

TNR

THE NAVY RESERVE

MARCH 2012

Ready and Accessible Force

HISTORY OF THE NAVY RESERVE 10
FORCE MASTER CHIEFS 16
RESERVISTS KEY TO LIFELINE SUPPORT 18

THIS BEACH IS MINE 22
SURFACE WARFARE OPPORTUNITIES 26
SAILOR STRONG 28



Ready Now!



First Navy Reserve
Medal of Honor
ENS Charles Hammann



2011 Reserve SOY
AWFC (NAC/AW)
James Henson

*For 97 years,
Navy Reserve Sailors
have lived our Navy
Ethos, in peace and
war. We exemplify
the highest standards
of service to our
Nation.*

Volume 4, Issue 3

Ethos and Heritage

March 2012

Shipmates,

Our Navy Reserve was established 97 years ago on March 3, 1915, and in those 97 years we have served the Nation with distinction. Our nation is free today in part because of those Sailors who went before us and stood the watch with honor in both peace and war. We can take enormous pride in our Navy Reserve heritage.

By choosing to serve in the Navy, we have chosen a life of service. In doing so, we each made a commitment to be held to the highest standards of integrity, respect, discipline, preparedness, dedication and accountability. These standards are found in our Navy Ethos, first published in 2008, as a tangible statement of the values that are integral to Navy's mission accomplishment.

The Navy Ethos is the product of the many generations of Sailors who served honorably before us, forging our identity. It describes our character, our values, and what we believe. It describes our heritage and defines those of us who serve in the Navy, active and reserve sailors and Navy civilians, regardless of unit, command or community. As the Navy Ethos states, "We are patriots, forged by the Navy's core values of honor, courage and commitment. In times of war and peace, our actions reflect our proud heritage and tradition."

Each word of the Navy Ethos reflects the legacy of those who went before us, the men and women who forged our Navy Ethos. We look to heroes like Ensign Charles Hammann, who landed his battle-damaged seaplane in heavy winds and choppy seas to rescue a fellow pilot in World War I, becoming the first Navy Reserve Sailor – and the first Naval Aviator – to earn the Medal of Honor. We serve alongside shipmates like Aviation Warfare Systems (Mechanic) 1st Class James Henson, our 2011 Navy Reserve Sailor of the year. The product of both heroism under fire in wartime and faithful service in times of peace, the Navy Ethos guides us into the future while paying tribute to the millions who have served before us in our Navy and Navy Reserve.

The 97th Anniversary of the Navy Reserve provides us all with an opportunity to reflect on what we value, who we are, and how our actions reflect those values. Because we embody and live our Navy Ethos, we look to the future with confidence. Representing you and your families in our roles as Chief of Navy Reserve and Force Master Chief is truly humbling and our highest honor.

We who serve in the Navy Reserve have every right to be proud of our service. We can take pride in knowing that whether serving part time or full time, we are all part of the United States Navy, "ready guardians of peace and victorious in war." Guided by our Navy Ethos, Navy Reserve Sailors – "Ready Now, Anytime, Anywhere" – are part of the Navy total force that proudly preserves this legacy for future generations.

VADM Dirk Debbink
Chief of Navy Reserve

FORCM (AW) Chris Wheeler
Navy Reserve Force Master Chief



United States Navy Ethos

- We are the United States Navy, our Nation's sea power – ready guardians of peace, victorious in war.
- We are professional Sailors and Civilians – a diverse and agile force exemplifying the highest standards of service to our Nation, at home and abroad, at sea and ashore.
- Integrity is the foundation of our conduct; respect for others is fundamental to our character; decisive leadership is crucial to our success.

- We are a team, disciplined and well-prepared, committed to mission accomplishment. We do not waver in our dedication and accountability to our Shipmates and families.
- We are patriots, forged by the Navy's core values of Honor, Courage and Commitment. In times of war and peace, our actions reflect our proud heritage and tradition.
- We defend our Nation and prevail in the face of adversity with strength, determination, and dignity.
- We are the United States Navy.

TNR

Vice Adm. Dirk J. Debbink
Chief, Navy Reserve
Commander, Navy Reserve Force

Rear Adm. Buzz Little
Commander, Navy Reserve Forces Command

Rear Adm. John Sadler
Commander, Naval Air Forces Reserve
Deputy Commander, Naval Air Forces

Cmdr. Tom Cotton
Force Public Affairs Officer

Ed Buczek
Deputy Force Public Affairs Officer

Jim Vorndran
Editor-in-chief

Mass Communication Specialist 1st Class (SW/AW)
Corey Lewis, Public Affairs Leading Petty Officer

Mass Communication Specialist 2nd Class
Leslie Long, Creative Director

Mass Communication Specialist 2nd Class (SW/AW)
Elizabeth Merriam, Staff Writer/Webmaster

The Navy Reserve is an authorized publication for members of the Department of Defense (DoD). Contents are not necessarily the official views of, or endorsed by, the U.S. Government, DoD or the U.S. Navy. This monthly magazine is prepared by the Public Affairs Office of Commander, Navy Reserve Forces Command, Norfolk. Contributors may send news and images by mail to: The Navy Reserve, COMNAVRESFOR (N00P), 1915 Forrestal Drive, Norfolk, VA, 23551-4615 or by email to james.vorndran@navy.mil.

The Navy Reserve is always looking for good action photos of Navy Reservists (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 Reserve current and past issues can be accessed online at <http://www.navyreserve.navy.mil>. Navy Reserve News Stand, a Web site featuring Navy Reserve news and photos, plus links to Navy fleet pages, can be viewed at www.news.navy.mil/local/nrf.

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

This Issue: **March 2012**

COMPARTMENTS

02

> Letter from the Editor

03

> Culture of Fitness

04

> Leadership

05

> Travel Smart

06

> Money Matters

07

> Notable

08

> Profiles in Professionalism

30

> Activation/Mobilization Checklist

32

> RC Phone Directory

FEATURES

09

> Polar Plunge

10

> History of the Navy Reserve

16

> Force Master Chiefs of the Navy Reserve

18

> Reservists Key to Lifeline Support



22

> This Beach is Mine

26

> Surface Warfare Opportunities



28

> Sailor Strong

COVER PHOTO: Senior Chief Navy Diver (DSW) Kerry Bridges of Bloomington, Ind., gives the OK hand sign before slipping beneath the ice of Silver Lake in Oakwood Hills, Ill. Photo by Ensign Richard Boettcher.

Letter from the Editor



Shipmates,

Every March I take a little extra time to think about the contributions Navy Reserve Sailors, past and present, have made in the service of our Nation. This month we recognize the 97th anniversary of the Navy Reserve. We have a proud history and a bright future. In this month's TNR you will find two sections that focus on our Navy Reserve history. Starting on page 10 you will find highlights of our force history. By no means does it come close to covering all the great work Navy Reservists have done during the past 97 years, but I hope it gives you an idea of some of the milestones in our history. Also, in our center spread we have a pullout of the 14 Navy Reserve Force Master Chief Petty Officers. I hope every NOSC and Chief's Mess displays it proudly. I have had the honor to know many of our Force Master Chiefs and can safely say they continue to serve our Nation. Most of them have been retired for years yet they continue to live their lives by the standards found in the Navy Ethos.

There is a second reason I mentioned these two sections of the magazine. They were both put together by a friend of TNR, Master Chief Information Systems Technician Jim Leuci. Leuci is a Reserve Sailor assigned to the Naval History and Heritage Command. He is also a member of a volunteer training unit. Leuci and other VTU assigned to his unit work tirelessly to preserve and promote our Navy history. I mention this because I think our Sailors in the VTU exemplify our Navy Ethos. They are committed and dedicated to preserving our history; and they do it for no pay. VTU members continue to serve for many reasons but I think the number one reason is they are committed to mission accomplishment.

Elsewhere in TNR, you will notice we have the first of a new series of reports from Afghanistan. Lt. j.g. Jeff Strong is will be writing the fourth installment about a Navy Reservist's experiences supporting overseas contingency operations. Strong contacted me a few months ago through the Navy Reserve Facebook page. I put the word out we were looking and within minutes he rogered up. Amazing the things social media can do. If you are not a fan of the Navy Reserve Facebook page you should be. Go to www.facebook.com/u.s.navyreserve and become a fan.

Speaking of our continuing series about the life of a Navy Reserve Sailor supporting overseas contingency operations—it is with great sadness that I report our second contributor Chief Mass Communication Specialist Brian Naranjo, the writer of Anchors in the Dirt, passed away two days before I wrote this letter. The Reserve mass communication specialist community is a small one and the Chief's Mess is even smaller. Brian and I worked together closely while he was writing for TNR. In addition to his TNR writings he wrote a book about his experiences in Afghanistan, he had just found a publisher for his book days before he died. I have put together an electronic version of Brian's complete series which you can find on the Navy Reserve homeport. Look for the link to Anchors in the Dirt Collected on the bottom right of the page.

I'll sign off this month hoping you all have great celebrations for our 97th Anniversary.


Jim Vorndran
Editor-in-chief
The Navy Reserve Magazine

CULTURE OF FITNESS

Fitness Trends to Watch

Provided by the American Council on Exercise®



March is a great time to revisit those New Year's resolutions to enhance your fitness and wellness goals. The American Council on Exercise®'s (ACE®) top fitness trends for 2012 are an easy way to gain the physical and mental fitness and strength you and your family members strive for to stay healthy and active during the year.

Try a New Group Fitness Workout

For those struggling to get started with exercise, lacking self-motivation, or feeling intimidated by all those fit people in the weight room, there is a secret weapon: It's called group fitness! Group fitness classes are welcoming, all-inclusive and fun, their popularity remains unrivaled: Zumba, boot camp classes, indoor cycling, small-group training, yoga, aquatic classes and circuits are all big hits for good reason. Exercising with others maximizes the fun and burns calories galore. According to Zumba, a 150-pound person can expect to burn 536 calories during a 60-minute class, or the equivalent of a 540-calorie Ultimate Chicken Grill Sandwich at a fast food restaurant. Thanks to Joining Forces, a comprehensive national initiative that provides free fitness training services and fitness facility memberships to deployed Reservists and their families, you can try different classes today and it's free.

Repeating Old Behaviors, Expecting New Results? Try This Instead

While it's tempting to shed those lingering pounds with quick fixes, such as restrictive diets, exercising regularly and eating healthy foods has repeatedly shown to be the real key to long term weight loss. Dieting may bring short-term results, but through diet only most people tend to regain lost weight and put on even more pounds.

Active Workplace Wellness Programs Equals Healthier, More Productive Employees

According to Gallup's workplace research, employees with high physical wellbeing simply have more energy, higher job satisfaction and get more done in less time. Organize walking meetings and active office social events in lieu of your normal routine. Start an office wellness movement with your co-workers by distributing ACE's free and fun activity coupons. Think of these activity coupons as inspiration for your own workouts or use them to challenge your co-workers — it's free.

A Holistic Approach To Wellness

With more health-conscious consumers looking for overall wellbeing, health clubs that offer their members a wide range of services, including nutrition, wellness programs, physical therapy and stress-management are in greater demand. According to the American Holistic Health Association, to create a better life and feel whole, these four aspects need to be in sync: Body (physical you), thoughts (mental you), feelings (emotional you) and spirit (spiritual you). Consider a fitness facility or health club that offers a range of services that will enhance your overall wellness.

For more ways to stay fit and healthy with free exercises, healthy recipes, workouts, videos, fitness calculators, product reviews and blogs, visit the ACE Get Fit link at www.acefitness.org. Don't wait any longer to reward yourself with the gift of active, healthy living. Sign up today at <http://www.acefitness.org/joiningforces>.

LEADERSHIP

Maximizing Unit Capabilities

Written by Lt. Cmdr. Stephen P. Ferris



The Navy Reserve is required to possess a set of capabilities that can respond equally effectively to an existing need or a new challenge. The Reserve force is especially able to provide these skills since it draws from a set of military and civilian experiences. Unit leadership should focus its attention on blending these experiences to provide a mission ready force that can supplement the active component.

Innovative Training: The key to a mission capable unit is training. But a truly capable unit is developed when its training is innovative. Innovative training is challenging, interesting, and practical. Training exercises and problems can often be borrowed from civilian organizations such as the police department, fire department, builders, hospitals and contractors. Navy leadership should not neglect the opportunity to learn from its sister services. Further, there is much that can be learned from the corresponding civilian professional literature. A review of this material can generate a number of different ideas regarding training exercises and what constitutes the leading edge in professional practices or standards.

Undertake a Civilian Skills Assessment: Too often leadership focuses on a member's service jacket and ignores the substantial skills the individual has as a result of civilian employment. Effective leadership probes beyond job title and learns the specific abilities unit Sailors have gained from their civilian jobs. The potential for identifying useful cross-over skills is immense when a careful and thoughtful inventory of civilian skills is taken.

Understanding Mission: Without a clear understanding of the likely missions that Sailors will be asked to support, it is difficult for the unit to design a training program that is optimal. Leadership should be aggressive in learning about the taskings and jobs that are required when mobilized. This means communicating with supported commands. In many cases, this requires cross-service dialogue and the need to talk in joint terms. Leadership should talk with units that have returned from recent deployments and learn the small things that can make the difference between success and failure. Really good leadership will go one step further and attempt to anticipate the skills required for the future. Sailors should be trained for the needs of the future and not just for the present.

Testing: It is important that leadership provide meaningful testing of the skills that are needed when deployed. This is a way of verifying that the skills have been mastered to allow for a successful mobilization. Leadership must also remember to use awards, liberty, and other recognition as incentives for skill mastery and accomplishment. It should not forget the power of incentive to motivate performance improvement.

Providing valued capabilities to the active forces represents the very purpose for the creation of the Navy Reserve. Unit leadership has a variety of tools, techniques, and tactics available to make sure its Sailors are able to provide the level and quality of support that is expected. Sailors are most likely to meet this expectation when leadership designs unit training with creativity, energy and enthusiasm.

TRAVEL SMART

Travel Update

Written by Yeoman 2nd Class (EXW) Joseph L. Bryant and Yeoman 2nd Class Iris J. Lewis
Commander, Navy Reserve Forces Command N33



Commander, Navy Reserve Forces Command has removed the less than seven-day Defense Travel System (DTS) restriction within the Navy Reserve Order Writing System (NROWS). All NROWS order requests now have the capability of using DTS up to the day of departure with the exception of back-to-back orders, permanent change of station and orders funded by a command other than the one you will be performing duty.

When travel is submitted through DTS the Commercial Travel Office (CTO) has 24 hours to book the submitted reservations. For the member, this means orders must be completed in DTS more than 24 hours in advance of travel.

If a DTS authorization is routed to CTO at 6:45 p.m. on Monday, CTO has until 6:45 p.m. on Tuesday to book the reservation. If the member's flight is at 4:00 p.m. Tuesday, there is potential that travel does not get booked. If so, the member will then have to do an order modification in NROWS to change the date on the orders to give CTO sufficient time to book the flight and route it again through the NOSC.

Once CTO has booked a ticket, the DTS authorization has to be reviewed by the reviewing official (RO) and approved by the approving officials (AO). If it is known that the orders will be short fused, the member must coordinate with the AO in both NROWS and DTS, this way they are prepared to approve it as soon as it routes to their inbox. As always, the NROWS/DTS Help Desk is standing by 24/7 at 1-800-537-4617 for assistance.

In addition, the following information is for travel awareness:

- All travelers flying to and from Guantanamo Bay, Cuba use Air Mobility Command flights. DTS is not an option when flying to and from Guantanamo Bay and commercial travel is not authorized.
- Members will now receive emails whenever orders are held due to a member having a manpower availability status (MAS) code. Reservists are now required to verify their email address in "step 1" of the NROWS application. You will not be allowed to view any other screen without first verifying their email address.
- Reservists now have the option to create trouble tickets online at the NROWS home page. Log into NROWS and click the "Create Trouble Ticket" link in the left column. This allows members to create trouble tickets online 24/7.
- Members also can now view their DTS import information in NROWS. When a member logs into NROWS, he or she can click on the "View Application Details" screen, under "travel info" which will display DTS error code information. This information let you know if the import was successful or unsuccessful and the reason it was unsuccessful.

MONEY MATTERS



Safeguard Your Travel Card

Written by Logistics Specialist 2nd Class (AW) Buffy Pendergrass

Manage your financial accounts and transactions online. You are more likely to uncover fraud quicker when you frequently monitor your accounts online. Check your bank, Government Travel Credit Card (GTCC), and other credit cards and financial account web sites for suspicious or unauthorized activity.

Never provide personal information unless you initiate the contact. Do not click web links when responding to emails or text messages, rather, go directly to the site. Do not respond to automated phone messages or callers prompting you to dial a number or provide personal identifiable information to resolve a bank account issue. Your GTCC bank is Citibank.

Reduce unnecessary access to your personal information whenever possible. Do not carry social security cards or unused credit cards, including your GTCC. Be aware of your surroundings when making public transactions. Cover your ATM keypad and any screens that display sensitive information.

Watch out for deceptive ads and scams. The Federal Trade Commission has taken action against companies that deceptively advertise major credit cards through television, newspapers, and postcards. To avoid being victimized, look for the following signs: Offers of easy credit, a call to a “900” number for a credit card, and credit cards offered by “credit repair” companies or “credit clinics.”

Avoid “Phish-erman’s Specials”! Some tips to help you avoid getting hooked: Don’t reply to an email or pop-up message that asks for personal or financial information, and do not click on links in the message-even if it appears to be from your bank. Don’t cut and paste a link from the message into your web

browser, either. To reach Citibank, only call the number on your GTCC or Citi financial statements. Never email personal or financial information to anyone. Citibank will never ask you for your password and account information in an email.

Practice safe card habits. Never leave your GTCC unattended. Safeguard your personal identification number. Do not write it down, memorize it. Immediately report lost or stolen cards and questionable charges to the bank, and your Navy Operational Support Center GTCC point of contact. If you discover someone else has used your card, promptly report the matter to your Agency Program Coordinator and your bank’s customer service center. Remember you are responsible for the charges to your account. Once your card has been reported lost or stolen, the card is immediately blocked. Citibank will then issue you a new card with a new account number. Be safe with not only your GTCC but with all of your personal information and personal cards.

Card Deactivation! Ensure your card is deactivated by your NOSC GTCC POC when you are not traveling in order to avoid erroneous or unintended use by you and or others who may have accessed your card.

NOTABLE



Photocopying ID Cards

Recent incidents regarding the photocopying of military identification cards and common access cards (CAC), by commercial establishments to verify military affiliation or provide government rates for service, have been reported.

Personnel are reminded that the photocopying of U.S. government identification is a violation of Title 18, U.S. Code Part I, Chapter 33, Section 701 and punishable by fine, imprisonment or both.

Many military members, family members and DoD employees are unaware of this law. Please pass to the lowest level and include in training for force protection, information security and OPSEC.

Criminal elements and terrorist organizations place U.S. government identifications as a high value logistical element when planning acts against the U.S. military.

Although commercial establishments are not prohibited from asking for military or government identification, many government personnel and commercial establishments are unaware of the prohibition on duplication of government identification. Unfortunately, there are no safeguards in place to ensure a government identification card is not counterfeited or “cloned” based on a photocopy by a commercial establishment.

It is recommended that military and DoD personnel provide a state drivers license or other form of photo identification to be photocopied if an establishment insists on photocopying identification.

**NOTE: This does not apply to medical establishments (i.e. doctor’s office, hospitals, etc...) who are allowed take a copy for the purpose of filing insurance claims; and other government agencies in the performance of official government business.*

REMEMBER

Should you witness activity that may be criminal or terrorist in nature, contact the Pentagon Force Protection Agency immediately at 703-692-2729.



PROFILE IN PROFESSIONALISM

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. To nominate a Sailor, email the editor, james.vorndran@navy.mil, for a submission form. Please include a high-resolution (300 dpi) 5"x 7" digital photo of the candidate.



Junalyn Ramos
LOGISTICS SPECIALIST 1ST CLASS

Hometown: I was raised in Guadalupe, Calif. and now live in Grand Prairie, Texas.

NOSC: Fort Worth, Texas

Unit: 9th Naval Construction Regiment

Brief description of your Navy job: For past two years I was mobilized with Naval Mobile Construction Battalion 18 and 22. I was the mobilization manager, Defense

Travel System specialist, and government travel card agency program coordinator, processed travel claims, awards and separations. I also worked with the Movement Control Center in Gulfport, Miss. with planning and coordinating troop movements.

Brief description of your civilian job: I work for Military Sales and Service Company. It is chartered to provide marketing, sales, and field service within the military resale channel at an efficient cost for our vendor partners.

What has been your greatest Navy achievement? Making petty officer first class. What a hurdle...the next one is a mountain. When you have a



Alana Pechon
CRYPTOLOGIC TECHNICIAN (INTERPRETIVE) 1ST CLASS

Hometown: Oakland, Calif.

NOSC: San Jose, Calif.

Unit: Navy Information Operations Command Camp Parks

Brief description of your Navy job: I am a Russian linguist. I analyze foreign language materials and prepare technical reports. These reports provide information on a strategic and tactical level to fleet

commanders and national intelligence agencies.

Brief description of your civilian job: I'm a User Experience Consultant and Interface Architect working in the San Francisco Bay Area. My primary area of interest is human-computer interaction. I also do some programming for the web and mobile applications.

What has been your greatest Navy achievement? After spending a year learning my language, I was so nervous about the final test that I couldn't sleep for three nights leading up to it. When word came back that I had passed, I called my parents, my friends, and just about everybody else that I ever met. The training was the hardest part, but the test is what gave me confidence in my skills.

number of chiefs and first class petty officers pushing you to be where they are now, the pressure is on.

Who has been your biggest influence since joining the Navy? My shipmates. They are who I consider my family away from family. No matter where I go, we know to be there for each other pushing each other forward, getting it done.

What do you enjoy most about the Navy? The people I have met and the places I have gone. I have built relationships where ever I have gone. I have learned from others. It's amazing to see the diversity the Navy has and to watch careers unfold while knowing we all have something to contribute. It's a huge network.

Most interesting place visited since joining the Navy: Singapore. The cleanliness and pride of it. The people are lively and vibrant, the tourists are just fascinated, myself included, by the diversity of the different Asian cultures there; and the food is amazing.

Current hobbies: I enjoy photography and reading.

Who has been your biggest influence since joining the Navy? Chief Cryptologic Technician (Interpretive) Renne Grace has been an inspiration to me ever since I joined my Reserve unit. He truly cares about his Sailors, and he cultivates both an encyclopedic knowledge of Navy regulations and an extensive nationwide network of contacts, so that he can make sure nobody misses any opportunities or entitlements.

What do you enjoy most about the Navy? The people I work with. We have a very tight-knit unit, and our Sailors all look out for one another. The other nice thing is the members all work in very diverse and interesting fields as civilians. We have nurses, journalists, system administrators and students, all working side by side.

Most interesting place visited since joining the Navy: It's not terribly exotic, but I would probably never have made it out to California if the Navy hadn't sent me here to learn my language. My impression was that everybody was either a tree-hugging hippie or a movie star wannabe.

Current hobbies: I've been fortunate to live near this country's two sailing hotspots: Annapolis and San Francisco Bay. While I was stationed in Maryland, I joined the crew of a racing sailboat. When I started, I barely knew which end of the boat was up, but they taught me everything I needed to know.

POLAR PLUNGE

Written by
Chief Navy Diver Troy Laws



▲ Senior Chief Navy Diver (DSW) Kerry Bridges of Bloomington, Ind., gives the OK hand sign before slipping beneath the ice of Silver Lake in Oakwood Hills, Ill. Photo by Ensign Richard Boettcher.

Members of the Navy Reserve (NR) Navy Experimental Diving Unit (NEDU), Great Lakes held their annual ice dive Jan. 21 in Silver Lake, Oakwood Hills, Ill.

The team of U.S. Navy Divers is based out of Naval Station Great Lakes. Their primary mission is to support testing of military diving equipment and perform experimental dive projects to improve U.S. Navy diving tables. The group also provides military diving services to the Great Lakes region, including pier-based security dives and underwater hull inspections of DoD vessels.

The dives were planned and supervised by Chief Navy Diver Troy W. Laws, NR NEDU operations chief and the command's senior diving supervisor. He serves as a Naval Station Great Lakes firefighter and emergency medical technician in his civilian job. He is also a member of the Great Lakes fire department's dive rescue team and a member of the Lake/McHenry County dive team.

Laws picked Silver Lake because of the close proximity to the base. He coordinated

with the Oakwood Hills police chief and the president of Oakwood Hills for permission to use the site for the ice dive.

"This is an annual training that we perform," said Laws. "As a Reserve diving unit we adhere to all active-duty diving standards and protocols. All the equipment necessary for a military ice dive is extensive."

All gear was hand carried to and from the dive site. The divers are required to have a minimum of twin 80-cubic-foot scuba bottles and a lifeline attached to all divers along with full-face masks with wireless communications and dry suits. They dove with two divers in the water and one stand-by diver on the surface.

"The purpose of the dive was training, not only for the divers, but also for the diving supervisors," said Laws.

"I just reported in October and I am already very impressed with this team of highly professional Sailors," said acting Commanding Officer, Senior Chief Navy Diver Kerry Bridges. "As the senior diver, I am ultimately responsible for personal safety and

mission success. These guys are seasoned, professional operators, and they really make my job easier."

The entire operation, from the cutting of two ice holes, setting up the dive station, and performing the dives, and equipment breakdown, took well over 65 man hours.

All divers were able to dive and assist in the operation. The team included Electronics Technician 2nd Class Brady Back, Madison, Wis.; Capt. Harry Whelan, Milwaukee, Wis.; Chief Navy Diver Joseph Vandenoever, Mishawaka, Ind.; Senior Chief Navy Diver (DSW) Kerry Bridges, Bloomington, Ind.; Gunner's Mate 1st Class Chad Ernst, McHenry, Ill.; Gunner's Mate 1st Class John Panek, Oak Park, Ill.; Chief Electronics Technician Benjamin Brooks, Chicago; Navy Diver 1st Class Paul Ford, South Bend, Ind.; Ensign Richard Boettcher, Woodstock, Ill.; and Chief Navy Diver Troy Laws, Oakwood, Ill.

History of the Navy Reserve

1915

March 3

Naval Appropriations Act established “a United States naval reserve”, the Office of the Chief of Naval Operations, and National Advisory Committee for Aeronautics (NACA) which eventually became NASA.



1916

June 3

National Defense Act gives the President the authority to mobilize the Naval Militia in the event of War or National Emergency for duty outside the continental limits of the United States.

August 29

Amendment to the National Defense Act creates the U.S. Naval Reserve Force (USNRF) of six classes, including the Naval Reserve Force Flying Corps, The National Naval Volunteers and the Marine Corps.

December 31

U.S. Naval Reserve manpower is less than 200 officers and enlisted men.

1917

March 19

Secretary of the Navy Josephus Daniels authorizes the enlistment of women into Class 4 of the Naval Reserve Force. Loretta Walsh enlists and becomes the first female Chief Petty Officer. All women are enlisted. There are no female officers.

April 6

The United States declares War on Germany. The State Naval Militias are mobilized. Over 10,000 Naval Militia men are transferred into the National Naval Volunteers.



December 1

The total manpower of the U.S. Navy, including the Reserve Force, is 15,000 officers and 254,000 enlisted men and women. The total number of Reservists mobilized is nearly 60,000.



1918

January 14

Bureau of the Navy circular letter 13-18 establishes new cap ribbons of “U.S. Navy” for active duty personnel and “U.S. Naval Reserve” for inactive duty personnel. The superseded “U.S. Naval Reserve Force” cap ribbons can be worn by Reservists on inactive duty until the current supply is exhausted.

April 1

Naval Reserve Force manpower is over 86,000.

August 27

General Order 418 stipulates the uniforms of Naval Reserve force officers and enlisted men shall be identical to the uniforms worn by officers and enlisted men in the Regular Navy.

November 11

An Armistice was signed that ended the fighting in WWI.

November 30

Naval Reserve Force manpower is over 290,000 which includes 26,000 in Naval Aviation.

1919

July 31

All women on active duty, with a few exceptions, are released from active duty to complete their enlistments in an inactive status prior to discharge. Women are not authorized to reenlist.

November 1

More than 315,000 U.S. Naval Reserve Force personnel have been released from active duty since the war ended.



1920s

September 21, 1921

All Navy message (ALNAV) 67-21 announces the transfer of 225,000 members of the Naval Reserve force, in inactive pay status, to the Volunteer Naval Reserve in a non-pay status. The transfer was due to budget constraints.

June 30, 1922

Naval Reserve force training is carried out through volunteer drills and volunteer weekend cruises without pay of any kind.

1923

Department of the Navy begins to rebuild Naval Reserve Aviation. The aviation units are established at Squantum, Mass, Rockaway, N.Y., and Great Lakes, Ill.

February 25, 1925

Naval Reserve Act reorganizes the Naval Reserve Force into the U.S. Naval Reserve. The new Naval Reserve is organized into three classes: Fleet Naval Reserve, Merchant Marine Reserve and the Volunteer Reserve.

September 1926

The first Naval Reserve Officer Training units are established at six colleges: Harvard, Yale, Georgia Institute of Technology, University of Washington, University of California, and Northwestern University. Over 1,000 students enroll.



1930s

June 30, 1931

The Naval Reserve manpower includes more than 7,500 officers and nearly 35,000 enlisted enlisted.

July 1, 1932

The Naval Reserve budget is cut by 34 percent due to the Great Depression.

1933

All two-week training cruises are cancelled due to lack of funding.

June 30, 1938

The Volunteer Naval Reserve strength is 7,700 officers and 13,000 men.

July 1, 1938

The Naval Reserve Act of 1938 reorganizes the Naval Reserve into four classes: Fleet Reserve, Organized Reserve, Merchant Marine Reserve, and the Volunteer Reserve.

1940s

June 30, 1940

Nearly 2,000 Naval Reservists are on active duty from the Organized Naval Reserve. There are also 3,500 Reservists from the Fleet Reserve on active duty.

October 5, 1940

Secretary of the Navy Frank Knox authorizes the involuntary recall of Naval Reservists.



May 27, 1941

The President declares an unlimited national emergency and all Naval Reservists not already on active duty are mobilized.

December 8, 1941

The United States declares war against Japan. Three days later Germany and Italy declare war on the United States.

April 7, 1942

The Navy Department announces African American males will be accepted for enlistment for general service in the Reserve component of the U.S. Navy.

July 30, 1942

The Women's Reserve (WR) is established. Women Accepted for Emergency Volunteer Service (WAVES) enter the Navy as officer and enlisted personnel. Mildred H. McAfee is commissioned as a lieutenant commander and appointed as the director of the Women's Reserve.



November 9, 1943

Public Law 183 provides for one captain in the Women's Reserve and entitles all WR personnel the allowances and benefits available to men. Lt. Cmdr. Mildred H. McAfee is promoted to captain.

February 1944

The first 13 male African American officers are commissioned in the Naval Reserve. They come to be known as the "Golden Thirteen."



November 1944

The Navy begins enlisting African American women for general service in the Women's Reserve.

December 1944

The first two female African American officers are commissioned in the Naval Reserve.



March 1, 1945

The first African American nurse is commissioned in the Naval Reserve.

June 30, 1945

More than 3,000,000 Naval Reservists are serving on active duty. The total includes 8,385 female officers and 73,790 female enlisted in the Women's Reserve. Naval Reservists account for 84 percent of the war-time Navy.



February 28, 1946

Bureau of Personnel (BUPERS) circular letter 44-46 announces an identification card for Naval Reservists on inactive duty.

August 10, 1946

2,982,462 Naval Reservists have been demobilized since August 15, 1945.

September 1946

Ex-WAVES who have been discharged from active duty are authorized to reenlist for inactive duty in order to maintain a nucleus of WAVE personnel in the Naval Reserve.

December 31, 1946

The reenlistment program that allows WAVES to remain on active duty through July 1, 1947 is closed. Fiscal year (FY) 1947 WAVES active-duty authorization reaches 5,000.

January 1947

Secretary of the Navy James V. Forrestal announces plans to accept vocationally trained non-veteran personnel into the Naval Reserve.



June 29, 1948

A Naval Reserve non-disability retirement plan is authorized for members of the Naval Reserve upon reaching age 60 and completing 20 years of service.

June 30, 1948

BUPERS circular letter 116-48 announces female Navy Reservists on active duty may apply for discharge to reenlist immediately in the Regular Navy.

June 1949

46 WAVE Reserve officers and former WAVE Reserve officers are selected for commissions in the Regular Navy.

July 1, 1949

The Navy announces a record 100,000 Reservists participated in active duty for training during FY 1949.

September 1949

The Navy announces Naval Reserve aviators will soon have access to jet-fighter planes.



1950s

January 1950

The Naval Reserve manpower consists of 174,000 Sailors in the Organized Reserve, 53,000 in the Volunteer Reserve, 19,500 on active duty, and 18,000 enrolled in correspondence courses.

May 1950

The Navy announces the end of a four-year construction project to build Naval Reserve Training Centers (NRTC's). The center in Daytona, Fla. was the last of 316 built.

July 1950

The Naval Reserve established a two-week recruit training course at Naval Training Centers patterned after the Regular Navy recruit training course.



July 1950

A Naval Reserve airship squadron is commissioned at Akron, Ohio. It is the fifth of its kind to be activated. The new squadron will support anti-submarine training and creates 25 Reserve officer and 125 enlisted billets. The squadron will operate K-type airships.

September 22, 1950

USS Haynsworth (DD 700) is recommissioned. Seventy-five percent of the petty officers in the ship's complement are Naval Reservists.



November 1950

The first WAVES involuntarily recalled to active duty are hospital corpsman in the petty officer first, second and third class rates. The plan was put into effect as a result of the Korean crisis.

March 1951

ALNAV 4-51 authorizes Navy and Marine Corps Reserves on active duty to drop the "R" from the USNR and USMCR designations while mobilized or serving on active duty for reasons other than training.

March 1951

Between July 1, 1950 and March 1951, 230,000 Sailors were added to the Navy. Half of the personnel added were Reservists. Seventy percent of the men were serving in the fleet by March 1951

June 1951

The Navy reports 115,000 Reservists had been mobilized during the previous year. The size of the Navy increased from 381,000 in June 1950 to 705,000 in June 1951 which included Regular Navy and Reserve personnel.

September 30, 1951

BUPERS circular letter 167-51 authorizes the new Armed Forces Reserve Medal can be awarded to Naval Reserve personnel in lieu of the Naval Reserve Medal. Both medals require 10 years of continuous service in the Naval Reserve.

November 1951

The Naval Reserve consists of 2,000 Volunteer Reserve Units and another 2,000 Organized Units. 54,000 Volunteer Naval Reservists drill without pay. 146,800 Naval Reservists drill in Organized Units with pay.

December 1951

The Navy announced the new Armed Forces Reserve Medal could be awarded to Naval Reserve personnel in lieu of the Naval Reserve Medal. The announcement states the Naval Reserve Medal would be phased out in 1958.



January 1952

36,800 Naval Reservists were released from active duty during the last six months of 1951.

January 1953

140,000 Naval Reservists were still mobilized on active duty and more than 500,000 were serving on inactive duty.

January 1953

The Navy announced changes to the Naval Reserve as a result of the Armed Forces Act of 1952. The new law imposed an eight-year military obligation on every youth in the United States who becomes a member of the armed forces. The law required men to spend a minimum of two years on active duty followed by six years in a Reserve component. The categories of Ready Reserve, Standby Reserve, and Retired Reserve were created.

June 1954

Identification cards are authorized for dependents of active duty personnel but not for dependants of Reserve personnel.

August 1954

The Navy announced Reserve retirement without pay for former service members who reached age 37 and completed 8 years of service (active and inactive duty). Members placed retired without pay were entitled to wear their uniform at military functions and had permission to use their military title in connection with a business enterprise.

April 1958

The Navy announced a new concept in Naval Reserve training--the Selected Reserve Forces--would provide added strength to the fleet's antisubmarine warfare (ASW) program in the event of mobilization. Two segments of the Selected Reserve were established--the ASW Surface component and the Selected Air Reserve.

May 1959

The Navy announced the activation of Reserve crews for Destroyer Escorts (DE). The ships were to be manned by Naval Reservists and a reduced compliment of active-duty personnel. A total of 30 DE and six Destroyers (DD) were initially designated as Selected Reserve ships. Each ship was placed in an "in service" status. They were manned with an allowance of two active duty officers and 33 enlisted men. The Reserve crew included 10 officers and approximately 165 enlisted.

1960s

October 1961

Secretary of Defense Robert S. McNamara, with approval of the President, ordered the mobilization of forty selected Reserve training ships and eighteen Naval Air Reserve Squadrons.



August 1962

8000 Naval Reserve personnel, recalled in 1961, were scheduled to be released from active duty.

December 1962

There are more than 300 Naval and Marine Corps Reserve Training Centers, 12 Naval Reserve Training Facilities, 140 Naval Reserve electronics facilities, and over 20 Naval Air Reserve Training Units located in the United States.

December 1962

The Navy began transferring Training and Administration of Reserve (TAR) billets to the Regular Navy. The only TAR billets remaining would be those under the cognizance of the Chief of Naval Air Reserve Training and men in the yeoman, personnelman, disbursing clerk, and storekeeper billets under district commandants.

August 1964

Naval Reserve authorized strength for personnel in drill pay status is 126,000. The number of personnel in drill pay status is approximately 119,000.

March 1965

The Navy announced Reservists on active duty no longer had to serve on active duty for 12 months before becoming eligible to enlist in the Regular Navy.

1970s

Jan. 1, 1971

Reserve Destroyers transfer to fleet command.

Summer 1971

USS Gearing (DD 710) goes on three month deployment with active and Reserve fully integrated. This was the first such deployment the Navy had ever tried.

March 17, 1976

SECNAV announces 45 Naval Reserve facilities and centers for closure.

July 30, 1977

President Carter approves an end strength of 87,000 SELRES.



1980s

1980

Training and Administration of Reserve (TAR) billets open to Female officers.

1982

Four Knox class frigates are transferred to the Naval Reserve during a phased introduction to modernize the Reserve force.

Reservists invited to fill billets at the Senior Enlisted Academy.

The Naval Air Reserve Force sets a Navy record when it completed a full year of flight operations without an accident.

1983

The Sea-Air Mariner program is established. The non-prior service program opens an additional 8,000 Reserve jobs.

An organizational move within the Naval Reserve Force places the Reserve air and surface forces under separate commands.

1987

Three Naval Reserve Force frigates are homeported in the San Francisco area. They are the first NRF frigates to be stationed in the area.

1988

Minesweeping specialists, intelligence personnel and other Reservists deploy to the Persian Gulf to serve in the latest area of international tensions.

1990s

1990

The Cold War ended

August 2, 1990 - March 6, 1991

Operation Desert Shield/Desert Storm

1992

Navy Reservists help in the clean up after Hurrican Andrew.

1994

Reservists mobilized to Haiti to provide port security following an overthrow of the Haitian government.

1996

Air Reservists of VR-53 respond to support Operation Assured Response. The Reservists assisted with evacuation and insertion of Navy and Marine Forces in Africa.

2000 to Present

2000

Naval Coastal Warfare units recalled to the middle east following the attack on the USS Cole (DDG 67).

September 11, 2001

Terrorist attacks on the World Trade Center and the Pentagon.



March 20, 2003

Operation Iraqi Freedom begins ongoing Reserve support of overseas contingency operations.

January 2010

Reservists mobilize to support Haiti earthquake relief efforts.

April 29, 2005

President George W. Bush signed a "memorandum for the Secretary of Defense" approving the redesignation of the United States Naval Reserve to the United States Navy Reserve.

February 1, 2011

Navy Reserve Force end strength is 64,766. Reserve Sailors providing global operational support is 17,279. There are 125 Navy Operational Support Centers.

March 11, 2011

Operation Tomodachi began after a 9.0 magnitude earthquake and tsunami hit Japan. Reserve squadrons delivered over 21,000 pounds of food and 90, 000 pounds of relief supplies.

March 19, 2011

Operation Odyssey Dawn began. Reservists served in key positions to support Joint Task Force Odyssey Dawn.



Richard P. Johnson
Aug 1973 - Aug 1975



Joseph Lalley
Aug 1975 - Aug 1976



Harvey L. Murphy
Aug 1976 - Jun 1979



Don W. McDow
Jun 1979 - Jul 1981



Kenneth L. Gallaher
Aug 1981 - Jun 1985



Larry L. Sorenson
Jun 1985 - Sep 1988



Jeffrey A. Brody
Sep 1988 - Oct 1992



U.S. NAVY RESERVE FORCE MASTER CHIEF PETTY OFFICERS 1973-2012



NAVY RESERVE
Ready Now. Anytime. Anywhere.



Paul R. Gauthe
Oct 1992 - Jun 1995



Michael Krbec
Jun 1995 - Apr 1998



Christopher C. Glennon
Apr 1998 - Jul 2001



Tom W. Mobley
Jul 2001 - Jun 2005



David R. Pennington
Jun 2005 - Jun 2008



Ronney A. Wright
Jun 2008 - Jun 2011



Chris T. Wheeler
Jun 2011-Present

Reservists Key to Lifeline Support

Written by Kim Dixon, MSCEURAF Public Affairs



▲ An MH-60S Seahawk helicopter transports supplies from USNS Flint during a vertical replenishment. Photo by Photographer's Mate Airman Stephen W. Rowe.

Sailing in 100-degree heat in the Arabian Gulf, Capt. Keith Walzak, civil service master of Military Sealift Command ammunition ship USNS Flint (T-AE-32), looked from his conning position on the bridge wing to observe his crew during a cargo transfer with MSC dry cargo/ammunition ship USNS Wally Schirra (T-AKE-8).

The cargo transfer took place from Flint in anticipation of a shipyard and drydock period. To meet operational commitments on schedule the Flint's cargo was transferred to Schirra.

During the cargo transfer, Walzak's view would usually include only his crew of civil service mariners, or CIVMARs, preparing, staging, and executing an underway replenishment with another ship. For this mission though, 20 uniformed Navy Reserve

Sailors from Cargo Afloat Rig Teams, or CARTs, worked alongside the CIVMAR crew during cargo transfers.

Reservists from CARTs 1 and 3 supplemented Flint's 99-person CIVMAR crew during the cargo transfer to Schirra. The evolution was a testament of how CART Reservists can deploy rapidly and conduct MSC missions as needed.

Walzak conceived the idea for Flint in early 2011, implementing an initiative endorsed by Rear Adm. Mark H. Buzby, commander, MSC, to consider using a CART for MSC ships that need crew support.

Flint normally operates with enough crew to use three out of its five underway replenishment stations to be used simultaneously. This evolution required temporary crew augmentation for the cargo transfer to Schirra.

"Because this initiative was out there, I suggested that instead of trying to get CIVMARS from every ship in the fleet, why not temporarily ramp up a CART and use those personnel for the event," said Walzak. "The CART is already organized and trained to do stuff like this. MSC loved the idea and ran with it."

CART HISTORY

The Navy originally created CARTs in the early 1990s to augment merchant mariner crews of Modular Cargo Delivery System – or MCDS – ships. The ships had a 46 1/2-foot tower with a

cable to run between that ship and a customer ship. When the cable is connected, the supply ship can transfer cargo to the customer ship across the connecting cable. CARTs were used aboard these ships when it became necessary to activate MCDS ships in the Maritime Administration's Ready Reserve Force, for example during the Persian Gulf War.

The original plan called for each CART to be composed of two officers and 40 enlisted Reserve personnel. They would be trained to operate standardized tensioned replenishment alongside method rigs and to

conduct vertical replenishment, or VERTREP, during underway replenishment operations. Units of that size could operate either two connected replenishment, or CONREP, stations or one CONREP and one VERTREP station simultaneously.

MSC currently has three CARTs. CARTs 1 and 3 have approximately 120 personnel divided into four detachments, located throughout the Northeast United States and California. CART 2 is located throughout the Southeast United States with approximately 90 personnel divided between three

detachments. The teams can either work independently or integrated with a CIVMAR crew and are trained to be proficient in conducting underway replenishments.

“The CARTs are integral to the MSC mission and provide a versatile solution in bringing additional manpower and underway replenishment capabilities in short-fused scenarios when we need it,” said Capt. Sybil Bradley, MSC’s director of Reserve Programs.

MISSION PREP

While CARTs have participated in large-scale exercises such as Rim of the Pacific – held every other year off the coast of Hawaii – or carrier strike group Composite Training Unit Exercises, the opportunities to participate in a full-scale cargo transfer such as this one are few.

MSC headquarters, Military Sealift Fleet Support Command and MSC Central personnel planned for several months before the CARTs traveled to Flint. Linda Harman, MSC Central’s operational support officer, provided logistical support

to CART personnel from the time they were identified for the mission, deployed to Bahrain, embarked aboard Flint, and returned to the United States.

When the call came in mid-June, Lt. Cmdr. Andrea Phelps, CART 3 commanding officer from Navy Operational Support Center Alameda, Calif., was prepared to lead a team made up of her, one chief petty officer and 18 petty officers from CARTs 1 and 3.

“These were men and women who were trained, ready to go and able to make the operational date,” said Phelps. “This was the chance for a lot of hands-on experience. It’s one thing to do it in the school house; another to do it underway on an actual mission.”

Team members from all over the country came from CART detachments in Syracuse, N.Y.; Newark, N.J.; Manchester, N.H.; Reno, Nev.; Atlanta, Ga.; and San Diego, Lemoore, Los Angeles and Alameda, Calif.

The team assembled in Norfolk to complete U.S. 5th Fleet deployment preparations,

including vaccinations, paperwork and refresher training by two underway replenishment instructors. Although a hurricane initially threatened to delay departure, the team left for Bahrain on schedule.

“On arrival in Bahrain, we went straight to Flint and got checked on board, so that the next morning, we could immediately integrate with the civil service mariner crew,” said Phelps. “We mustered with them and started to get all our shipboard qualifications and proficiency training in line so we could start doing the mission with the ship.”

Each of the CART members came with a certain level of training from ashore, which was supplemented by additional training before leaving port, said Walzak.

“Onboard, they received more fork-truck certification, elevator-operation certification and some individual rate training,” said Walzak. “We also did some hands-on training for the team on the UNREP rigs to get acclimated — to get their feet wet.”



Logistics Specialist 2nd Class Frank Vanness prepares a gull wing used to move heavy cargo along steel lines. Photo by Gas Turbine Systems Technician (Electrical) 1st Class Neville Morrison.

With the work in port completed, Flint got underway.

MOVING CARGO

Although one method of using a CART is to create independent rig teams, on this mission the CART members integrated with the existing CIVMAR teams. Prior to the first transfer, the integrated crew prepared more than 3,500 pallets by removing the necessary cargo, placing it on the pallets and wrapping it securely.

“We were breaking out cargo, shuttling cargo with fork trucks, and working the rigs that send across cargo,” said Phelps. “We had someone conning the ship alongside. I think that everyone got something out of it.”

With three teams working three UNREP stations on Flint, the integrated CIVMAR and CART crew worked long days to execute the cargo transfer. Responsibility for various duties shifted throughout the days to keep fatigue and heat stress at a minimum.

“As the delivery ship, we used Flint’s rig,” said Walzak. “But, to ease the burden overall, in the morning evolutions, Flint was the guide, and Schirra conned alongside. In the afternoon, Schirra was guide, and Flint conned alongside. Because it was so hot, we rotated

duties between on-deck and in-hold stations to keep people from being out in the sun all day.”

The Reservists performed roles across all aspects of the cargo transfer.

“This was, in a word, seamless,” said Walzak. “A lot of the CART members had ship experience in their careers, so after some initial training on board, they got right into it. The outlook was like they were members of the crew. They weren’t a separate entity. They did everything every CIVMAR did.”

The integration of the full-time crew and the Reservists was seamless.

“The interaction between the CIVMARs and CART was phenomenal,” said Chief Aviation Ordnanceman Leonard A. Viggiani, a member of CART 1. “We worked together up and down the chain of command with no issues. This mission has proven the CARTs are up to any challenge anywhere.”

Individual CART team members brought skills with them from their civilian careers, as was the case with Navy Boatswain’s Mate 2nd Class Joseph Venezia.

“He works for a paint company in the warehouse and drives fork trucks on a daily basis, so he had more training than that offered by the course that members of

CART attended,” said Phelps. “He also does maintenance on fork trucks. Bottom line, he’s a pretty darn good driver.”

After completing the cargo transfer, Flint returned to Bahrain. The CART members disembarked and returned to the United States.

“Working on a mission of this caliber — with it being highly watched by one- and two-star admirals, to be completed in four days, when given seven — has been one of my most enduring achievements so far in my naval career,” said Logistics Specialist 2nd Class Frank Vanness, a member of CART 1.

The work of the Navy Reservists was valued by the Flint’s crew.

“With the help of the CARTs, this evolution was done in a cost-effective and timely manner while providing the command a great flexibility to man ships,” said Michael Ricci, MSC ammunition ships class manager. “The planning was done incredibly well from both onboard and ashore, and it paid high dividends from my vantage point. As we move ahead at MSC, this evolution will hold great importance as a positive model to plan and execute future missions.”



Boatswain’s Mate 2nd Class Joseph Venezia shuttles cargo to an underway replenishment station. Photo by Boatswain’s Mate 1st Class Gabriel Martinez.

THIS BEACH IS MINE

Written by Lt. Cmdr. Jim Carty, Commanding Officer, Beach Master Unit 2, Det 206



Gunner's Mate 2nd Class Tyler Melton guides a landing craft air cushion (LCAC) onto Anzio Beach at Joint Expeditionary Base Little Creek-Fort Story during Exercise Sand Crab 2011. Photo by Mass Communication Specialist 2nd Class Katrina Scampini.



A Sailor assigned to Beachmaster Unit (BMU) 2 directs a High Mobility Multipurpose Wheeled Vehicle (HMMWV) onto Anzio Beach. U.S. Navy Photo.

“Hopper 86, green beach for landing, ramp one, bow in.” With those words, Senior Chief Boatswain’s Mate Matthew Stewart kicked off the beach phase of annual training for the two Reserve detachments of Beachmaster Unit (BMU) 2. Stewart, a Reservist from Ava, Mo., and Chief Boatswain’s Mate Brad Duncan of Navy Operational Support Center (NOSC) Kansas City, Mo., said those words more than thirty times that day as senior ramp marshals. Stewart and Duncan worked on the beach during craft landing zone (CLZ) operations with landing crafts, air cushioned (LCACs) from Assault Craft Unit (ACU) 4.

Twenty eight Navy Reservists from BMU-2 Dets. 206 from Baltimore, and 208 from Kansas City, Mo. spent two weeks working with their active duty counterparts at Joint Expeditionary Base Little Creek-Fort Story (JEBLCFS), Va.

BMU-2 Dets 206 and 208 provide surge capabilities to the Landing Force Support Party and Beachmaster Unit tactical components as elements of the Naval Beach Group.

“We take pride in our ability to seamlessly integrate with our active duty counterparts to meet mission requirements. Our flexibility to support on short notice, coupled with our complementing civilian skill-sets makes our personnel a highly valued asset,” Lt. Cmdr Wayne Reece, CO BMU-2 Det 208.

The detachments are staffed with a cross section of rating including boatswain’s mates, construction mechanics, gunner’s mates, information systems technicians and operations specialists. The units support the active-duty command by forming Beach Party Team (BPT) 6. They provide beach traffic control, surf salvage operations, and perimeter defense during amphibious operations.

“Our team mission is to become a fully functioning team that can support BMU-2 in the deployment rotation and during emergency situations,” said Duncan. “Because of our Sailors hard work, and great support from BMU-2, I think we took a huge step towards that goal.”

Starting the two weeks practicing their skills with the M9 service pistol and M4 carbon rifle on the small arms range, the team then quickly prepared their vehicles and moved to the beach. The first landings were daytime operations with two LCACs from ACU-4 also based at Little Creek. Under a blue sky and warm sun, the two craft were repeatedly guided ashore both solo and simultaneously, as unit personnel worked on their ramp marshal qualifications. In order to gain the unique perspective of how they as ramp marshals appear to the craft they are guiding, the Sailors took turns embarking on the LCACs and riding to the beach.

“Many of us spend a lot of time down here. It is a highly active Reserve unit but we also volunteer to spend additional time here as well,” said Electronics Technician 2nd Class Jason “Woody” Woodfin. “We have come to know many of the people on the active side and they help us by supporting us.”

The next training was in CLZ night operations. Embarking the team and vehicles at the ACU-4 compound, the group rode to the Fort Story amphibious beach to conduct several hours of landings in the dark.

“Safety and Sailors first. When we are doing operations we do them during the day and during the night. You have to be on your toes for what’s around you, what we’re bringing in off the water, what’s moving across the beach and what’s around your shipmates,” Woodfin said.

Following the safe CLSZ operations, the beach party paired up with Sailors from ACU-2 to practice conventional beach landings. Loading their core vehicles of two five-ton lighter, amphibious resupply, cargo vehicles (LARC), a medium tactical vehicle (MTVR), and a waterbull onto a landing craft utility boat (LCU), the group once again went to the beach. Practicing loading and unloading the LCU, everyone quickly learned it takes a special skill to back an MTVR and waterbull up a ramp from a sandy beach onto the LCU. As instructors, Boatswain’s Mate 2nd Class Lonnie Pauley of NOSC Kansas City and Boatswain’s Mate 1st Class Joe Brate of NOSC Baltimore, passed along their MTVR driving skills to seven unit members, including one of the team’s newest gains, Boatswain’s Mate 3rd Class Ivy Nigro, of NOSC Knoxville, Tenn.

Meanwhile, Construction Mechanic 1st Class Brad Walgren, Logistic Specialist 1st Class Bradley Hawkins, Boatswain’s Mate 2nd Class (SW) Roger Baughman, and the rest of the LARC crews drove into the surf and were honing their skills on the water. Working together,

OUR FLEXIBILITY TO SUPPORT ON SHORT NOTICE, COUPLED WITH OUR COMPLEMENTING CIVILIAN SKILL-SETS MAKES OUR PERSONNEL A HIGHLY VALUED ASSET,” LT. CMDR WAYNE REECE, CO BMU-2 DET 208.

the two LARC crews lit off P-100 pumps to practice firefighting, practiced man overboard drills, conducted beach surveys in the surf, and performed towing operations. Even with all of the activities going on simultaneously, the work of Woodfin and Information Systems Technician 3rd Class Chelsea St. Onge-May in the communications Humvee kept everything running smoothly and safely.

“My previous training at LARC commander school prepared me for this evolution,” said Baughman. “What I bring away every time is



Lighter, amphibious resupply, cargo vehicle (LARC) crews prepare for amphibious operations during Sand Crab 2011. U.S. Navy photo.



Members of Beachmaster Unit (BMU) 2 discuss lessons learned during Medium Tactical Vehicle Replacement (MTVR) training. U.S. Navy photo.

that I increase my level of knowledge. I have been in this unit for years and I always learn something new during each training. This of course helps me contribute more to future missions.”

During the last few days the team was dropped off at the beach by an LCU. There, they established camp, and conducted sustained operations overnight. Through the night, thanks to the impenetrable perimeter defenses designed by the units’ gunner’s mates, the only intruders in the camp was a group of curious foxes.

In the morning, BPT-6’s recent tactical casualty care course graduates showcased their skills.

While being monitored by an active duty corpsman Hospital Corpsman 3rd Class Rodriquez, Boatswain’s Mate 2nd Class (SW) Joshua Whitney and Boatswain’s Mate 2nd Class Larry Nguessan inserted an IV into “casualty” Hull Technician 3rd (AW) Class Christopher Benson. Master-at-Arms Seaman Recruit Johnathan Starks then volunteered to be the “casualty” receiving a nasal tube from Benson.

After backloading the LCU, the team transited back to the BMU-2 compound to washdown and restow all gear. At the end of the day, as everyone washed off the accumulated sand and salt, they could confidently know that they had lived up to the BMU-2 motto of, “This Beach is Mine.”



▲ Cmdr. Thad Shelton, commanding officer of 3rd Fleet Marine Air Operations, demonstrates proposed unit movements at the Sea Spirit Battle Lab during Rim of the Pacific (RIMPAC) exercises. The Battle Lab allows component commanders from each of the participating nations to strategically orchestrate unit placement and timing during combat operations. RIMPAC is a biennial, multinational exercise designed to strengthen regional partnerships and improve interoperability. Photo by Mass Communication Specialist 2nd Class Chris Okula.

Kyle Powers is on a mission. He’s a surface warfare officer (SWO) seeking others to join him. Powers, who calls Wells, Maine home, is a Reserve lieutenant commander and skipper of a Cargo Afloat Rig Team (CART) unit. His unit is responsible for underway replenishment and ordnance support of Military Sealift Command’s combat logistics fleet.

His other job in the Navy Reserve is to find active component junior officers (JOs) who are considering leaving the Navy.

Each year outstanding JOs leave the service. Instead of cutting all ties with the Navy, Powers wants them to consider becoming a SWO in the Navy Reserve.

“The Reserve SWO numbers are low and we need to build our numbers up in the JO ranks. While active duty retention is looking good, we’ve taken a look at ourselves and the surface Reserve is coming up short,” Powers said.

“We know the Navy Reserve has much to offer and that information isn’t always communicated to the fleet. We are trying to get our message out before an officer has made the decision to leave the service.”

Powers spent eight years serving on active duty, where he served on the USS Oldendorf (DD 972) out of San Diego, he also served with on the USS New Orleans (LPD 18) as part of the ship’s pre-commissioning crew, and spent a shore tour at the Defense Information Systems Agency doing communications in Germany.

“I decided my family needed me more than the Navy. So I headed back to New England,” Powers said. “I enjoyed my time in the Navy and I wasn’t sure I wanted to give it all up that quickly. So I began to search around for information on the Navy Reserve. I also knew I wasn’t going to have company provided health benefits and found I could get those benefits with the Reserve.”

Powers wasn’t sure what to expect as he got started, he eventually found himself in a billet as the officer in charge of a CART detachment, that supports USNS supply ship rig teams for UNREPs. He eventually became the commanding officer for the detachment.

“My unit flew in and out of Hawaii to the world’s largest multi-national maritime exercise Rim of the Pacific aboard the fleet oiler USNS Guadalupe (T-AO 200). I spent two weeks at the Military Sealift Command training center re-qualifying on the rigs, driving fork trucks and completing fire-fighting school,” Powers said.



Civilian jobs and being a SWO

Reserve SWOs represent different civilian career fields throughout the country. They work in businesses big and small, as doctors, lawyers, teachers, defense contractors, business owners, and stay-at-home parents.

They also fill many rolls in the Navy Reserve. “As SWOs we tend to be generalists allowing us to choose different specialties to work in. Reserve SWOs work with Navy Expeditionary Combat Command, Military Sealift Command, and on littoral combat ships. They also support combatant commands (COCOM), fleet staffs, and work for surface warfare enterprises,” Powers said.

The varied opportunities means Reserve SWOs are not necessarily the sea going types like active SWOs. “My billet is sea going but much of our role is in support. Sometimes you have to actively seek roles at sea,” Powers said.

Mobilize when it’s right for you

Mobilizing doesn’t mean heading to the Middle East. There are opportunities all over the United States and the world.

“Some Sailors in my detachment mobilize for a year, come back for a year or two, and request orders to mobilize again,” Powers said. “There are several options available to fit anyone’s lifestyle.”

When Powers is on his SWO recruiting missions he talks about Lt. John Wells and Lt. Cmdr Amy Purcell. Wells finds the flexibility of the Navy Reserve ideal with his goals in life. The surface warfare officer joined the Reserve within six months of his separation from active duty knowing it would give him a two-year deferment allowing him to attend graduate school without worrying he would be called for a mobilization.

“After a semester I wanted to make more money to pay for school so I took six month active orders to 4th fleet as an assistant to the chief of staff,” Wells said.

Wells then put the uniform back on full time and was paid just like anyone else on active duty. He continued his coursework at night part time. “Not every masters program is as flexible as the one I was in, but the orders went up to the start of the next semester,” Wells added.

The specialty a SWO chooses to serve in gives officers an opportunity to broaden their experiences. Purcell worked as a surface nuclear officer during her eight years of active duty.

“After some time in the Reserve I started looking to fulfill more than just the basic requirements of drilling one weekend a month and two weeks of annual training,” Purcell said. “I wanted a greater challenge so I took a billet as the operations officer with a 4th Fleet unit. I spend about four days a month directly supporting the active component. I like to be very active in the Reserve, but I can still tailor my involvement around my family’s schedule.

Reasons to stay Navy

Other reasons Sailors choose the Navy Reserve is because of the benefits. SWOs who join the Navy Reserve for three years may be eligible for a bonus up to \$10,000. All drilling Reservists are eligible for TRICARE health benefits which cost \$50 dollars a month for individuals and \$200 a month for family coverage.

“You’ll of course be paid for your time. Our weekends are actually made up of four periods so you essentially get paid for four days for completing each weekend,” Powers explains when talking to active-component SWOs. “As a lieutenant, you can expect to make at least \$10,000 a year and possibly more. Additionally, we get a retirement pension. It is a little different than active duty. It’s based on a point system; number of years served; and begins when you turn 60 years old.”

Deferred Mobilization

Any Sailor who affiliates with the Reserve within six months of the end of active duty is deferred from mobilization for two years. If they affiliate between six months and one year there is a one year deferment.

Drill Weekends and Annual Training

The unit and billet a Reserve Sailor fills impacts the necessary time spent providing support to the Navy. There are jobs where the commitment is one weekend a month and two weeks a year. There are also billets that will keep a Sailor engaged more often. Many Reserve units also allow their members to complete their work by using flexible drills. In many cases there are times when Navy work needs to be done away from the unit drill site. Flexible drills give Sailors the ability to do work when it works for them. Some can provide support during the week at a Navy Operational Support Center or in some cases working from home.

Becoming a Navy Reserve SWO

Sailors leaving active duty should first contact the Career Transition Office (CTO) at the Navy Personnel Command. The CTO knows all about Reserve benefits and how to affiliate. The CTO handles the Reserve affiliation process when someone is still active duty or terminal leave.



Navy Reservist Lt. j.g. Jeff Strong is mobilized to Forward Operating Base Airborne, in the Wardak Province of Afghanistan. He is a Human Resources officer with 25 years in the Navy, over 20 of which were spent as a gunner's mate. Assigned as a combat advisor for the 3rd Kandak (Battalion), 1st Brigade, Afghan National Civil Order police, a highly specialized police force with advanced combat training and firepower, Strong also holds the positions of administrative and intelligence officer within Security Transition Team 6 (STT6). Strong serves on a small team composed primarily of U.S Army military police.

SAILOR STRONG

CHAPTER 1: MOBILIZED!

“You’re being mobilized?!?” That’s the reaction so many others have when they hear a Sailor, Marine, airman, or soldier from the Reserve or National Guard has received word that their country has called. Naturally, curiosity abounds on the part of the member, their family, and anyone else who hears. However, sometimes there is little information that will bring comfort or calm the fears that arise.

Patience: that is the key word that everyone involved in the process has to not only learn but embrace and build upon. Since learning of my own mobilization, I came to realize that the best survival method is to embrace patience.

Regardless of how well prepared I felt, I was never 100% ready for mobilization. Each mobilization is unique. I had to balance loved ones, work, military, faith, and life issues in order to be prepared. These things all change on a continual basis and make it impossible to be prepared at every point. While in the mobilization process at Navy Mobilization Processing Site (NMPS) Gulfport, Miss. I saw so many different situations among the 60 plus people I shared this process with. There were people with pregnant spouses, new babies, new houses, new jobs, recent deaths in their family. It amazed me how dedicated and positive each and every person was.

We also had a petty officer selected for chief within our group as well: Hospital Corpsman 1st Class Amy Eberling. Their ability to balance the demands of mobilization processing with their attempts to fulfill their obligations and training with the chief’s mess deserved respect and admiration. The greatest organization in the world got two incredible new members.

There are several things I did to be as prepared as possible:

I begin talking about the need for patience and understanding on everyone’s part. You won’t have concrete answers to every question

and every concern. The needs of the Navy and the needs of our leadership change according to conditions on the ground. That means that things for us can change too.

Communication is absolutely critical. Once I began the mobilization process, the ability to communicate at times was restricted and at other times the ability to communicate was wide open. I saw both during the days at NMPS. It was helpful that my family knew where important papers and items were. Many people with me had to reach back toward home to obtain a form or a missing paper, and the longer that took the more stressful it was.

I was fortunate I completed the required courses before reaching NMPS. Trying to complete the Navy Knowledge Online courses once you arrive at NMPS consumes time that can be used for other things. Some of the courses are very short and take much less than the estimated time. However, some of the courses take people a long time to complete and can be very confusing.

BEING PREPARED FOR MOBILIZATION IS A RESPONSIBILITY THAT EACH OF US SHOULD TAKE VERY SERIOUSLY.

I learned it was helpful to share information with others mobilized with me. I’ll be sure to keep track of lessons learned so that I can share them with shipmates who will be preparing to mobilize. I learned a lot by talking to people who have been to the same area or who have been through the same NMPS location. At the same time, I seemed to be lacking much information concerning my post-NMPS training site. The lack of information wasn’t crippling by any means, but having accurate information so I knew what to expect alleviated several concerns and helped with my mental preparation.

I found that it is important to rest as much as possible when given time because I never knew when I might have a day off again. The schedule at NMPS is well constructed and the staff do an incredible job at trying to build in what they call “white space” to allow you the time you need, but you never know what is around the corner in the coming days.

I learned to listen to those around me, the NMPS staff, and others who may have more or different experience than I did. I came into this thinking I would be one of the “old dogs,” as I am at my 25th year of service. However, the first day I was here I met a volunteer training unit chief who joined the Navy while I was in grade school and a lieutenant commander who spent 17 years in the Marines before she came to the Navy. We have people that are on their first mobilization and others who are on their sixth, or seventh.

All in all, I would say that the greatest part of preparing to mobilize and getting through the process is to stay positive. There were several people here who had endured massive change in their personal lives — who had struggled through divorce, illness, job loss, and many other things. I saw positiveness displayed by Lt. j. g.’s William Clear and Mike Major, fellow human resources officers who seem to always have a smile on their face and positive things to say to others. Not only does it make their day brighter, but others as well.

Being prepared for mobilization is a responsibility that each of us should take very seriously. The process of attaining that preparation isn’t cookie cutter for each and every person. With patience, understanding, communication, listening skills, and a positive attitude, any mobilization can be a shining highlight within a career serving the greatest country in the world! Until next time: stay positive, watch out for your shipmate, and beyond all stay safe!

Top left: Lt. j.g. Jeff Strong training on a 9mm firing range prior to his assignment with 3rd Kandak Battalion, 1st Brigade, Afghan National Civil Order police in Afghanistan. Top right: Lt. Cmdr. Scott Palumbo (Left) and Lt. j.g. Jeff Strong (Right) meet the commanding officer of the 3rd Kandak Battalion, 1st Brigade, Afghan National Civil Order police for the first time at his headquarters. Palumbo and Strong are the only Navy Reservists assigned to the brigade. Bottom: Lt. j.g. Jeff Strong on patrol as combat advisor with the 3rd Kandak Battalion, 1st Brigade, Afghan National Civil Order police.



Activation and Mobilization Checklist

Required documents for you and your family.

- **PAY/DIRECT DEPOSIT/ALLOTMENT**

- ☐ Voided personal check or deposit slip (displaying bank address/telephone, bank routing/account numbers).
 - ☐ Bank account information (bank address/telephone, bank routing/account numbers) for each desired allotment.
 - ☐ Copy of current mortgage(s) (with principal/interest/tax/insurance breakdown) and documentation of one month's average utilities, OR copy of house or apartment rental agreement and documentation of one month's average utilities.
 - ☐ Copy(s) of current child support agreement(s).
 - ☐ If [Medical Corps (MC), Dental Corps (DC), Medical Service Corps (MSC) (Clinical), Nurse Corps (NC)] certified copies or proof of the following:
 - Current license/certificate – Current BCLS, ACLS, PALS, etc.
 - Current demographic information if MC – Internship
 - Residency – Board certification in specialty or board certification qualifications.

- **SERVICE RECORD/PSD**

- ☐ Certification of discharge/separation (DD-214) for all former periods of active duty.
- ☐ Your birth certificate or passport (for those deploying OUTCONUS).
- ☐ Birth, adoption or guardianship certificates for family members.
- ☐ Social Security Numbers for self and family members.
- ☐ Certified copy of marriage certificate for present marriage.
- ☐ Certified copies of documentation terminating any previous marriage (divorce/annulment/spouse's death certificate).
- ☐ Certification of full-time enrollment for self and college-age dependents from school registrar.
- ☐ Signed statement from licensed physician for dependent parent/children over twenty-one years of age who are incapacitated.
- ☐ Current DON Family Care Plan Certification (NAVPERS 1740/6).
- ☐ Verify emergency Contact Information on Electronic Service Record.

- **LEGAL**

- ☐ Location of current valid will.
- ☐ Copy of current power(s) of attorney.
- ☐ Documentation to support potential legal issues, such as loss of college tuition assistance, loss of security deposit on lease, loss of employee medical benefits.
- ☐ Social Security Numbers for self and family members.

- **SECURITY CLEARANCE**

- ☐ Certified copy of naturalization papers.
- ☐ Names/addresses of personal/professional references (minimum of three each required).
- ☐ Names/addresses/dates of employment for the past ten years (or since graduation from high school).
- ☐ Names/addresses/dates of high school and college.
- ☐ Addresses and dates of all previous residences.
- ☐ Names/dates/places of birth for your parents and your spouse's parents.

- MEDICAL

- | | |
|--------------------------|--|
| <input type="checkbox"/> | Verify Defense Eligibility Enrollment Reporting System (DEERS) information for self and family members. |
| <input type="checkbox"/> | Copy of most recent eyeglass prescription and extra set of eyeglasses. (**NOTE Contact lenses may not be authorized depending upon duty assignment.) |
| <input type="checkbox"/> | Extra hearing aid/batteries. |
| <input type="checkbox"/> | Documentation of significant medical/dental conditions not documented in military medical/dental records. |
| <input type="checkbox"/> | Copy of prescription(s) issued by physician (or other documentation of approved medications). Minimum 90 days supply of medications. |
| <input type="checkbox"/> | Documentation to support enrollment of exceptional family member in available Navy/DOD programs. |
| <input type="checkbox"/> | Documentation of enrollment in TRICARE SELRES Dental Program (TSRDP). |

Complete appropriate Medical Screening documents:

- | | |
|--------------------------|---|
| <input type="checkbox"/> | NAVMED 1300/4, Expeditionary Medical and Dental Screening for Individual Augmentee and Support Assignments to Overseas Contingency Operations |
| <input type="checkbox"/> | NAVMED 1300/5 – 11, Area of Responsibility theater-specific medical screening forms |
| <input type="checkbox"/> | NAVPERS 1300/21, Medical Suitability Certification |
| <input type="checkbox"/> | NAVPERS 1300/22, Expeditionary Screening Checklist |

• PERSONAL

- ☐ Driver's license (to support issuance of government license.)
- ☐ For those authorized POV travel, vehicle registration/insurance documentation.
- ☐ Documentation to support any claim delay and/or exemption.
- ☐ Completed and mailed application for registration and absentee ballot. Federal Post Card Application (FPCA, SF 76), Federal Write In Ballot (FWAB, SF 186).

**** NOTE:** If requirements listed above for Service Record/PSD and Security Clearance are reflected in your service record, you need not bring additional documents.

Navy Reserve Travel and Pay Processing Checklist

What you need to know.

- **MESSING AND BERTHING**

Verify whether you will be reimbursed for commercial or government berthing and messing:

- ☐ A Berthing Endorsement or Certification of Non-Availability (CNA) is required for reimbursement of commercial lodging expenses (hotel costs). If a CNA is not provided on your itinerary and you are directed to stay in government berthing, you must stay in government quarters or obtain a CNA endorsement from the local berthing authority.
 - ☐ Verify government messing availability/non-availability at check-in. If messing is directed but not available, endorsement or order modification is required for meal reimbursement.

• **SELRES PAY AND ALLOWANCE** (FOR AT AND ADT ORDERS)

Upon reporting for duty, submit to that Command's local PSD:

- | | |
|--------------------------|--|
| <input type="checkbox"/> | Orders with Command Endorsements (Note: Orders must be imprinted with the word “ORIGINAL”). |
| <input type="checkbox"/> | Completed and signed ACDUTRA PAY AND ALLOWANCE CHECKLIST (requirement varies by PSD). |
| <input type="checkbox"/> | Electronic Funds Transfer (EFT) Certificate. |

• **SELRES TRAVEL CLAIM CHECKLIST** (FOR ALL ORDERS: AT, ADT AND IDTT)

Submit the following to your Reserve Activity within five (5) working days of completing travel:

- ☐ Completed Travel Voucher DD 1351-2 with ORIGINAL signature.

- ☐ Copy of endorsed orders.

- ☐ Second copy of endorsed orders (only required for IDTT processing).

- ☐ Receipts for lodging (regardless of amount) and all reimbursable expenses. Credit card receipts are not acceptable for rental cars—actual rental car receipts are required.

- ☐ Copy of SATO Travel Itinerary (if travel incurred).

- ☐
- Completed Direct Deposit "verification" form with Electronic Funds Transfer (EFT) data.

- ☐ Certification of Non-Availability (CNA) for commercial lodging/meals from the BEQ/BOQ (if SATO has not already provided this on your Itinerary).

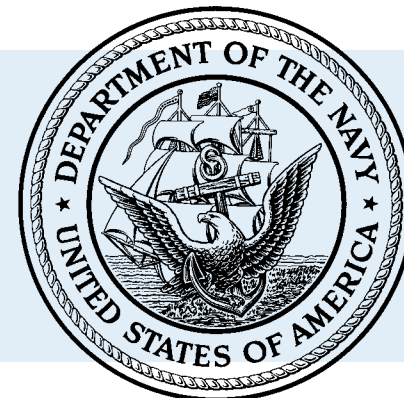
- ☐ Reserve Activity Authorizing Officer (AO) approval.

NOTE: Incomplete Travel Claims can result in returned or incomplete payment!

To minimize errors on your Travel Claims, see detailed instructions for your PSD and global forms at <http://www.pasd.navy.mil>.

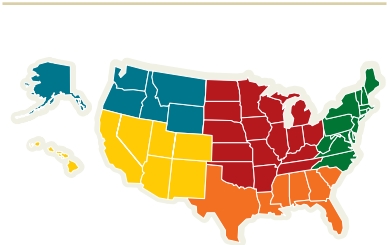
REF: JFTR VOL 1 and JTR VOL 2 / DODFMR VOL9 U2510

Endorsed and approved by: PSAs LANT, WEST, PAC and EUR



RC PHONE DIRECTORY

If any information in this Navy Reserve RC Phone Directory is in error, please Email the editor at james.vorndran@navy.mil with the correction.



Chief of Navy Reserve (703) 693-5757
Office of the Chief of Navy Reserve (703) 693-5757
Commander Navy Reserve Forces Command (757)445-8500
Force Equal Opportunity Advisor and EO Hotline Chief Steven Sawyer 1-877-822-7629 (757) 322-5679

Naval District Washington RCC (240) 857-4880

Region Mid-Atlantic RCC (757) 444-7295

Avoca, Pa. (570) 457-8430
Baltimore, Md. (410) 752-4561
Bangor, Maine (207) 974-1301
Buffalo, N.Y. (716) 807-4769
Charlotte, N.C. (704) 598-0447
Earle, N.J. (732) 866-7288
Ebensburg, Pa. (814) 472-5083
Eleanor, W. Va. (304) 586-0326
Erie, Pa. (814) 866-3073
Fort Dix, N.J. (609) 468-5284
Greensboro, N.C. (336) 254-8671
Harrisburg, Pa. (888) 879-6649
Lehigh Valley, Pa. (610) 264-8823
Long Island, N.Y. (631) 264-2532
Manchester, N.H. (603) 537-8143
New London, Conn. (860) 625-3208
Newport, R.I. (401) 841-4550
New York City, N.Y. (718) 892-0312

Norfolk, Va. (757) 318-4500
Pittsburgh, Pa. (412) 673-0801
Plainville, Conn. (860) 747-4563
Quincy, Mass. (601) 679-4600
Raleigh, N.C. (866) 635-8393
Richmond, Va. (804) 271-6096
Roanoke, Va. (866) 527-6595
Rochester, N.Y. (585) 452-1341
Schenectady, N.Y. (518) 399-2134
Syracuse, N.Y. (315) 455-2441
White River Junction, Vt. (802) 295-0050
Wilmington, Del. (302) 998-3328
Wilmington, N.C. (910) 762-9676

Region Southeast RCC (904) 542-2486 x123

Amarillo, Texas 1-866-804-1627
Atlanta, Ga. (678) 655-5925
Augusta, Ga. (706) 733-2249
Austin, Texas (512) 458-4154
Bessemer, Ala. (205) 497-2600
Charleston, S.C. (843) 743-2620
Columbia, S.C. (803) 751-9251
Columbus, Ga. (706) 322-4670
Corpus Christi, Texas (361) 728-5506
El Paso, Texas (915) 565-3993
Fort Worth, Texas (817) 782-1805
Greenville, S.C. (864) 423-5889
Gulfport, Miss. (866) 502-1271

Harlingen, Texas (956) 425-0404
Houston, Texas (832) 380-7400
Jacksonville, Fla. (904) 542-3320
Meridian, Miss. (601) 679-3610
Miami, Fla. (305) 628-5150
New Orleans, La. (504) 678-8205
Orlando, Fla. (407) 240-5939 x 2117
Pensacola, Fla. (850) 452-1341
Puerto Rico (787) 707-2324
San Antonio, Texas (210) 225-2997
Shreveport, La. (318) 746-9657
Tallahassee, Fla. (850) 576-6194
Tampa, Fla. (813) 828-1971
Waco, Texas (254) 776-1841
West Palm Beach, Fla. (561) 687-3960

Region Midwest RCC 1-847-688-4916

Akron, Ohio (330) 376-9054
Battle Creek, Mich. (269) 968-9216
Chattanooga, Tenn. (423) 698-8955
Chicago, Ill. (847) 688-7860
Cincinnati, Ohio (513) 221-0138
Columbus, Ohio (614) 492-2888
Decatur, Ill. (217) 875-1733
Des Moines, Iowa (515) 285-5581
Detroit, Mich. (586) 239-6148
Fargo, N.D. (701) 232-3689
Grand Rapids, Mich. (616) 363-6889

Green Bay, Wis. (920) 336-2444
Indianapolis, Ind. (317) 924-6389
Kansas City, Mo. (816) 923-2341
Knoxville, Tenn. (865) 545-4720
Lansing, Mich. (517) 482-9150
Little Rock, Ark. (501) 771-0880
Louisville, Ky. (502) 375-3329
Madison, Wis. (608) 249-0129
Memphis, Tenn. (901) 874-5256
Milwaukee, Wis. (414) 744-9764
Minneapolis, Minn. (612) 713-4600
Nashville, Tenn. (615) 267-6345/6352
Oklahoma City, Okla. (405) 733-1052
Omaha, Neb. (402) 232-0090
Peoria, Ill. (309) 697-5755
Rock Island, Ill. (309) 782-6084
Saginaw, Mich. (989) 754-3091
Sioux Falls, S.D. (605) 336-2402
Springfield, Mo. (417) 869-5721
St. Louis, Mo. (314) 263-6490
Toledo (Perryburg), Ohio (419) 666-3444
Tulsa (Broken Arrow), Okla. (918) 258-7822
Wichita, Kan. (316) 683-3491
Youngstown, Ohio (330) 609-1900

Region Northwest RCC (425) 304-3338
--

Anchorage, Alaska (907) 384-6525
Billings, Mont. (406) 248-2090
Boise, Idaho (208) 422-6236
Cheyenne, Wyo. (307) 773-6500
Everett, Wash. (425) 304-4777
Helena, Mont. (406) 449-5725
Kitsap, Wash. (360) 627-2203
Portland, Ore. (503) 285-4566

Region Southwest RCC (619) 532-1842
--

Alameda, Calif. (510) 814-2605
Albuquerque, N.M. (505) 853-6289

Denver, Colo. (720) 847-6205
Fort Carson, Colo. (719) 526-2964
Guam (671) 339-6724
Las Vegas, Nev. (702)632-1455
Lemoore, Calif. (559) 998-3778
Los Angeles, Calif. (323) 980-7131
Moreno Valley, Calif. (951) 656-1199
North Island, Calif. (619) 545-2610
Pearl Harbor, Hawaii (808) 471-0091
Phoenix, Ariz. (602) 484-7292
Point Mugu, Calif. (805) 989-7559
Port Hueneme, Calif. (805) 982-6106
Reno, Nev. (775) 971-6289
Sacramento, Calif. (916) 387-7100
Salt Lake City, Utah (801) 736-4200
San Diego, Calif. (858) 537-8040
San Jose, Calif. (408) 294-3070
Tucson, Ariz. (520) 228-6289

Spokane, Wash. (509) 327-3346
Springfield, Ore. (541) 915-2391
Whidbey Island, Wash. (360) 257-2922
VP-62 (904) 542-4461
VP-69 (360) 257-6969

Fleet Logistics, Support Wing (817) 825-6438
VR-1 (240) 857-3410
VR-46 (817) 782-3420
VR-48 (240) 857-6814
VR-51 (808) 257-3289
VR-52 (609) 754-0908
VR-53 (240) 857-9029
VR-54 (504) 678-3061
VR-55 (805) 989-8755
VR-56 (757) 433-4065
VR-57 (619) 545-6920
VR-58 (904) 542-2380 x110
VR-59 (817) 782-5411
VR-61 (360) 257-6595
VR-62 (904) 542-8557
VR-64 (609) 754-1890
ETD Pacific 808-448-9278
ETD Sigonella 011-39-095-86-5289

Tactical Support Wing (817) 782-5295

VAQ-209 (240) 857-7828
VAW-77 (504) 390-6288
VFA-204 (504) 678-3491
VFC-12 (757) 433-4919
VFC-13 (775) 426-3644
VFC-111 (305) 293-2654

HSC-85 (619) 545-7218
HSC-84 (757) 445-0861

HSL-60 (904) 270-6906
VP-30 SAU (904) 542-3060
VAQ-129 SAU (360) 257-2276
VAW-120 SAU (757) 444-5072
VFA-125 SAU (559) 998-1841
VFA-106 (757) 433-9081
VFA-122 (559-998-3482

Operational Support Offices and Reserve Force Operations Allied Command Transformation (NATO) (757) 747-4071
Expeditionary Strike Group Seven 011-81-98-954-1605
Bureau of Medicine and Surgery (202) 762-3211
Center for Naval Aviation Technical Training (850) 452-9700
Comptroller of Navy (202) 685-7000
Defense Intelligence Agency (202) 231-4044
Defense Logistics Agency (866) 204-4850
Destroyer Squadron Two (757) 444-1452
Employer Support of the Guard and Reserve (ESGR) (800) 336-4590
Expeditionary Strike Group Two (757) 462-7403 x 110
Expeditionary Strike Group Three (619) 556-1470
First Naval Construction Division (757) 462-8225 x 222
Fleet Activities Chinhae, Korea 011-82-55-540-2852

Fleet and Industrial Supply Center Jacksonville, Fla. (904) 542-1000 x144
Fleet and Industrial Supply Center Norfolk, Va. (757) 443-1610

Fleet and Industrial Supply Center Pearl Harbor, Hawaii (808) 473-7928

Fleet and Industrial Supply Center San Diego, Calif. (619) 556-6234
--

Fleet Air Mediterranean 011-39-081-568-4184
Fleet Forces Command (757) 836-3644

Fleet Intelligence Training Center Pacific (619) 524-5814
--

Headquarters US Marine Corps DSN: 278-9360

Joint Chiefs of Staff (703) 693-9753 (703) 695-1033

Joint Tranformation Command for Intelligence (757) 836-7000
--

Judge Advocate General (202) 685-5190
--

Logistics Group Western Pacific 011-65-6750-2645

Marine Forces Reserve (504) 678-1290

Strategic Sealift Readiness Group (800) 535-2580

Military Sealift Fleet Reserve Support Command (202) 685-5155
--

Mine and Anti-submarine Warfare Command San Diego (619) 524-0114

Naval Air Force US Atlantic Fleet (757) 444-2928

Naval Air Forces/Naval Air Force US Pacific Fleet (619) 545-2017

Naval Construction Forces Command (757) 462-3658

Naval District Washington Headquarters (202) 369-7683
--

Naval Education and Training Command (850) 452-4000
--

Naval Facilities Engineering Command (202) 685-9499
--

Naval Health Care Newport, RI (401) 841-3771

Naval Hospital Bremerton, Wash. (360) 475-4000

Naval Hospital Camp Lejeune, N.C. (910) 451-3079

Naval Hospital Camp Pendleton, Calif. (760) 725-1288

Naval Health Clinic Charleston, S.C. (843) 743-7000
--

Naval Health Clinic Great Lakes, Ill. (847) 688-4560

Naval Hospital Jacksonville, Fla. (904) 542-7300

Naval Hospital Lemoore, Calif. (559) 998-4481
--

Naval Hospital Naples Italy 011-39-081-811-6000/1
--

Naval Hospital Oak Harbor, Wash. (360) 257-9500
--

Naval Hospital Pensacola, Fla. (850) 505-6601
--

Naval Hospital Yokosuka, Japan 011-81-46-816-5137
--

Naval Inspector General Hotline (800) 522-3451

Naval Medical Center Portsmouth, Va. (757) 953-5000
--

Naval Medical Center San Diego, Calif. (619) 532-6400
--

Navy Medicine Manpower Personnel Training and Education Command (301) 295-2333

Naval Meteorology and Oceanography Command (228) 688-4384
--

Naval Network Warfare Command (540) 653-5001

Naval Network Warfare Command (757) 417-6750

Naval Operational Logistics Support Center (717) 605-5790
--

Chief of Naval Operations (703) 697-5664

Naval Operations Office of the Chief of Chaplains (504) 678-1394

Naval Operations Office of Naval Intelligence (504) 678-1394

Naval Personal Development Command (757) 444-2996
--

Naval Sea Systems Command (202) 781-1748

Naval Training Support Center Great Lakes, Ill. (847) 688-3536

Naval Special Warfare Command (619) 437-2848

Naval Special Warfare Operational Support Group (619) 522-3232

Naval Station Rota Spain 011-34-956-82-2222
--

Naval Supply Systems Command (717) 605-3565
--

Naval Support Activity, Bahrain 011-973-39-14-6793

Naval Surface Force US Atlantic Fleet (757) 836-3057

Naval Surface Forces/Naval Surface Force US Pacific Fleet (619) 437-2950

Naval War College (401)-841-3304

Navy Criminal Investigation Service Espionage Hotline (800) 543-6289

Navy Emergency Preparedness Liaison Officer Program (504) 678-4264

Navy Expeditionary Combat Command (757) 462-4316

Navy Expeditionary Logistics Support Group (757) 887-7639
--

Navy Information Operations Command(NIOC) Maryland (301) 677-0817
--

NIOC Misawa, Japan 011-81-3117-66-2834

NIOC Norfolk, Va. (757) 417-7112

NIOC Pensacola, Fla. (850) 452-0400
--

NIOC San Diego, Calif. (619) 545-9920
--

Navy Net-Centric Warfare Group (240) 373-3125
--

Navy Installations Command (202) 433-3200
--

Navy Munitions Command (757) 887-4834
--

Navy Personnel Command 1-877-807-8199
--

Navy Region Europe, Africa, and Southwest Asia 011-39-081-568-6777 DSN: 314-626-6777
--

Navy Region Guam (671) 355-1110

Navy Region Southeast (904) 542-2324

Navy Region Hawaii (808) 473-4505

Navy Region Japan 011-81-46-816-3155

Navy Region Korea 011-822-7913-7251
--

Navy Region Mid-Atlantic (757) 322-2800
--

Navy Region Singapore 011-65-67-50-2531
--

Navy Region Hawaii (808) 473-1168

Navy Region Midwest (847) 688-2884

Navy Region Northwest (360) 315-5123

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 Systems Command (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-

TNR

PRSRT STD
US POSTAGE
PAID
MIAMI, FL
PERMIT #2563

