 429 crewmen who lost their lives aboard the ship and his remains were only recently identified. (U.S. Navy photo by Cmdr. Tom Porter, Navy Region Northwest Reserve Component Command Public Affairs)

13,060

Total Reserve Performing
Operational Support (23%)

10,089

Full-Time Support (FTS)

8,562

Enlisted

1,527

Officer

49,386

Individual Ready
Reserve (IRR)

ROBIN D. DOWDY

Commander, Navy Reserve Forces Command (CNRFC)

FINANCIAL TECHNICIAN

Ms. Robin Dowdy has worked at Commander, Navy Reserve Forces Command (CNRFC) as a Financial Technician in the Comptroller Department, (N8), for eight years.

After starting in the Reserve Personnel Navy (RPN) section as a financial technician, she moved to the Operation and Maintenance, Navy Reserve (OMNR) section and is responsible for completing funding documents, running and reviewing budget reports and managing and reconciling 14 Operating Targets (OPTARS). The budgets she manages directly impact Navy Reserve Force functionality and its ability to uphold the Ready to Win initiative by funding Navy and Marine Corps Intranet capabilities at 191 activities.

She is responsible for recouping current and prior year unliquidated orders, freeing up funding and increasing CNRFC buying power during challenging budget constraints and uncertainty. She is also responsible for ensuring audit readiness by completing tri-annual reviews which are submitted to the Office of the Assistant Secretary of the Navy.

While working in the OMNR section Ms. Dowdy has taken advantage of the civilian tuition assistance program offered by the Navy and currently attends ECPI University, taking courses and obtaining additional knowledge and skills to further her career. Ms. Dowdy is a Coast Guard veteran having served from 1975 to 1985.



“I make sure all of the funding is where it needs to be to keep the Navy Reserve running as smooth as possible.”

FACES OF THE FORCE



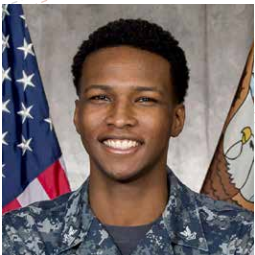
NAVY OPERATIONAL SUPPORT CENTER TALLAHASSEE

Electronics Technician 2nd Class Daniel T. Boatwright. ET2 Boatwright serves as Training Petty Officer for a unit of 33 personnel; guiding them to 100% training completion in three straight fiscal years. Additionally, he facilitates annual training courses for a NOSC of over 200 personnel. ET2 Boatwright earned a Navy and Marine Corps Achievement Medal for his efforts in completing an emergent order for shore power cables while serving at Puget Sound Naval Shipyard. The timely fabrication and shipping of those cables helped to prevent a major mishap.



NAVY OPERATIONAL SUPPORT CENTER LOS ANGELES

Navy Career Counselor 1st Class Kevin J. Hale Jr. NC1 Hale has been the Command Career Counselor for NOSC Los Angeles for two years. During this time, he was selected as NOSC Los Angeles Sailor of the Year 2017 for leading 32 Reserve and two active divisional career counselors in managing the Navy Enlisted Retention and Career Development of more than 800 Sailors. As the Command Fitness Leader, NC1 Hale's initiative resulted in a 97 percent pass rate in PRT performances at NOSC Los Angeles.



COMMANDER, NAVY RESERVE FORCES COMMAND

Logistics Specialist 2nd Class Lyon Conley. Conley serves as a procurement agent/purchase cardholder for Commander, Navy Reserve Forces Command. In that function he has executed a \$105K budget at a 99.9% obligation rate, processing over 115 requisitions. He coordinated and purchased 15 courses providing more than \$30K in mission essential training. LS2 participated in the 2018 LS PQS revision, improving qualification requirements Navy-wide. His dedicated mentorship of Junior Sailors directly resulted in three advancements, one BJOQ and three college enrollments.



NAVY OPERATIONAL SUPPORT CENTER CHEYENNE

Yeoman 2nd Class Aaron J. Norton. YN2 Norton is an assistant work center supervisor, in the Operations Unit. He assists in the indoctrination and orientation for new Sailors transitioning to the Navy Reserve and NOSC providing pertinent contact information, Navy program and information resources, and tours of F. E. Warren Air Force Base. Additionally, he assists in resolving CAC issues and setting up new members with CAC readers. Norton's work is essential to ensuring junior Sailors hit the ground running, and start their careers on the right track.



NAVY OPERATIONAL SUPPORT CENTER WHIDBEY ISLAND

Master-At-Arms 1st Class Mark G. Walker. MA1 Walker serves as the leading petty officer for Navy Reserve Naval Air Station Whidbey Island Naval Security Forces. Walker was awarded Navy Region Northwest Regional Sailor of the Quarter and served as the lead trainer for 25 unit members during annual sustainment training. His leadership led to all 25 unit members receiving training in criminal law, gate sentry duties, patrol procedures, use of force, traffic control, non-lethal weapons, CPR and firearms.

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