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◀ Front cover photo:
Operations Specialist 2nd Class
(SW/AW) Lawrence Phillips,
a Reserve Sailor assigned to
Assault Craft Unit (ACU) 2, hand
signals a Mike-8 boat to shore
during Command Post Exercise 3.
(U.S. Navy photo by Mass
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TNR

THE NAVY RESERVIST

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The Navy Reservist, COMNAVRESFOR (N00P),
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or by email to cnrfc1@gmail.com.

The Navy Reservist is always looking for good action photos of Navy Reserve Sailors (minimum 300 dpi) that tell a story of Reserve training or support to the fleet. Please provide full identification of all individuals in the photograph, including their respective rating, rank and command. Photos should also include a visual information record identification number or VIRIN. Information about VIRINs is available online at www.navy.mil/photo_submit.asp. Submissions should be received eight weeks prior to publication month (i.e. October 1st for the December issue). Material will not be returned.

NEWS ONLINE: The Navy Reservist current and past issues can be accessed online at www.navyreserve.navy.mil. Navy Reserve News Stand, a website featuring Navy Reserve news and photos, plus links to Navy fleet pages, can be viewed at: <http://www.navy.mil/local/nrf/>

CHANGE OF ADDRESS: Selected Reserve Sailors with address changes need to provide updates to NSIPS (Navy Standard Integrated Personnel System) via their NOSC Personnel Office.



▲ Sailors assigned to Amphibious Construction Battalion (PHIBCB) 2, Assault Craft Unit (ACU) 2, and the USS Ashland (LSD-48) work together to perform stern gate marriage operations. (U.S. Navy photo by Mass Communication Specialist 3rd Class Taylor Mohr)



FOCUS ON THE FORCE

Vice Adm. Robin R. Braun

Chief of Navy Reserve Vice Adm. Robin Braun and Navy Reserve Force Master Chief Clarence "CJ" Mitchell sign a proclamation declaring April 2014 as Sexual Assault Awareness Month (SAAM) for the Navy Reserve. (U.S. Navy photo by Mass Communication Specialist 2nd Class Armando Gonzales)



Shipmates,

Spring is here! After, what was for many, a long cold winter I am sure that most of you are ready to start planning summer activities and get outdoors to enjoy the warmer weather. If you haven't already, now is the perfect time to plan your Annual Training (AT). Throughout the year, our supported commands are eager to utilize your unique skills and expertise, so make sure to schedule your AT as soon as possible. If you need assistance, talk to your unit leadership and they will be glad to help.

In this issue, Rear Admiral Brian LaRoche will introduce you to Naval Beach Group Two and discuss the role they have played in supporting overseas contingency operations. You will also read about more of the remarkable ways in which Reserve Sailors are supporting the Fleet. Whether it is Captain Joseph Hinson who, while underway aboard the USS Firebolt (PC-10), used his experience as a civil engineer with the Tennessee Valley Authority to help diagnose and solve a problem with the ship's gearbox that had kept the Firebolt pier side for two months, or the Reserve Sailors "paying it forward" by training future leaders at Training Support Center Great Lakes, our Sailors are fully aligned and integrated in the Navy Total Force.

These stories offer a glimpse into *who* we are and *what* we do. Whether I am meeting with Sailors on a drill weekend, at a Returning Warrior Workshop, or seeing them in action in Afghanistan, I am always proud of the job they do. Through their service they strengthen our Navy and our Nation.

Finally, the month of April is also Sexual Assault Awareness Month (SAAM). This year the Department of Defense's SAAM theme is "Live Our Values: Step Up to Stop Sexual Assault." I cannot overstate the importance of *every* Navy Reserve Sailor "*Stepping Up*" and committing to the elimination of the crime of sexual assault. To accomplish this we all must understand that such behavior will not be condoned, tolerated, or ignored. From Seamen to Admirals, each one of us must dedicate ourselves to establishing a command climate of dignity, respect, and trust. Therefore, I am directing that leaders across the Navy Reserve take action to reinforce our personal and unit obligations to the goal of *Stopping Sexual Assault* in our ranks. Our core values of Honor, Courage, and Commitment demand it! If you need guidance or have questions please contact your Sexual Assault Response Coordinator (SARC).

As always, I look forward to seeing you around the fleet.

Vice Admiral Robin R. Braun,
Chief of Navy Reserve



Chief of Navy Reserve Vice Adm. Robin Braun poses for a group photo with Helicopter Anti-Submarine Squadron Light (HSL) 60. (U.S. Navy photo by Mass Communication Specialist 2nd Class Daniel Meshel)

Force Master Chief (AW/SW) CJ Mitchell

Navy Reserve Force Master Chief Clarence “CJ” Mitchell speaks with Chief Master Sgt.

Jerry Delebreaux, senior enlisted advisor for the Joint Chiefs of Staff National Guard and Reserve Matters, during the 2013 DoD Reserve Family Readiness Award ceremony at the Pentagon Hall of Heroes. (U.S. Navy photo by Mass Communication Specialist 2nd Class Armando Gonzales)



Shipmates,

Over the past month or so my travels have taken me to the NOSCs of Northern California (San Jose, Alameda and Sacramento) and to NOSC Eleanor in West Virginia. It is truly an honor and privilege to spend time with these dedicated and motivated Navy professionals. Believe me, every place I go, my message to Sailors remains the same: Celebrate your contributions to the Total Force and Readiness.

At each NOSC, there are Sailors at various stages of the mobilization process, and they are “Ready Now” to deploy to locations such as Djibouti, Afghanistan or GITMO. Within the Force, Command Master Chief James Butler is working with his chiefs to prepare a large contingent from Navy Cargo Handling Battalion (NCHB) 14 to deploy. This group includes Sailors from numerous NOSCs, including Sailors I met in Alameda and Sacramento (Hoo-Yah, Air Cargo!). Thanks to the outstanding deckplate leadership of Command Master Chief Mike Helgeson, Naval Mobile Construction Battalion (NMCB) 25 mobilized for their deployment with Sailors from different NOSCs and battalions, and, of particular note, more than 25 Reserve Sailors are currently deployed to support surface ships in the Atlantic Fleet. These Sailors are what you get when initiative, professionalism and readiness combine — A “Ready Now” Sailor operating forward.

I’m sure you’ve heard me say it before, that readiness, and as a result the command’s readiness, starts with your own initiative. The weather is finally warming up, and the spring Physical Fitness Assessment (PFA) season is upon us. This means no more forced treadmill workouts or outdoor runs buried in multiple layers of sweats. We can finally get outside to PT, and prepare for the PFA. That being said, I want to remind you to please be safe and healthy in your preparations. Stretch, start slow and hydrate, and of utmost importance — adhere to orders from your health care provider. Speaking of health care providers, this is the time to schedule that Annual Physical Health Assessment (PHA) so all required screenings can be done in time for the PFA.

This issue of TNR highlights the Sailors and leaders of Naval Beach Group Two (NGB-2), based in Virginia Beach, Va. NGB-2 boasts Sailors in 19 Reserve detachments across 17 NOSCs from Kansas City to New York City. NGB-2 provides trained and equipped personnel and units for a wide scope of amphibious operations and exercises to include disaster relief efforts, American citizen evacuations, landing Marines and everything in between. These Sailors are as diverse as the missions and capabilities within NGB-2. Please enjoy learning more about your shipmates serving within this great command.

Finally, I am excited to hear how justifiably proud each NOSC is of their relationship and participation within their local community. Our NOSC Sailors are working with schools, the Sea Cadets, and participating in Memorial Day and Battle of Midway observances. In Northern California, Reserve and NOSC Sailors are involved with the USS Hornet Museum and Fleet Week, and I know these relationships are in place all over the country. As citizen Sailors, it is very important for us to give back to those that support and enable our service, and I encourage you to get and stay involved within your community.

Whether serving at home with your employer, in your community helping others, or operating forward, I am proud to represent and advocate for the Navy Reserve as we continue to provide experienced, versatile and mature professionals ready to answer the call – at home or abroad. Thank you for all that you do and I hope to see you soon.

Are You Ready?

FORCM CJ Mitchell

FOCUS ON THE FORCE



Navy Reserve Insignia One Hundred Years Ago

By Master Chief Information Systems Technician James L. Leuci, Naval History and Heritage Command

In the late 19th century it was a common practice, in the U.S. Navy, to distinguish Sailors based on their status and organization. Commissioned line officers were in a class by themselves. Engineering and medical officers were in separate, less distinguished classes, and had no authority over line officers. They wore Corps insignia on their uniforms that distinguished them from regular line officers.

Petty officers were also divided into classes. Line petty officers, which included Boatswain's Mates, Quartermasters, Gunner's Mates and other deck ratings, wore a petty officer device with a star above an eagle perched on an anchor. All other petty officers wore a similar device, minus the star.

State naval militias were established in the late 1880s to provide the U.S. Navy with additional manpower in time of war. Most state militias adopted uniforms similar to uniforms worn by U.S. Navy Sailors. It wasn't until 1913 that U.S. Navy Uniform Regulations addressed uniform requirements for state militias. However, the new regulations were only suggestions on what should be worn by militia Sailors because the Navy did not have direct control over state militias. Uniform regulations prescribed a naval militia distinguishing mark and a distinct cap ribbon for enlisted uniforms. Naval militia officer rank insignia was similar to U.S. Navy officer insignia except the 5-point star was inscribed in a circle to distinguish the naval militias from the regular Navy.

The Naval Reserve was established on March 3, 1915. In Sept. 1916, the Naval Reserve was designated as the U.S. Naval

Reserve Force (USNRF). Navy Uniform Regulations were revised to include requirements for Navy Reserve Force Sailors. Navy Reserve officers and enlisted Sailors were directed to wear the same uniforms as regular Navy Sailors. However, there were some differences.

A distinct design for brass buttons worn by USNRF officers and chief petty officers was adopted. The cap device for officers, known as the Naval Reserve Force device, was identical to the regular Navy commissioned officer cap device except that it was smaller in size — only one inch. Enlisted Sailors were directed to wear cap ribbons bearing the words "U.S. Naval Reserve Force" instead of "U.S. Navy."

Change 20 to the 1913 Navy Uniform Regulations, promulgated in the summer of 1918, changed the enlisted cap ribbon to read "U.S. Naval Reserve". The same change also modified uniform regulations to provide that a "Cap device for chief petty officers shall bear the letters 'U.S.N.R.'" instead of "U.S.N.'" However, changes to the CPO cap device were never implemented. On Aug. 17, 1918, Secretary of the Navy Josephus Daniels issued General Order 418 which stated that the uniforms for "regulars and reservists...shall hereafter be identical..." Enlisted Reserve Sailors continued to wear U.S. Naval Reserve cap ribbons.

The alignment of uniforms in 1918 brought an end to the overt distinction between regular and Reserve Sailors. It was one of the first steps towards what later became known as the "One Navy Concept."



1890 ca. 1st Battalion New York State Naval Militia Sailor

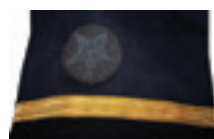
State Naval Militias of the 1880s adopted uniforms that were similar to U.S. Navy uniforms.



1890 ca. New York State Naval Militia Button.



1890 ca. Naval Militia Distinguishing Mark for Enlisted Sailors.



1890 ca. State Naval Militia Officer Sleeve insignia.



1915 U.S. Naval Reserve Button worn by officers, chief petty officers, and enlisted women.



1916 U.S. Naval Reserve Force enlisted cap.



1918 Design for USNR CPO Anchor. Change 20 to 1913 U.S. Navy Uniform Regulations prescribed a USNR CPO cap device. However, the change was cancelled before it was implemented and the USNR anchor was never worn.

U.S. NAVAL RESERVE

1918 U.S. Naval Reserve Cap Ribbon replaced the 1916 U.S. Naval Reserve Force Cap Ribbon.



1915 U.S. Naval Reserve Device worn by officers. The device was identical to the device worn by regular navy officers except it was smaller in size.



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.



**Construction Electrician
2nd Class Joanne C. Gabl**

Hometown: Hoffman Estates, Ill.
NOSC: NOSC Chicago
Unit: Naval Mobile Construction
Battalion Two Five

Brief description of your Navy job: As battalion maintenance and material management, or 3M, assistant, I am responsible for entering 3M qualifications, as well as assisting the 3M coordinator with reports and work center spot-checks. I also help the work centers with whatever they need regarding 3M — I'm there for them whenever they need me.

Brief description of your civilian job: I was a production manager at Chrysler in Belvidere, Illinois. I ran the production lines for Dodge Darts, Compass and Patriot Jeeps, and supervised approximately 50-plus employees. It was a lot of fun, probably my favorite job.

What has been your greatest Navy achievement? I would say my deployment to Guantanamo Bay from 2009 to 2010. I did a lot of hands-on rate work, which I found very enjoyable. It was great getting pictures of the job sites, participating in safety briefs, pulling wire, bending conduit. It felt great to provide so much support, and it was a really adventurous experience, too.

Who has been your biggest influence since joining the Navy and why? I would say my father. He was a Marine in Vietnam. He taught me a lot about character, work ethic, and being the best that you can be in whatever you do.

What do you enjoy most about the Navy? I do funeral honors for my NOSC, and I enjoy performing those services for veterans. That's my favorite part. I work with that team every-other day, and we just click. We work as a team, and we also get to talk with the families of the veterans we perform honors for. Those moments help us to learn so much, because we really get to know the person we're honoring and see the pride their family has for the service. It makes me just so proud.

Most interesting place visited since joining the Navy: Jamaica. It's such a really nice country with such friendly people.

Current hobbies: Photography, painting, cooking, and physical fitness



**Aviation Structural
Mechanic - Safety
Equipment 1st Class (AW)
Ryan E. Blöse**

Hometown: Phoenix, Ariz.
Command: Reserve Component
Command Southwest
NOSC: NOSC Tucson

Brief description of your Navy job: Operations Department Head. My job is to provide support for Reserve Sailors in performing their AT, ADT and IDTT, by assisting them in coordinating their travel and training.

Brief description of your civilian job: Full-Time Support for NOSC Tucson.

What has been your greatest Navy achievement? Being selected as NOSC Tucson Staff Sailor of the Year for FY 2013.

Who has been your biggest influence since joining the Navy? I would say that it's AMEC Betschart. He was my LPO at VS-35. He lead by example and inspired me to follow his leadership style: being dedicated, fair, goal oriented, and making sure that missions are accomplished.

What do you enjoy most about the Navy? As a family man I value job stability, but more than that, being a Sailor is an excellent career path. You work in a community with hardworking, diverse and interesting people with devotion to country, and enjoy a unique camaraderie.

Most interesting place visited since joining the Navy: So far, I would say Singapore. It gave me the impression of being a big melting pot. It is clean, neat, and architecturally pretty — with interesting culture and peculiar laws.

Current hobbies: I am an outdoors kind of guy. I enjoy fishing, hunting, and camping. I'm also working on getting my Private Pilot license — I did my solo flight about three months ago.

To nominate a Sailor, send an email to cnrhc1@gmail.com for a submission form. Please include a high-resolution (300 dpi) 5" x 7" digital photo of the candidate.





How To Conduct An Effective Career Development Board

By Navy Counselor 1st Class (AW) Leroy Munisar



▲ Sailors assigned to USS Freedom (LCS 1) participate in a frocking ceremony. (U.S. Navy photo by Mass Communication Specialist 1st Class Cassandra Thompson)

Prior to conducting a CDB, the Command Career Counselor/Department Career Counselor/Unit Career Counselor must:

1. Log into the Career Information Management System (CIMS) and download a list of Sailors that have CDBs due.
2. While in CIMS, counselors must click on those Sailors with upcoming CDBs and print:
 - a. Member data summary
 - b. Exam profile sheets
 - c. Individual Career Development Plan (ICDP) (previous CDB info)
 - d. Rating conversion options (if applicable)
 - e. Enlisted Learning and Development (LaDR) available from NKO

In addition to topics on the ICDP, some recommended topics for discussion at the CDB should be:

1. The Sailor's background (personal history, where they were born, where they were raised and by whom) Explain what a CDB is to all newly reporting Sailors.
 - a. Page 2 and SGLI verification (Servicemembers' Group Life Insurance)
 - b. Sailors' health and welfare (where they live, berthing, etc.)
2. Command mission, vision, guiding principles, and Sailor expectations (haircut, shoes shined, on time, etc.)
3. Advancement requirements, opportunity and eligibility
4. Educational status/aspirations, GI Bill/Tuition Assistance
5. Rating conversion (Armed Services Vocational Aptitude Battery (ASVAB) scores)
6. "C" school selection
7. Career Waypoints eligibility and qualification criteria
8. High Year Tenure (HYT)
9. Total Sailor concept
 - a. Collateral duties
 - b. Command involvement
 - c. Community service
 - d. Physical fitness
10. Mentorship

An effective Career Development Program is the result of a coordinated effort from the entire chain of command. Participants present at a Career Development Board (CDB) are determined by the type of CDB being conducted.

○ **Command level CDBs are chaired by the CMC/COB/SEL.** Members will include CCC/Unit CC, and be augmented by department LCPOs, the Educational Services Officer (ESO), Personnel/Pay Specialist, Mentor and various other department CDB members as required. *Command level CDBs are conducted for all Sailors within 30 days of reporting. Drilling Reserve Sailors will be seen within the first three drill weekends.*

○ **Department level CDBs will be chaired by the department LCPO.** Members will include Division Chief Petty Officers (CPOs), Leading Petty Officers (LPOs), Department Career Counselors, and be augmented by ESOs, Personnel/Pay Specialists and Mentors as required.

Good documentation is essential.

The CDB should be scheduled in an appropriate private space, and all applicable attendees notified as soon as possible of the time and location. During the CDB, it's important for board members to communicate with the Sailor. Goals are important to the command and will be supported.

The Division Chief and the Sailor should both be given a copy of the ICDP. This can be used for tracking the Sailor's progress towards achieving goals identified and agreed upon during the CDB.

For further guidance on conducting CDBs, refer to NAVPERS 15878, OPNAV 1040.11(Series),and CDB Training Video Navy CDB 2010, IML:N0443-09-0009. The video is located on the CNRFC N15 webpage, under the Career Development Board header in the left column, and is divided into five separate modules for ease of use.



Montgomery GI Bill Selected Reserve

Chapter 1606 (MGIB-SR)

By CNRFC Force Retention, N15

Officer and enlisted Sailors of the Selected Reserve (SELRES), who obligate for 6 years and participate satisfactorily in required Reserve drills, may be eligible for MGIB-SR benefits.

To qualify for the MGIB-SR, Sailors must enlist, reenlist, or extend drill obligation in the SELRES for a period of not less than six years on or after July 1, 1985, must participate satisfactorily in the SELRES during that time, and must complete required Initial Active Duty for Training (IADT) under prescribed regulations. There is no financial contribution required. For officers, this 6-year period of service must be in addition to any other existing obligation. New Accession Training Program (NAT) personnel fulfill their IADT requirement by completing basic training and either follow-on "A" school or apprenticeship training.

- Time spent on IADT counts toward completion of the six year obligation; however, entitlement for benefits doesn't begin until affiliation with the Navy Reserve Activity.
- There is no required IADT for prior service members affiliating or enlisting in the Selected Reserve.
- To be eligible, Sailors need a high school diploma or high school equivalency certificate and must not be receiving financial assistance for a NROTC scholarship.
- Sailors who commit to the required six year obligation become immediately eligible for MGIB-SR benefits and will receive a DD 2384-1, Selected Reserve Educational Assistance Program (GI Bill), Notice of Basic Eligibility (NOBE), at the time of enlistment, reenlistment or extension of SELRES service.
- Upon affiliation, all SELRES shall be provided a MGIB-SR Statement of Understanding. When the DD 2384-1 is issued, the SELRES Navy Reserve Activity (NRA) will report MGIB-SR eligibility in Navy Standard Integrated Personnel System (NSIPS) per current procedures described in the MGIB-SR Field User's Handbook available on the Navy Reserve Homeport.



POST★9/11
GI BILL

It's Your Future

- Eligible Sailors may draw MGIB-SR benefits only while meeting satisfactory participation requirements, except if separated for a disability (not the result of willful misconduct) or, if involuntarily separated under the Reserve Transition Benefits (RTB).
- Sailors may qualify for benefits under both the active duty Post 9/11 GI Bill, or MGIB and the MGIB-SR, but by combining two or more programs, a maximum total of 48 months can be received.
- Failure to maintain satisfactory participation may result in recoupment of all or a portion of previously paid benefits.

The current monthly payment rate for full-time educational pursuit is \$362.00. A Sailor's eligibility normally ends when they leave the Selected Reserve. Eligible members, who were mobilized, are authorized extended benefits eligibility for the duration of their mobilization plus four additional months.



Up Close:

Naval Beach Group Two (NBG-2)

By Rear Adm. Brian LaRoche, Deputy Commander Naval Surface Force Atlantic (SURFLANT)

I am proud to showcase the important role that Naval Beach Group Two (NBG-2) plays within the Surface Warfare community. Our Navy's Surface Warfare community represents one of the finest maritime forces in the world. We are versatile and ready to answer the call anytime and anywhere.

Naval Surface Force Atlantic (SURFLANT) today has nearly 1,000 Reserve billets assigned across 33 commands, the NBG-2 family is one of the best examples of active/Reserve integration within the surface force. In December 2013 I visited NBG-2 during one of its largest field exercises of the year. Superior morale, unit cohesiveness, and a "can-do" attitude were the order of the day. This is an elite team you can count on.

The tone for this positive atmosphere is set by the active component leadership NBG-2 Commodore Jeffrey Hayhurst, ACB-2 Commanding Officer Capt. Joseph Campbell, BMU-2 Commanding Officer Cmdr. Tony Defrias, and ACU-2 Commanding Officer Cmdr. Jason Brandt. These active component commanding officers and their staffs truly embrace the unique culture of Reserve service, and do a tremendous job leveraging the civilian skills and talents of each Sailor to support the mission. Along the way they have taken great care to afford our citizen Sailors the opportunity to enjoy a balanced life both personally and professionally.

The NBG-2 family consists of the following units,

Amphibious Construction Battalion Two (ACB-2), Assault Craft Unit Two (ACU-2), Assault Craft Unit Four (ACU-4), and Beachmaster Unit Two (BMU-2). With the exception of ACU-4, there is a Reserve presence in each command. ACB-2 is currently in the process of transitioning from 50% Reserve presence to 83% Reserve presence. There will be more to follow on this latest development in future articles.

Sailors often ask me which units, within the surface community they should consider to maximize their professional growth. I always recommend selecting a unit or assignment that will offer the greatest challenges because if it is not challenging, it will not be nearly as enjoyable and rewarding. NBG-2 is this type of unit! It offers tremendous opportunities with a variety of demanding mission sets which enable surface Sailors to expand their warfare and leadership skills.

Speaking of skills, the enlisted men and women of NBG-2 are a hugely talented and spirited group of Sailors! These Sailors sincerely appreciate the fact that they are actually working within their rates and are afforded opportunities to drill according to a flexible schedule. Getting out of the NOSC, on a mission, operating sophisticated equipment side by side with active duty Sailors can bring tremendous professional satisfaction. Not only are they charged with maintaining their equipment, they operate a variety of craft and tactical vehicles, as well as some of the world's most





▲ **Rear Adm. Brian LaRoche**, deputy commander Naval Surface Force Atlantic (SURFLANT), talks to Sailors assigned to Naval Beach Group (NBG) 2 during a Command Post Exercise (CPX). (U.S. Navy photo by Mass Communication Specialist 3rd Class Taylor Mohr)

sophisticated weapons! These units are challenging, but exactly the environment for developing superb enlisted leadership. I truly admire NBG-2 Sailors because they are innovators who always accomplish the mission, and take care of each other along the way. The motto: "It's not just a job, it's an adventure", is alive and well at NBG-2!

Today our citizen Sailors play a crucial operational role in the global war on terror, counter-piracy,

humanitarian assistance and disaster relief, and provide strategic depth for nearly every possible contingency. This is honorable work and I am very proud of the men and women of NBG-2 who have made the commitment to continue serving. NBG-2 continues to set the standard for active component and Reserve component (AC/RC) integration! Thank you for your time and I look forward to seeing you all in the fleet! ○



▲ **Sailors assigned to Assault Craft Unit (ACU) 2 and Beachmaster Unit (BMU) 2** load various pieces of equipment aboard Landing Craft Utility (LCU) 1661 before leaving for a deployment to the 5th Fleet area of responsibility. (U.S. Navy photo by Mass Communication Specialist 3rd Class Taylor Mohr)

Ship-to-Shore



Combined Post Exercise Reinforces Seamless Active/Reserve Integration

By Chief Mass Communication Specialist Joshua Treadwell, Commander, Navy Reserve Forces Command

On Jan. 13, 1865, an armada of 56 Union ships started a heavy at-sea bombardment, clearing the way for an unprecedented beach assault of Confederate held Ft. Fisher, N.C.

“At the time, it was the largest combined amphibious operation in United States military history [a distinction that would stand until World War II],” said Jeffrey Bockert, N.C. Department of Cultural Resources Senior Historian and Reserve Sailor.

The success and ultimate victory at Ft. Fisher was centered

on Union forces using hundreds of gigs and launches to transport over 8,000 Soldiers, Sailors, and Marines with twelve days’ provisions and all their warfighting equipment.

During that time, it became apparent that the orderly flow of troops, equipment and supplies across assault beaches



“A seamless, integrated and trained force is crucial for any military operation, and NBG-2 absolutely strives to embody that philosophy regardless the challenges.”

was an absolutely essential element to the success of any amphibious operation. Less than 80 years later it would lead to the establishment of small naval beach party teams that would eventually organize into naval beach groups, the first of which was Naval Beach Group Two (NBG-2).

Presently, the mission of NBG-2 is to operate offensively in a high density, multi-threat environment as an integral member of an Amphibious Task Force or Expeditionary Strike Group; and to operate forward deployed as the Naval Support Element (NSE) to the Commander Maritime Prepositioning Forces

(CMPF), supporting the ship-to-shore movement of the Marine Expeditionary Brigade's (MEB) assets from prepositioned ships.

NBG-2 provides Navy personnel and equipment to support amphibious operations and exercises and is comprised of four subordinate commands that provide amphibious support to the Atlantic Amphibious Fleet: Assault Craft Unit Four (ACU-4) which operates Landing Craft Air Cushion (LCAC) that can deliver 60 tons of cargo & vehicles and travel at speeds of more than 40 knots; Assault Craft Unit Two (ACU-2) which operates Landing Craft Utility (LCU), Landing Craft Mechanized (LCM), and

▼ **A Reserve Sailor** assigned to Assault Craft Unit (ACU) 2 drives a Humvee off a Mike-8 boat to shore during Command Post Exercise 3. (U.S. Navy photo by Mass Communication Specialist 2nd Class (SW) Jacob D. Galito)





“The Reserve Component is critical to the success of the NBG-2’s mission.”

Maritime Preposition Force (MPF) Utility Boat (UB) displacement craft that support Amphibious Assault as well as MPF operations; Amphibious Construction Battalion Two (ACB-2) which provides the unique combination of ship-to-shore and light-to-heavy construction capabilities; and Beachmasters Unit Two (BMU-2) comprised of beach party teams that are the first on the beach, set up the beach, and direct the throughput from the beach to the front lines.

The Reserve Component is critical to the success of NBG-2’s mission. There is a Reserve presence in each command, except ACU-4. Commands like ACB-2 are currently transitioning from 50% Reserve to an 83% Reserve presence.

“A seamless, integrated and trained force is crucial for any military operation, and NBG-2 absolutely strives to embody that philosophy regardless the challenges. With an expanding Reserve Component, timing and the ability to conduct complex operations to support integrated AC/RC training is very complicated. This is why I chose to focus our efforts on a routine and quarterly basis ... planned, forecastable, and supportable. This focus on integration started with

▼ **Operations Specialist 2nd Class (SW/AW) Lawrence Phillips**, a Reserve Sailor assigned to Assault Craft Unit (ACU) 2, hand signals a Mike-8 boat to shore during Command Post Exercise 3. (U.S. Navy photo by Mass Communication Specialist 2nd Class (SW) Jacob D. Galito)





▲ Reserve Sailors assigned to Assault Craft Unit (ACU) 2 drive ashore in a Logistical Amphibious Recovery Craft (LARC) amphibious vehicle during Command Post Exercise 3. (U.S. Navy photo by Mass Communication Specialist 2nd Class (SW) Jacob D. Galito)

my predecessor, and after the last two exercises, the benefits of it could not be more clear in my mind,” said Capt. Jeffrey K. Hayhurst, commodore, Naval Beach Group Two.

To further improve integration and increase interoperability, Naval Beach Group Two and its subordinate units participated in Command Post Exercise Three (CPX 3), in March.

“The purpose of CPX 3 is to improve mission readiness across all platforms and improve our logistics-over-shore (LOTS) capabilities,” said Intelligence Specialist 1st Class Jeffrey Bockert. “We conduct these exercises at least twice a year to work seamlessly with our active duty counterparts. “

LOTS operations are the process of loading and off-loading ships in unimproved areas where ports are damaged, unavailable or without the benefit of adequate fixed port facilities. LOTS operations occur under three broad constructs; as stand-alone operations, as follow-on to an assault echelon (assault follow-on echelon) or afloat prepositioning operations, and in support of foreign humanitarian assistance operations. LOTS also provide a means of enabling intra-theater sealift to move forces, equipment, and sustainment cargo closer to tactical assembly areas.

“It’s all about getting combat cargo from ships to the

warfighter over the beach successfully,” said Bockert.

Bockert plays a critical role in intelligence for LOTS. He is the only intelligence specialist, active and Reserve, that supports the NBG-2 command staff.

“I wanted to do something different, outside the typical rotation for intelligence specialist, in a fleet or amphibious Reserve unit that would broaden my career,” said Bockert. “I think it’s fitting that I get to use my knowledge as a senior historian and an intelligence specialist in the Navy Reserve to contribute to the mission of NBG-2.”

Beyond their warfighting capabilities, NBG-2 plays a critical part in humanitarian missions. More recently, Reserve Sailors from NBG-2 participated in humanitarian missions in Haiti and the Philippines, clearing ports, delivering food and medical supplies.

The flexibility to support missions, coupled with their complementing civilian skill-sets, makes the Reserve Sailors of NBG-2 a valued asset; their continuous integration with the active component makes them a fully functional Total Force.

“NBG-2 and our supporting units are truly the most integrated AC/RC team I’ve been a part of in more than 35 years of service!” said Hayhurst. ○



By Mass Communication Specialist 1st Class (SW/AW) Sarah E. Bitter and Lt. Megan Dooner, NR U.S. Fleet Forces Command Public Affairs

▼ Sailors attached to USS Halyburton (FFG 40) stand watch at the pier entry control point while participating in a Force Protection exercise (FPEX) at Naval Station Mayport Jacksonville, Fla. (U.S. Navy photo by Mass Communication Specialist 1st Class (SW/AW) Sarah E. Bitter)

CSFTL

Integrating Force-Protection Training

Trainning for real world security scenarios is an ongoing mission that takes time, precision, dedication and practice.

Since 2006, the responsibility of certifying ships in anti-terrorism and force protection prior to regularly scheduled deployments has specifically belonged to Commander, Strike Force Training Atlantic (CSFTL). Reserve Sailors attached to CSFTL's Force Protection (CSFTL FP) unit integrate seamlessly with their active duty counterparts to accomplish this mission.

A recent Force Protection Exercise (FPEX) aboard Naval Station Mayport, Fla. showcased that partnership at work during a 48-hour event that culminated many months' of preparation and planning from both CSFTL and the ships that participated as part of their pre-deployment certifications. The ships that participated in this exercise were the guided-missile frigates USS Halyburton (FFG 40) and USS Simpson (FFG 56), and the Arleigh Burke-class destroyer USS Carney (DDG 64).

During the exercise CSFTL FP Sailors were tasked with assessing the ship's various capabilities for security measures.

"The unit evaluates a ship's response to both land-side and water-borne threats," said Master Chief Yeoman Rich Vigo, senior enlisted advisor for the CSFTL FP Reserve unit. "We exist to ensure that a ship can properly execute its own response to any hostile action that may present itself when it is away. We test them on their own preplanned responses to multiple threat scenarios. They are on their own when deployed, without the assistance of base police forces or pier and port security."

Since 1983, the U.S. military has suffered more casualties from acts of terrorism than in combat operations. Force protection measures are used to deter and defeat terrorist attacks, as well as protecting ships, Sailors and bases from crime, natural disasters and other threats.

CSFTL's mission is to deliver combat-ready naval forces for

NORMAL

FORCE PROTECTION

Understanding each threat level

When there is a known security threat, force protection conditions (FPCON) are set at one of four levels: FPCON Alpha, Bravo, Charlie and Delta. These levels are set to respond appropriately to threats while ensuring other mission operations are affected as little as possible.

III FPCON Normal: the routine security of an installation when there is no known security threat.

IIII FPCON Alpha: applies when there is a general threat of possible terrorist activity, but the nature and extent of the threat is unpredictable.

IIIIII FPCON Bravo: applies when an increased or more predictable threat of terrorist activity exists.

IIIIIIII FPCON Charlie: applies when an incident occurs or intelligence is received indicating some form of terrorist action or targeting against personnel or facilities is likely.

IIIIIIIIII FPCON Delta: applies in the immediate area where a terrorist attack has occurred or when intelligence has been received that terrorist action against a specific location or person is imminent.

ALPHA

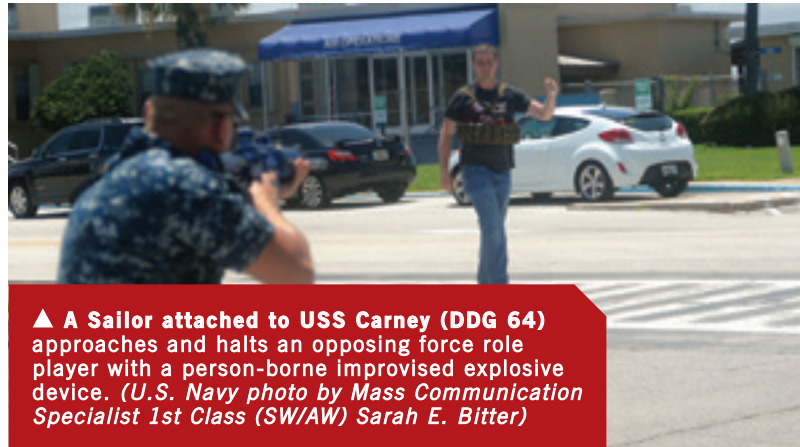
BRAVO

CHARLIE

DELTA



▲ Sailors attached to USS Carney (DDG 64) detain an opposing force role player while participating in a Force Protection exercise. (U.S. Navy photo by Mass Communication Specialist 1st Class (SW/AW) Sarah E. Bitter)



▲ A Sailor attached to USS Carney (DDG 64) approaches and halts an opposing force role player with a person-borne improvised explosive device. (U.S. Navy photo by Mass Communication Specialist 1st Class (SW/AW) Sarah E. Bitter)

CSFTL's mission is to deliver combat-ready naval forces for U.S. Fleet Forces Command that are capable of conducting full spectrum integrated maritime, joint, and combined operations in support of U.S. national interests.

U.S. Fleet Forces Command that are capable of conducting full spectrum integrated maritime, joint, and combined operations in support of U.S. national interests.

The exercise accomplishes this mission by certifying deploying ships as ready to pull into foreign ports, and prepares them to be able to defend against an attack.

During the FPEX, ships were required to pass 100 percent of their certification events which ranged from a person trying to get through security with an outdated identification card, to detecting a car bomb or suicide vest at the gate and even handling a nonviolent protest. Tests also included response to a suspicious package, an active shooter or hostage situation aboard ship, shots fired in a space, incoming light boat attacks, floating improvised explosive devices (IEDs) and swimmer attacks.

"Understanding the types of threats that they may be exposed to, and developing their proficiency at defending against those threats, gives them confidence that they'll be able to protect themselves and the ship," said Cmdr. Gregg Mattson, executive

officer for the CSFTL FP Reserve unit. Mattson's unit took part in FPEX as graders, safety observers, watch coordinators, and duty drivers.

Like Mattson, who has worked in civilian law enforcement for 12 years, many Reserve Sailors bring a wealth of civilian experience to force protection missions. The integration of Reserve Sailors into active duty force protection exercises is an alliance that allows them to take their civilian experience and apply it to the fleet. "It was cool being able to help make the event as realistic as possible so that the ship guys can feel confident that they're prepared," said Yeoman 2nd Class Nicolas Follick, who served as an FPEX duty driver but has role played as an active shooter, Vehicle-Borne IED driver, and protester.

FPEX is just one of approximately twelve annual exercises held in Norfolk, Va., and Mayport, Fla., to certify ships for foreign port visits and prepare them with self-defense measures against enemy attacks. Annually, 14 to 18 ships are certified by CSFTL with the support of Reserve Sailors attached to CSFTL FP. ○

THE ELEVEN GENERAL ORDERS OF A SENTRY

1.

To take charge of this post and all government property in view.

2.

To walk my post in a military manner, keeping always on the alert and observing everything that takes place within sight or hearing.

3.

To report all violations of orders I am instructed to enforce.

4.

To repeat all calls from posts more distant from the guard house than my own.

5.

To quit my post only when properly relieved.

6.

To receive, obey and pass on to the sentry who relieves me, all orders from the Commanding Officer, Command Duty Officer, Officer of the Deck and Officers and Petty Officers of the Watch only.



◀ **Electronics Technician 2nd Class Sarah Parrish** stands phone talker watch aboard the guided-missile cruiser USS Philippine Sea (CG 58) while mooring in Piraeus, Greece, for a scheduled liberty port visit. (U.S. Navy photo by Mass Communication Specialist 3rd Class Abe McNatt)

BACK TO BASICS

General Orders: A general order is a published directive, originated by a commander, and binding upon all personnel under his command, the purpose of which is to enforce a policy or procedure unique to his unit's situation which is not otherwise addressed in applicable service regulations, military law, or public law. A general order has the force of law; it is an offense punishable by court martial or lesser military court to disobey one. What makes it a general order (as opposed to a direct order), is that the actor is not explicitly named, nor precisely that which (or whom) is to be acted upon.

A general order of indefinite duration may be referred to as a standing order. Standing orders are necessarily general and vague since the exact circumstances for execution occur in the future under unknown conditions. For example, in most military agencies there is a standing order for enlisted men to salute officers. The officers are required by the same law to return the salute to the enlisted person; however, the name of each enlisted man is not explicitly named in the order, nor is the name of each officer, nor is the exact time which the salute should occur.

7. To talk to no one except in the line of duty.

8. To give the alarm in case of fire or disorder.

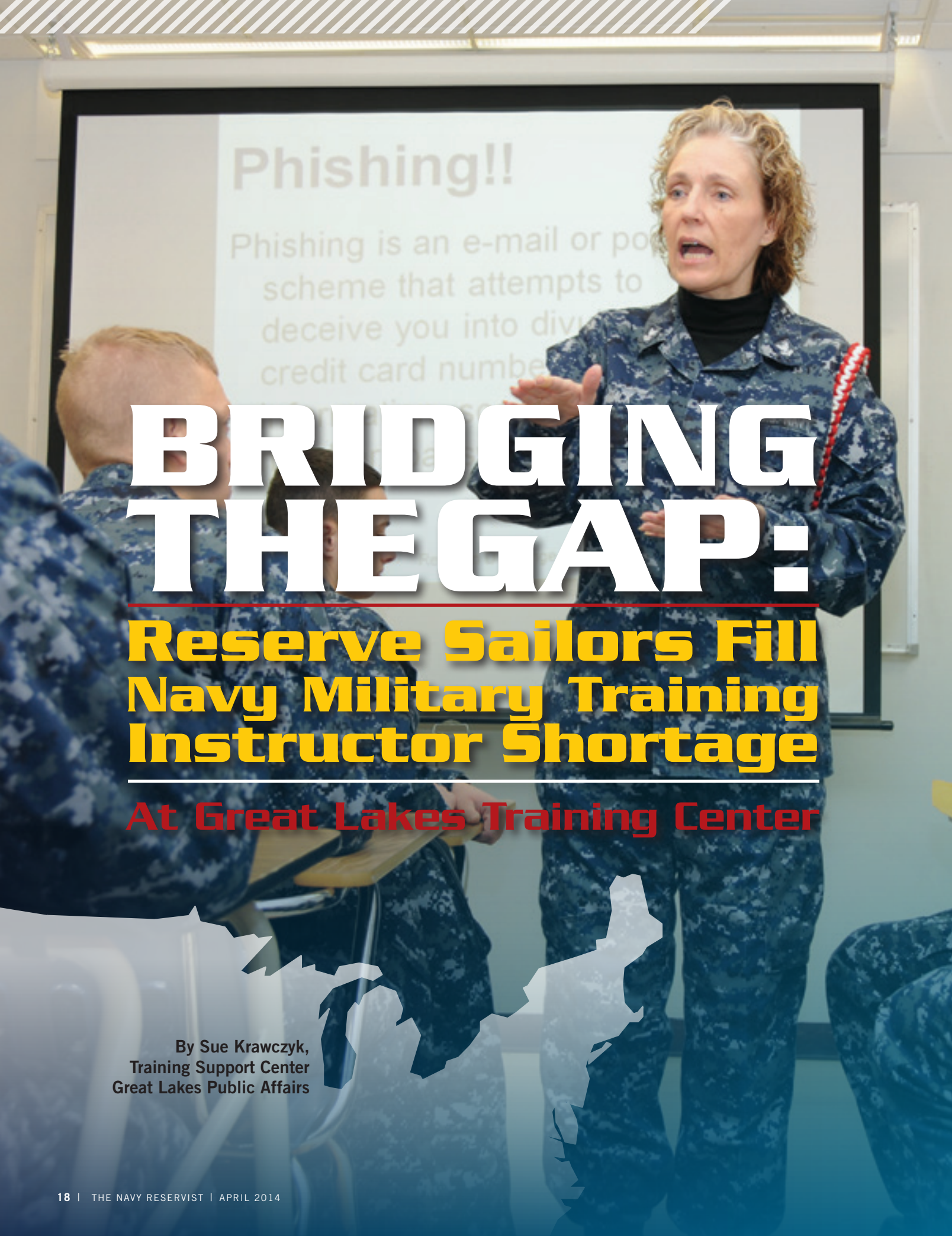
9. To call the Officer of the Deck in any case not covered by instructions.

10. To salute all officers and all colors and standards not cased.

11. To be especially watchful at night and during the time for challenging, to challenge all persons on or near my post and to allow no one to pass without proper authority.

▲ **Cryptologic Technician (Maintenance) 3rd Class Matthew Vanderbur** stands watch as the amphibious transport dock ship USS New Orleans (LPD 18) transits through the Strait of Malacca. (U.S. Navy photo by Mass Communication Specialist 3rd Class Joe Bishop)

The 11 General Orders of a Sentry as listed in the Blue Jacket's Manual.




Phishing!!

Phishing is an e-mail or po
scheme that attempts to
deceive you into div
credit card numbe

BRIDGING THE GAP:

Reserve Sailors Fill Navy Military Training Instructor Shortage

At Great Lakes Training Center



By Sue Krawczyk,
Training Support Center
Great Lakes Public Affairs



Many of you are used to seeing Navy Reserve Sailors on the front lines, in the combat zone and basically stepping in wherever and whenever needed to bring professionalism and expertise to the table. Last fall, 22 Reserve Sailors went where they've never been before — to fill billets as Navy Military Training Instructors (NMTI) for Training Support Center (TSC) Great Lakes, Ill.

The role of the TSC instructors is to provide leadership, personnel support and continued Navy and military training for Sailors in post-recruit training pipelines located at TSC Great Lakes, such as those entering combat systems or engineering fields. On average, the command provides those services and support to roughly 5,000 students at any given time.

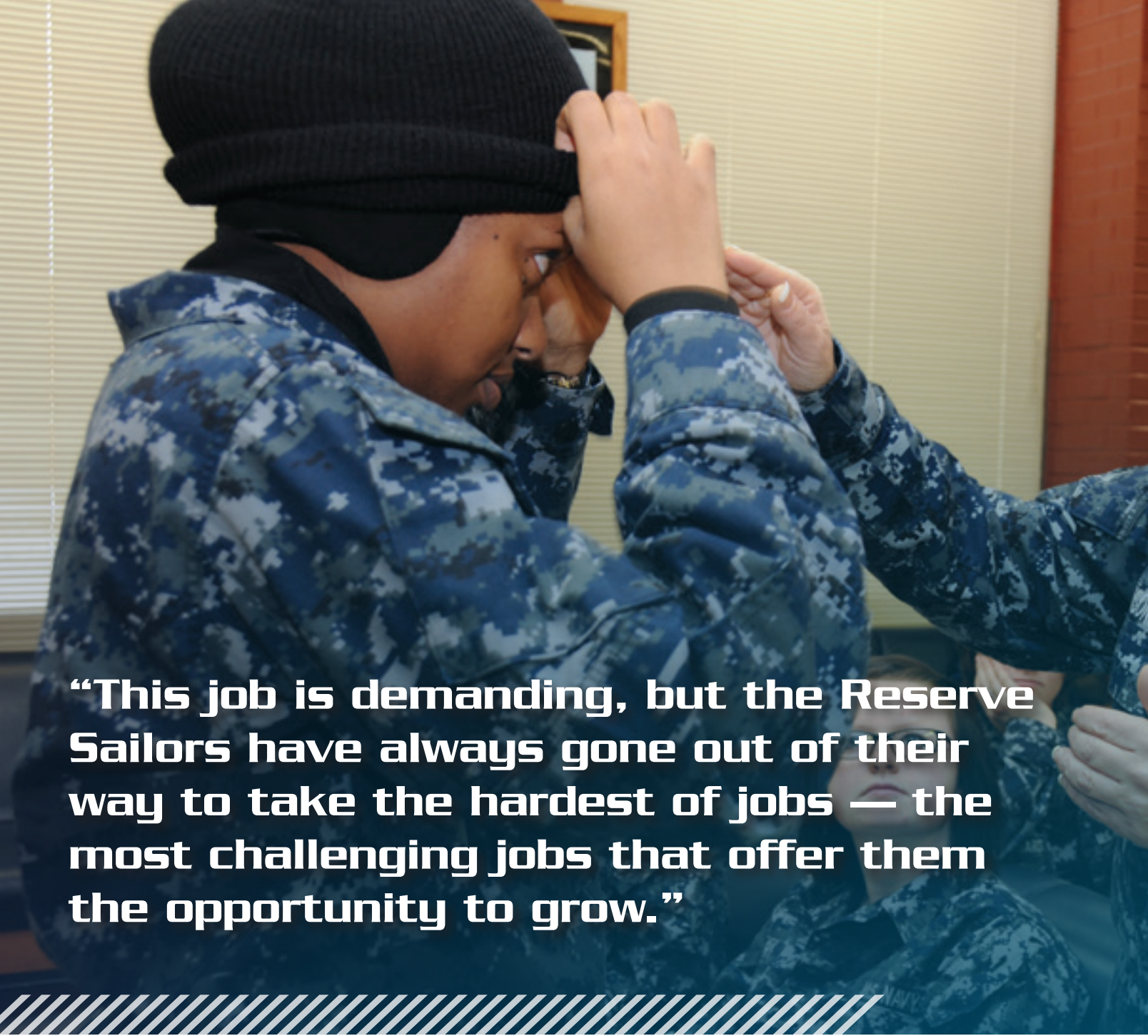
For much of 2013, manning for NMTIs at the TSC was short, with only 78 percent of instructor billets filled. But beginning in September of that year, TSC saw those billets filled by Reserve Sailors who volunteered for one-year recalls, ultimately helping to close the training gap and ensuring TSC was able to continue to send well-trained Sailors to the fleet.

"Midway through their tour, not only have these Reserve Sailors met our expectations, [they] have exceeded [them], and TSC has benefited greatly from their civilian and military expertise," said TSC Commanding Officer Capt. Henry "Hank" Roux Jr. "They really have stepped up to the plate. Without them, I'm not sure we could get through 2014 — that's how important they have become to the TSC mission."

At present, 18 are filling positions in the barracks and four are assigned to student indoctrination.

"They're doing a great job here and many of them are bringing a lot of experience and knowledge," said NMTI Master Chief Fire Controlman (SW) Nicholas Petric, TSC's operations staff leading chief petty officer. "They arrived here hitting the ground running, and they're doing outstanding things."

▲ **A Naval Military Training Instructor (NMTI)** teaches general military knowledge to students at Training Support Center (TSC) Great Lakes, Ill. (U.S. Navy photo by Sue Krawczyk)



“This job is demanding, but the Reserve Sailors have always gone out of their way to take the hardest of jobs — the most challenging jobs that offer them the opportunity to grow.”

NMTIs attend a three-week Navy Instructor Training Course to prepare them for their prospective leadership roles. Subsequently, they also attend a one-week NMTI academy for more in-depth instruction on what is expected of them in the barracks, the types of situations they may encounter and specific resources available to them to handle any issues.

They're responsible for anywhere from 150 to 400 students in the barracks and make up approximately 80 percent of TSC's enlisted military staff. They provide around-the-clock mentorship, ensure general health and wellness of the students and conduct inspections of living quarters and uniforms. The NMTIs also hold weekly training and reinforce Navy core values and professionalism for Sailors to help prepare them for their arrival to the fleet.

Hospital Corpsman 2nd Class Lisa Mack put her teaching credentials to use at student indoctrination. Prior to TSC, Mack taught Basic Life Skills and Advanced Cardiac Life Support courses for roughly 13 years at NOSC Akron in Ohio. Now, she's teaching Personal Financial Management and Navy Military Training courses to newly arriving students.

“So far it's been wonderful, and I'm so excited as this has exceeded my expectations,” said Mack. “I've definitely reached a lot more students than I ever realized I would.”

According to Chief Hospital Corpsman Cheryl Harris, leading chief petty officer, USS Decatur (Bachelor Enlisted Quarters 839), the experience she has gained so far at TSC has been unmatched in her 16 years of Reserve service.

“I'm a police officer at home in Silver Lake, N.H., and I've



▲ A Naval Military Training Instructor (NMTI) teaches proper wear of military gear to students at Training Support Center (TSC) Great Lakes, Ill. (U.S. Navy photo by Sue Krawczyk)

gained a different perspective on leadership here that I'll take back to my job," said Harris. "I've gained a whole new respect for the Navy. Being here, you look at the bigger picture. If you've always been a Reserve Sailor, you only see one side of the fence. But here, you get to understand where it all starts — with the students."

Operations Specialist (EXW) 1st Class Petty Officer Michael Leek converted from active duty to the Reserve component three years ago and hopes his experience as an NMTI will make him a better leader in the future.

"We deal with about 300 students on a daily basis, and are able to assist the student Reserve Sailors with our experiences [in the Reserve force] that active-duty Sailors may not have," Leek said. "I was just promoted to first class petty officer last year and

“Both active duty and Reserve Sailors get the ability to lead at a level they will never have again in their careers.”

now I have a leadership role. I don't think there are many other commands in the Navy where a first or second class petty officer is in charge of 300 people. This is one of the best commands, and best experiences I've had in my career."

Roux states that the level of leadership that NMTIs experience contributes directly to one of the most important missions in the Navy — accession pipeline training.

"What they will do is have a direct impact on the fleet of the future to both the Reserve and active duty forces," said Roux. "At TSC, they'll get leadership skills they may never encounter in their time in the Reserves. Very few active duty Sailors encounter this level of leadership on this grand of a scale as they do when they're an NMTI. Their ability to add tools to their leadership tool box is incredible, and I don't believe there's a single job in the Navy today that equals the NMTI's ability to grow as a petty officer, to grow as a person, and to contribute directly to the Navy's mission."

"By all means, come here, because we're making a huge impact on our new Sailors and sooner or later they're going to have to take our watch," adds Mack. "I've got to show them the compassion I have and lead by example."

While TSC is exploring options to have the Reserve Sailors extend beyond their one-year recall, the need for Sailors to join the NMTI ranks is still stronger than ever.

"Both active duty and Reserve Sailors get the ability to lead at a level they will never have again in their careers," said Roux. "This job is demanding, but the Reserve Sailors have always gone out of their way to take the hardest of jobs — the most challenging jobs that offer them the opportunity to grow. They have a lot of talent and different skills sets, and they have brought a wealth of knowledge with them in areas that we don't see every day."

For anyone contemplating becoming an NMTI, Harris doesn't hesitate to recommend accepting this opportunity.

"What's the most gratifying for me is having a Sailor come to me, ask questions about my Reserve time, and for me to be able to steer them in the right direction. Just knowing I'm making a difference in these Sailors, that's the best aspect of this job," said Harris. "If you get the chance to come here, I would jump at that because you'll walk away from here with a different view of the Navy. You're not just going to take away Navy experience; you're going to take away a personal experience and go back home with a different perspective of your own life as well." ○



LIVE OUR VALUES: STEP UP TO STOP SEXUAL ASSAULT

The goal for this year's Sexual Assault Awareness Month (SAAM) is to empower each individual command by taking ownership of this problem and focusing on the day-in, day-out values we should embody.

Sexual assault is a highly underreported crime, and SAAM may be the topic of April, but that does not mean it's the only time of the year when this subject must be discussed. Victims are encouraged to report via either restricted or unrestricted options.

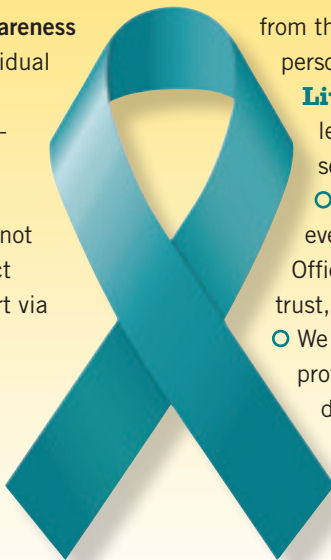
There is no place in a professional work environment for sexual assault. It is a crime and destroys trust, divides teams and degrades operational effectiveness.

The Navy's goal is to eliminate sexual assault by fostering a culture of prevention, which includes effective education and training, a 24/7-response capability to ensure victim support, reporting procedures available worldwide, and accountability that enhances the safety and well-being of all.

Our chain of command is responsible for cultivating a climate of trust and professionalism that is intolerant of sexual assault, sexual harassment, and sexism.

While the Navy has made great progress in adopting a more proactive and comprehensive approach to tackling the problem of sexual assault, it is all our responsibility to continue to change our culture that is surrounding this issue.

In an effort to reinforce, prevent, and eliminate sexual assault



from the Navy, SAAM provides Sailors an opportunity for personal involvement in communicating key messages.

Live our values: Every service member, at every level in our military, must adhere to and internalize service values and standards of behavior.

- Underpinning our entire program is the need for every service member — from new recruit to Flag Officer — to live the values of our profession: integrity, trust, respect, fidelity, and courage.

- We continue to strive for an environment where professional values, team commitment, and respect define how we treat one another at every command, workplace, and throughout our military community.

Step up: Our entire DoD community has a critical role in preventing and responding to sexual assault and must intervene to reduce risk, stop inappropriate behavior, and report crimes.

- Bystander intervention is vital in helping to stop unsafe behavior.

- A service members' decision to act could prevent a sexual assault.

Stop Sexual Assault: Our aim is to reduce, with a goal to eliminate, the crime of sexual assault from the Armed Forces.

- In order to prevent sexual assault, every member of the DoD community must be committed to advancing an environment where sexist behaviors, sexual harassment, and sexual assault are not tolerated, condoned, or ignored.

- Sexual assault, is not only inappropriate behavior, it is criminal behavior. ○

You can find the current instruction on SAAM, NAVADMIN 066/14, at:

www.public.navy.mil/bupers-npc/reference/messages/Documents/NAVADMINS/NAV2014/NAV14066.txt

For more information contact your SAPR Regional Program Manager:

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Reserve Sailor Identifies Maintenance Malfunction

That Stumped Experts

By Mass Communication Specialist 1st Class Julia A. Casper,
U.S. Naval Forces Central Command Public Affairs

It isn't everyday that you hear of a Sailor who has never been to sea, or that the Sailor has never stepped foot on a Navy ship during a 26-year naval career. It is even more rare to hear of that Sailor, with his last opportunity to step foot on a ship, just days before retirement, solving a ship's technical issue, which even baffled the experts.

Every once in awhile there is a dramatic example of just that, a highly qualified Sailor who has the opportunity to bring their unique civilian experience for the betterment of forward deployed naval operations.

Civil Engineer Corps officer Capt. Joseph M. Hinson, a U.S. Naval Forces Central Command (NAVCENT) Reserve Sailor, completing his annual training in Bahrain, had requested through U.S. Naval Forces, U.S. Central Command to visit a ship that was scheduled to go underway prior to his retirement later in the year, and the coastal patrol ship *USS Firebolt* (PC 10) became the ship that would take him out to sea for his first and last underway in more than 26 years of naval service.

For months in the fall of 2013 the *USS Firebolt* had been sitting pier side in the 5th Fleet area of responsibility due to a mechanical gearbox issue that left crew members and technical representatives puzzled. With personnel from the Fleet Technical Support Center (FTSC) also onboard, the *Firebolt* had been regularly scheduling days out at sea to diagnose the stubborn mechanical propulsion gearbox issue, with little insight to solving the anomalous vibrations and noises.

"Two months were spent collecting vibration readings and tearing the gearbox apart searching for the cause of the loud metallic noise that kept us pier side," said Lt. Cmdr. Mitch McGuffie, commanding officer of *USS Firebolt*.

USS Firebolt was scheduled to get underway for additional testing and to collect further rounds of vibration analysis in hopes that the result would identify the gearbox malfunction when Hinson, a civil engineer, came aboard.

"When I learned the purpose of the underway I informed the commanding officer, chief engineer, and technicians that I had 38 years of considerable background experience from my civilian job in diagnosing problems related to various gearboxes, oil systems, and hydraulics, and more specifically to the rotating gearbox, which was exactly the issue the *USS Firebolt* was experiencing, and that maybe I could help."

While underway, Hinson spent most of the day observing tests on the gearbox, reading technical manuals in the engine room,

and talking with the crew and expert technicians who had been flown on to the ship from the United States to deal specifically with this situation.

"Capt. Hinson went out of his way to help us diagnose a problem that had troubled the technical experts for months," said McGuffie. "Our day underway was supposed to be about him, showing him what life at sea was like, but he insisted on spending his time helping us fix our engineering issue."

The crew, technicians and Hinson were not able to arrive at a final solution while underway that day.

"With the lack of hard data available, I tried to take the anecdotal evidence available and reason through what might have occurred with the gearbox," said Hinson. "After returning from my day at sea, I spent time considering the problem and what I knew of it trying to determine the source, which allowed me to submit my findings to Lt. Cmdr. McGuffie on what I believed to be the issue."

Following his visit, Hinson provided *USS Firebolt* with a full report detailing his discoveries and theories on what caused the gearbox maintenance issue, which was then forwarded to the technicians assigned to address the malfunction. The technical community agreed that Hinson's diagnosis was plausible and, over the next few weeks, numerous corrective measures were taken to repair the issue.

"It is important that I be able to use my experience, because this was a problem for the ship, and they were kind enough to allow me to go underway with them. Any help that I could provide would be a benefit to the Navy," said Hinson.

"The impressive work of Capt. Hinson represents how the estimated 60,000 Reserve component members bring their civilian skills and continued support to the fleet globally everyday," said Rear Adm. Kelvin N. Dixon, Vice Commander, U.S. Naval Forces, U.S. Central Command. "We are fortunate to have such dedicated and talented Sailors in our Navy."

"I remain deeply indebted to Rear Adm. Dixon, and Lt. Cmdr. McGuffie for my day at sea aboard *USS Firebolt*," said Hinson. "It will always be one of the highlights of my Navy career."

USS Firebolt is assigned to Commander, U.S. Fleet Forces Command, with the primary mission of coastal patrol and interdiction surveillance in the Arabian Gulf, which is a fundamental piece of the operations outlined in the Navy's maritime strategy. Now that *USS Firebolt* is completely operational it can continue its mission of protecting our nation's coastline, ports, and waterways in support of the war on terrorism. ○

AFPAK Hands

Bringing Skills and Expertise to the Fight

By Mass Communication Specialist 1st Class Christopher Laurent,
Navy Public Affairs Support Element Midwest

As the NATO and ISAF mission in Afghanistan draws closer to an end, the need to sustain diplomacy has moved into a primary goal — maintain international relationships. As part of a joint service effort, the Navy utilizes Reserve Sailors to meet this challenge with a unique program called Afghanistan–Pakistan (AFPAK) Hands.

The AFPAK Hands program stood up in September 2009 to develop a cadre of military and senior civilian experts specializing in the complexities of Afghanistan and Pakistan — the language, culture, processes and challenges.

The mission of the AFPAK Hands program is to support key campaign objectives by involving the participants across all the lines of operation to leverage their expertise in connecting with the Afghan people, Government of the Islamic Republic of Afghanistan and Afghanistan National Security Forces leadership. This role provides the extended diplomacy needed to continue the objective to stabilize the region while implementing effective Counterinsurgency Operations (COIN).



◀ **Afghanistan-Pakistan Hand Lt. Cmdr. Ahmed Qureshi** with members of the Afghan National Army at Tajbeg Palace in Camp Julien, Afghanistan. *(U.S. Navy photo)*

▲ **Afghanistan-Pakistan Hand Capt. Phil Green** assigned as Director Afghanistan-Pakistan Management Element- Forward in Afghanistan. *(U.S. Navy photo)*

“Our SELRES ‘Hands’ integrate their civilian professional expertise with their military specialties, creating a perfect blend of skills needed for advising in a tough, counterinsurgency environment.”

To meet the often rigorous mission requirements, the Navy utilizes Sailors from both active and Reserve components who obligate themselves for almost a four-year tour. During their tenure, Sailors will learn pertinent language skills, spend two tours in an ACPAK region and work directly with the key leadership of U.S. Central Command (CENTCOM).

Since the program began, Reserve Sailors have played a key role in the success of the mission. “From day one, Reserve Sailors have been crucial to the success of the ACPAK mission,” said Lee Johnson, director, Navy Foreign Language Office and Policy Planning Lead for the ACPAK Hands program. “The leadership

and civilian skills Reservists bring to the table have contributed significantly to our Total Force approach.”

“Our SELRES ‘Hands’ integrate their civilian professional expertise with their military specialties, creating a perfect blend of skills needed for advising in a tough, counterinsurgency environment,” said Capt. Karen Newcomb, Naval District Washington ACPAK Hands Program Lead. “Many of these civilian skills are critical, unique, and essential in the mentorship provided to leadership at all facets of the Afghan government.”

Johnson says the participants endure a rigorous training



▲ **Afghanistan-Pakistan Hand** Lt. Cmdr. Ahmed Qureshi attends a training shura during Afghanistan-Pakistan cultural instruction. (U.S. Navy photo)

program for AFPAK Hands. It involves obtaining proficient competency of a specific language for the assignment (Dari, Pashtu or Urdu), cultural training and combat skills training, two tours into a specific region and a stint at CENTCOM in Tampa, Fla. or Naval District Washington, D.C., with various government agencies.

The AFPAK Hands program also offers the experience to work in a joint force environment, as all branches of the U.S. military participate; providing career enhancement for Sailors in the form of leadership and professional development. One such person who has benefited from the assignment is Ensign John Gasbarro, a Reserve Sailor attached to Navy Operational Support Center Newport, R.I.

Gasbarro, who works as a building contractor in his civilian career, began his AFPAK Hands tour as a Builder 1st Class Petty Officer. He learned Dari, served as the team leader with the Combined Forces Special Operations Component Command-Afghanistan District Augmentation and was promoted to the rank of Chief Petty Officer. Shortly after completion of his tour, he was selected for a commission to ensign in the intelligence community.

“The AFPAK Hands program provided me the opportunity to be a leader in a joint service environment,” said Gasbarro. “Likewise, it was the language and cultural skills training of the ‘Hands’ Program, and the fantastic personnel, that really contributed to a successful mission.”

“Many of these civilian skills are critical, unique, and essential in the mentorship provided to leadership at all facets of the Afghan government.”

“We were actually interfacing with Afghans, whether it be villagers or district governors, every day,” said Gasbarro. “We got to see first-hand the tangible results.”

In addition to overseas deployments, Reserve Sailors can be found at every support phase of the program including “HUB” management teams in Washington D.C. and Tampa; at the Joint Staff Afghanistan-Pakistan Management Element, United States Fleet Forces Command, Bureau of Naval Personnel, Naval Mobile

Processing Site, Expeditionary Combat Readiness Command and many of the training sites.

Johnson says the success of the program has brought an optimistic outlook for diplomacy in the region.

“I don’t know how long U.S. forces will remain in Afghanistan,” said Johnson, “however long it may be, it is almost certain AFPAC Hands, due to the singular nature of their skills and duties, will be among the last to leave.” ○

▼ Lt. Cmdr. Ahmed Qureshi and Cmdr. Mark Breeden on their way to Bagram Air Base, Afghanistan. (U.S. Navy photo)





“LONE STAR

By Brian McNeal, Norfolk Naval Shipyard Public Affairs and
MCCS William Lovelady, Commander Naval Air Force Reserve Public Affairs

2 ANYWHERE IN THE WORLD, when the fleet needs people or cargo ‘right here, right now,’ the Navy’s fleet logistics support squadrons deliver in a hurry. This unique, fleet essential airlift capability keeps the mission going with replacement parts, personnel, ordnance or any combination, without the restrictions and delays often associated with commercial transportation.

Recently, the ‘Lone Star Express’ of Fleet Logistics Support Squadron Five Nine (VR-59) was the plug and play delivery arm for a high-priority, Speed to Fleet (S2F) mission transporting a group of technicians from Norfolk Naval Shipyard (NNSY) to a pier in the Mediterranean Sea where they installed a new weapons system, in record time, on a forward-deployed ship.

Members of a fly-away team from NNSY departed for Souda Bay, Greece, with a little more than a week’s notice, to install platforms for the MK-59 decoy system as a part of the Chief of Naval Operations’ Speed to Fleet (S2F) initiative. The MK-59 decoy is a rapid response system capable of providing highly effective defense for ships against modern anti-ship missiles and other threats.

“This was the first time these systems have ever been installed on a ship,” said project superintendent Larry Blevins. “The pre-fabrication work was performed by a contractor for a different ship and since no two Arleigh Burke-class destroyers are the

same, none of the pieces fit properly. Just about every piece had to be modified on-site by our team.”

The S2F initiative accelerates insertion of maturing technologies into the fleet to address critical naval needs. Meeting this initiative presented a number of challenges including acquiring engineering documents, working in foul weather and an extended logistics train.

“Our Navy’s expeditionary force requires air logistics support that is flexible and able to respond quickly as logistics requirements change,” said Commodore Mark Bailey, Commander, Fleet Logistics Support Wing. “Many times, the units that we are assigned to support have very dynamic and unpredictable operational schedules that are dictated not by a long-term plan, but by world events. Because we are scheduled exclusively by the Navy and dedicated to supporting Navy units worldwide, our aircraft and crews are able to make the rapid adjustments needed to effectively support the fleet.”

VR-59

EXPRESS™

Rushes New Technology to the Fleet

Project superintendent Danny Hughes and a team of 43 shipyard personnel overcame a compressed schedule and logistical challenges and successfully completed a first-time installation of critical components aboard USS Ramage (DDG 61), in Souda Bay, Greece. Ramage was on a scheduled deployment supporting maritime security operations and theater security cooperation efforts in the U.S. 6th Fleet area of responsibility.

The shipyard workers were tasked with installing the MK-59 anti-missile defense system on a Navy ship already deployed overseas. The 'Express' delivered 44 passengers and 17,000 pounds of gear to Souda Bay, Crete, in less than 15 hours, with only a brief fuel stop and crew swap.

They did so by pre-positioning a crew in Prestwick, Scotland to keep the aircraft moving through without any 'remain overnight' time before getting the workers to their duty station.

"There are no services in Souda Bay. It's a very small naval support activity," said Hughes. "Everything that had to be flown in went to Sigonella, Italy and trucked to Souda Bay; which took three days. In addition to our supply chain, all of our Technical Work Documents (TWD) were written on-site one after another in piecemeal fashion, a true departure from the norm at the shipyard.

"The initial assessment of this installation for this alteration was eight-10 weeks in an industrial activity. Our team did it in four weeks while moored to a bare pier. It's a testament to the overall attitude of our team of living up to the NNSY motto of 'Any Ship, Anytime, Anywhere.' Our team understood the need for

the system and the threats that exist. They came to the forefront and made a conscious decision this job was going to get done."

The Navy's fleet logistics support community is entirely composed of Navy Reserve aircraft and personnel — both full-time support and drilling Reserve Sailors. Many of the pilots fly similar aircraft in their civilian jobs.

"I am proud to serve in an elite organization like VR-59. This Navy Reserve assignment is the perfect opportunity to have a rewarding civilian career while still being able to serve my nation in support of the fleet," said Lt. Neil Raaz, one of the VR-59 pilots.

"In this time of scarce resources, high-priority, short-notice missions like this one will keep Navy Reserve Fleet Logistics

Support Squadrons relevant and cost-effective for many years to come."

There are other commercial and military sources of air logistics support available to the fleet and they are often used when appropriate. But sometimes, only Navy airlift will get the job done.

"Commercial transportation is often inflexible, unable to carry the type of dangerous cargo we often transport, and frequently unable to meet the operational demands of a deployed fleet," said Bailey. "In addition, commercial air transportation can be prohibitively expensive. When our fleet needs personnel and cargo at a moment's notice, the solution is Navy Unique Fleet Essential Airlift. Only Navy aircraft and aircrews are completely committed to supporting our Navy units, and the importance of effective air logistics cannot be overstated." ○

"When our fleet needs personnel and cargo at a moment's notice, the solution is Navy Unique Fleet Essential Airlift."

Sharpening the Spear

Taking the Edge Off

By Mass Communication Specialist
1st Class Patrick Gordon, Naval Mobile
Construction Battalion Two Five Public Affairs

Eliminating Fear Through Training

▲ Chief Builder Craig Witts checks Chief Steelworker Chad Roberts, both of Naval Mobile Construction Battalion Two Five (NMCB-25), for wounds in a simulated improvised explosive device (IED) attack during the Counter-IED (C-IED) course at the Gulfport Home Station Training Lane. (U.S. Navy photo by Mass Communication Specialist 1st Class Patrick Gordon)

“I got the call to go back in October,” said Construction Electrician Constructionman Dominique Delane, a member of Naval Mobile Construction Battalion Two Five’s (NMCB-25) Communications Department. “I was shocked. I mean, I knew we were going, but I was also like, ‘Meh, they keep saying that and I haven’t gone yet.’ It didn’t really hit me until I was sitting at home by myself one day and I was just thinking ‘Oh my God — I am going to Afghanistan. What am I going to do with myself?’ I was scared, I kind of cried a little bit. I thought, ‘I don’t want to die,’ and every time I’d turn on the news you’d hear about something happening over there or someone getting hurt.”

Delane’s story is not unique. Like many Reserve Sailors, she is deploying for the first time, and didn’t know what to expect prior to her mobilization. However, in the course of training Sailors like Delane, instructors aim to take the mystery — and as a result the apprehension — out of the pre-deployment stage. A Sailor’s first deployment can bring with it a great deal of fear, especially if it takes them to a combat zone. Mostly, fear of the unknown. This fear can drive anxiety in service members unfamiliar with the challenges ahead, who are constantly faced with “what if” situations presented in the pre-mobilization process, and daily reports from the war zone.

This fear can also drive them to learn, adapt, and eventually overcome it. The training that these Sailors receive is some of the best in the world, and they perform it side-by-side with those who have deployed before, creating a learning environment rich with experience.

“Right now we have four primary training courses that everyone goes through, the weapons qualification, the counter-Improvised Explosive Device course, CBR (chemical, biological, radiological), and we have the rollover training,” said Builder 1st Class (SCW/EXW) Chad Smith NMCB-25 training department leading petty officer, who has deployed to Afghanistan three times in his career. “For a first-time deployer, these are big.”

Smith explained that in addition to training the individual Sailor on how to react in an operational environment, the training cycle often mitigates the fear they feel about going to a combat zone through simple exposure and education. To this end, the training staff seeks to prepare the first-time deployer mentally as well as operationally.

“Regardless of the training, the situational awareness after they take a course is probably higher than when they started,” said Smith. “In any of these situations, when the time comes, the average Sailor can say, ‘my heart is racing, but I’ve had the training and I know what to do.’”



▲ **Members of Naval Mobile Construction Battalion Two-Five (NMCB-25)**, prepare to test air quality with a M256 chemical agent detector kit during a simulation. (U.S. Navy photo by Mass Communication Specialist 1st Class Patrick Gordon)



▲ **Hospital Corpsman 3rd Class Sara Phillips** reviews proper use of a 14-gauge decompression needle with fellow members of Naval Mobile Construction Battalion Two-Five (NMCB-25). (U.S. Navy photo by Mass Communication Specialist 1st Class Patrick Gordon)

Delane, Smith, and other members of NMCB-25 have spent months training for what will likely be the last Seabee deployment to Afghanistan. In addition to the four primary courses, members of NMCB-25 have also undergone extensive training in basic and combat life-saving, as well as Afghan culture and language, which Delane admits diminished most of her fear.

“The cultural training was really helpful, because it really helped to let me know what kind of situations and people we’ll be dealing with once we’re over there,” said Delane. “It put my mind at ease a little bit because before the training, I thought that everyone in Afghanistan would be hostile towards us because everything you see on the news is ‘Taliban’ this and ‘al-Qaida’ that. But it was really helpful to learn that there are people there that want and appreciate our help. So after that training I felt more at ease about deploying and interacting with the Afghan nationals. A lot of the training has sort of taken the edge off.”

“Once a Sailor trusts in their training, their worry often subsides and they can focus more on the fundamentals of deployment life,” said Smith.

“Outside of the training spectrum, the first-time deployer wants to know more of the drilled down information about this is where you’re going, this is what you’ll be doing, this is what the people are like around you,” said Smith. “That’s what’s in their heads the most — not necessarily instead of the training but on top of it — those little things. What’s the living situation, what’s the time difference, am I going to be able to contact my family back home easily while I’m there? These are the things that they really want to know.”

When the training cycle ends and Delane and her fellow first-timers start deployment, they can be confident that their time spent training has mentally prepared them for the challenges ahead.

“I feel better now that I’ve gone through some of the training. They’ve given me all of the tools I need to save myself and possibly someone else. We don’t know exactly what to expect but, thanks to the training, in the event of the unexpected we’re covered, we know how to handle this. I know it, I’ve done it, I’m

good. I’m one of those people that if I don’t know how to handle a situation then I’ll freak out, but if I know how to handle it before it happens, I’m good. I trust my training.” ○

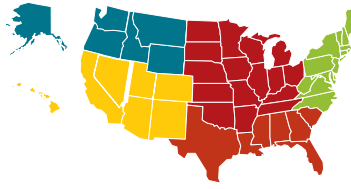
▼ **Construction Electrician Constructionman Dominique Delane** takes a breath after a morning march at Naval Construction Battalion Center Gulfport. (U.S. Navy photo by Mass Communication Specialist 1st Class Patrick Gordon)

“Once a Sailor trusts in their training, their worry often subsides and they can focus more on the fundamentals of deployment life.”



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Navy Region Southwest (619) 532-2925

Navy Support Activity, Washington, D.C. (202) 433-3963

Office of Naval Intelligence (301) 669-5557

Office of Naval Research (703) 696-5031

Puget Sound Naval Shipyard (360) 476-7683

Sealift Logistics Command Atlantic (757) 443-5758

Sealift Logistics Command Europe 011-39-081-568-3568

Sealift Logistics Command Pacific (619) 524-9600

Space And Naval Warfare Logistics Support Group (619) 524-7323

Commander Submarine Force US Atlantic Fleet (757) 836-1341

Commander Submarine Force US Pacific Fleet (808) 473-2517

Submarine Group Nine (360) 396-6530

Submarine Group Ten (912) 573-3733

Submarine Group Two (860) 694-5683

Submarine Squadron Eleven (619) 553-8641

US Africa Command 011-49-711-729-4484

US Central Command (757) 836-4180

US European Command 011-49-711-680-113

US Fifth Fleet 011-973-724-383

US Fleet Forces Command (757) 203-5463

US Joint Forces Command (757) 836-6555

US Naval Forces Africa 011-39-081-568-4634

US Naval Forces Alaska (907) 463-2248

US Naval Forces Central Command 011-973-724-383

US Naval Forces Europe 011-39-081-568-4634

US Naval Forces Japan 011-81-46-816-1110

US Naval Forces Korea 011-822-7913-5795

US Naval Forces Marianas (671) 339-7133

US Naval Forces Southern Command (904) 270-7354 x4304

US Naval Special Warfare Command (619) 522-2825

US Northern Command (719) 554-5920

US Pacific Command (808) 477-9138 US Pacific Fleet (808) 474-8415

US Second Fleet (757)443-9850

US Seventh Fleet 011-81-6160-43-7440 x4090

US Sixth Fleet 011-39-081-568-4634

US Southern Command (305) 437-1261

US Strategic Command (402) 294-0246

US Third Fleet (619) 767-4296

US Transportation Command (618) 229-8269

Navy Reserve Intelligence Command

Reserve Intelligence Command Hdqtrs. Fort Worth, Texas (817) 782-7107

Navy Intelligence Reserve Region Northwest (360) 315-6001

Navy Intelligence Reserve Region Southeast Det New Orleans (504) 678-3411

Navy Intelligence Reserve Region Southeast - Ft. Worth (817) 782-6464

Navy Intelligence Reserve Region Southeast - Jacksonville (877) 882-7396

Navy Intelligence Reserve Region Southwest San Diego (800) 873-4139

Navy Intelligence Reserve Region Southwest Det Denver (720) 847-6240

Navy Intelligence Reserve Region Midwest (847) 688-6273

Navy Intelligence Reserve Region Midwest Det Minneapolis (847) 688-6273

Navy Intelligence Reserve Region Southeast Det Atlanta (678) 655-6380

Navy Intelligence Reserve Region Mid-Atlantic (757) 444-1352

Navy Intelligence Reserve Region Washington (240) 857-7878

Navy Intelligence Reserve Region Midwest Det Millington (847) 688-6273

Navy Intelligence Reserve Region Midwest Det Detroit (847) 688-6273

Navy Expeditionary Combat Command (757) 462-4316

Explosive Ordnance Disposal Group One (619) 437-3700

Explosive Ordnance Disposal Group Two (757) 462-8453

First Naval Construction Division (757) 462-3658

Naval Construction Forces Command (757) 462-3658

Maritime Expeditionary Security Force

Maritime Expeditionary Security Group One (619) 437-9808

Maritime Expeditionary Security Group Two (757) 396-0513

Chief of Naval Air Training

CAOSO (361) 961-3386

CNRF CNATRA/FRS PM (757) 322-6751

SUBMISSION GUIDELINES

PHOTO SUBMISSIONS

Due by the 5th of the month. High-resolution 300 dpi photos. Set camera on the highest setting (TIFF, FINE and/or HQ). Shoot photos of action supporting the story. Posed shots or “grip-n-grins” are the least desirable. If the story is about people receiving awards, show us what they do that garnered that award. Send us the original image. Do NOT tinker with it in Photoshop™ or other image-editing software. We will edit it to fit into our page layout requirements. Include outline information identifying the subjects and what they're doing in the photo. Also credit the photographer.

STORY SUBMISSIONS

Due by the 5th of the month. Monthly columns: at least 500 words. More is okay, we'll edit it. Feature stories: at least 800-1200 words and need supporting photos. Feature-based stories will compel the reader to read the entire story. We do not want a straight-news story written in inverted pyramid newspaper style.

QUESTIONS AND SUGGESTIONS

Please contact TNR staff at cnrfc1@gmail.com or call (757) 322-5652.



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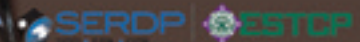
The Chief of Naval Operations Energy and Environmental Readiness Division (N45)
www.navy.mil/local/n45



Navy Environmental Sustainability Development to Integration Program
www.nesdi.navy.mil

THE NAVY'S ENVIRONMENTAL MAGAZINE Currents

The Navy's Environmental Magazine
<http://greenfeet.dodlive.mil/currents-magazine>



Strategic Environmental Research and Development Program
Environmental Security Technology Certification Program
www.serdp-estcp.org



Naval Facilities Engineering Command
www.navfac.navy.mil

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