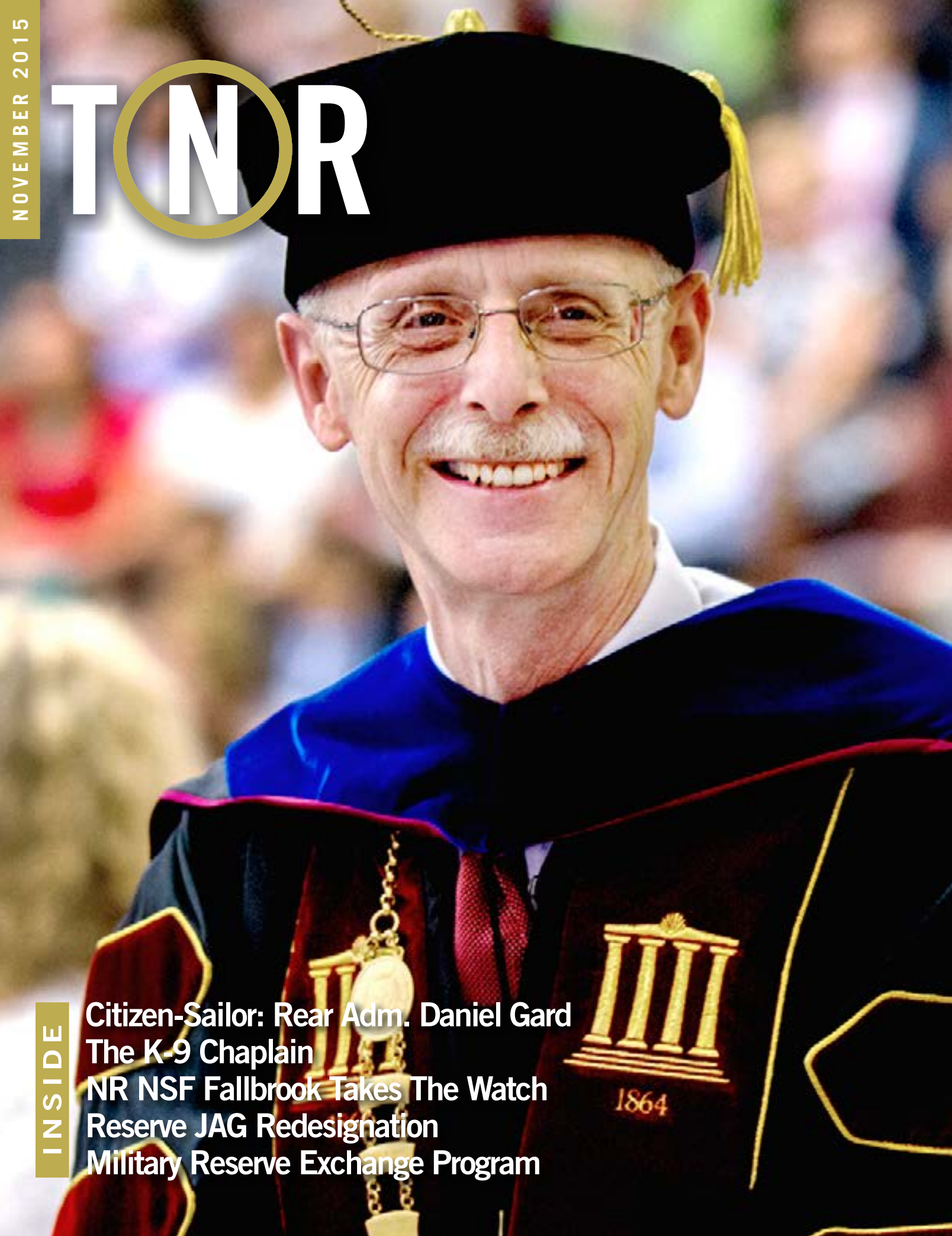


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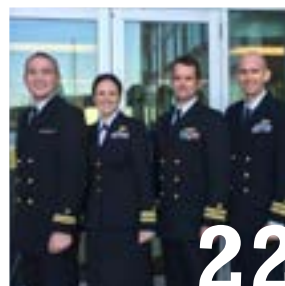
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◀ **Rear Adm. Daniel Gard**, deputy chief of chaplains for Reserve matters, speaks at a commencement ceremony in his civilian role as President of Concordia University Chicago in Illinois. *(Photo courtesy of Concordia University Chicago)*

▼ **U.S. Navy Individual Augmentees at Resolute Support Headquarters, Kabul, Afghanistan**, commemorate Veterans Day with a flag raising. More than 200 active and Reserve Sailors are currently serving in Afghanistan supporting Operation Freedom's Sentinel. (U.S. Navy photo by Lt. Charity Edgar)



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TNR is always looking for action photos of Navy Reserve Sailors (minimum 300 dpi) that tell a story of Reserve Sailor 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 (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. Sept. 1st for the Nov. issue).

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

CHANGE OF ADDRESS: Selected Reserve and Full-Time Support Sailors must submit address changes through NSIPS (Navy Standard Integrated Personnel System) via their Navy Operational Support Center (NOSC) personnel office. If you are not a Reserve Sailor, but would like to be added to the TNR mailing list, please forward your name and address to cnrfc1@gmail.com.

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Vice Adm. Robin R. Braun

Chief of Navy Reserve Vice Adm. Robin Braun visits the “super-sized” DCO class of 16020. Class 16020 was larger than usual with 130 students, from 28 different states graduating from DCOIC. (U.S. Navy photo)



Shipmates,

It is often said that choosing to serve in the United States Navy is one of the most challenging and rewarding decisions a person can make. Whether Active or Reserve, Naval service is not just a commitment, but a way of life. This is especially true for “Citizen Sailors” because along with the Navy, we must balance competing obligations such as family, civilian employers, and community service. This, of course, means carefully managing our time and maximizing the opportunities that come with serving in the Navy Reserve.

One such opportunity I want to mention is the Reserve Component to Active Component (RC to AC) Program. Recently, while visiting Navy Personnel Command’s Career Transition Office in Millington, TN, Force Master Chief Mitchell and I received a brief on this program that allows qualified Reserve Sailors in certain ratings and year groups to transition between the RC and AC to fill critical needs. By leveraging existing skill sets that reside in the Navy Reserve, we are able to help improve AC manning and give qualified RC Sailors an opportunity to resume or begin a career in the AC. To learn more, please check with your Career Counselor or go to: <http://www.public.navy.mil/BUPERS-NPC/ENLISTED/COMMUNITY/SELRES/Pages/EnlistedReserveOpportunities.aspx>

For the senior enlisted community, the Limited Duty Officer (LDO) and Chief Warrant Officer (CWO) Program offers an excellent opportunity for Sailors who want to put their years of experience, knowledge and technical expertise to use in the officer ranks. Currently, the Reserve Force has 300 Junior Officer LDO billets and 170 CWO billets. The in-service procurement board meets every January to select highly qualified enlisted Sailors from the ranks of E6 to E9. I strongly encourage anyone who is interested in pursuing an LDO/CWO commission in the Navy Reserve to read more on the NPC website: http://www.public.navy.mil/bupers-npc/boards/administrative/lldo_cwo/Pages/default.aspx. We need your leadership!

During our visit to Millington, we also met with CDR Michael Leachman and his impressive Sailors at NOSC Memphis. I had the honor of re-enlisting MAC David Brinkerhoff and recognizing him for his outstanding leadership and support at NOSC Chattanooga. Bravo Zulu to Chief Brinkerhoff and the many Sailors who have provided such outstanding support to our Sailors, Marines, and family members in Chattanooga.

This month we were also in Annapolis, Maryland for an All Hands Call with the Sailors of Coastal Riverine Squadron 8, BRAVO Company (CRS-8) and to reenlist EN2 William Ogden. EN2 Ogden and his CRS-8 Shipmates have a multi-faceted mission that includes force protection of strategic shipping and naval vessels operating in the inshore and coastal areas around the globe; planning, control, and coordination of their Boat and Security Departments; and maintaining unit-level readiness. It is an exciting mission for the Navy Reserve.

Finally, with the Holidays upon us, I want to say “thank you” for all you have done this past year as a member of the Navy Reserve, especially as we marked our Centennial year – 100 years of service to our nation! You have carried on the proud tradition of “Citizen Sailors” who are always ready to support the Navy, Marine Corps and Joint Force – anytime and anywhere you are needed. I am extremely proud of the work you continue to do around the world as members of the Navy Reserve team. You have made our Force stronger, more agile, and ready for another century of service!

It is my hope that during this holiday season, you are able to enjoy this special time with those closest to you. I look forward to seeing you in 2016!

Vice Admiral Robin R. Braun,
Chief of Navy Reserve

Force Master Chief (AW/SW) CJ Mitchell

Force Master Chief CJ Mitchell, talks about holiday safety during a video released on his Facebook page. (U.S. Navy photo)



Shipmates,

This is a great time of the year to enjoy the holidays with family and friends. If you haven't seen my holiday video yet on my Facebook page, it's "must-see" viewing (I'm getting comments on my stylish Santa hat). It reminds us to be safe and conduct ourselves safely and professionally both on and off duty. It also provides two important resources for those who could use crisis counseling or financial assistance at any time of year: Military One Source at 800-342-9647; and the Military Crisis Line at 800-273-8255 (text 838255).

February is just a few short weeks away and that means advancement exams. If they haven't already, all of our Sailors eligible to advance should get a copy of their rate bibliography and spend time studying to do well on the exam. Many ratings demand a high degree of technical knowledge, and I understand how complex these 200-question exams can be. For those that are not working directly in their rating and do not have exposure to hands-on OJT, studying for the exam takes on an increased importance. The bibliography will help them hone in on those areas they're weakest in. More information is available at: www.nko.navy.mil/group/navy-advancement-center. Congratulations to those who were selected for advancement to PO3, PO2 and PO1 in November!

For those that are still struggling in ratings with low advancement opportunity, we are working very hard with all billet stakeholders to increase your chances to advance. Please understand that you have options. You have the option to change your rating via RC-RC conversion. You have the option to pursue active duty opportunities via RC-AC or RC-FTS and rating changes. For those with a degree, and some PO1s and CPOs, there are opportunities to earn a commission via either Direct Commission Officer or LDO/CWO commissioning programs. Please communicate directly with your Career Counselor and your chain of command to explore all of your options.

To coincide with the Citizen-Sailor theme of this issue, I want to introduce to you a Navy program called Navy Credentialing Opportunities On-Line (Navy COOL). The newly launched Navy COOL website is an excellent resource to obtain civilian certification for Sailors' current rating skills and/or job assignments – and SELRES are eligible!! The Navy can pay for the certification. Navy COOL helps our Sailors better qualify and align their Navy skill sets to a civilian occupation. To learn more about this great opportunity visit www.cool.navy.mil.

I would like to wrap up 2015 by talking about a different form of service by introducing you to one of our Chaplains and his dog, Izzy. Capt. Jon Cutler is in the U.S. Navy Reserves, currently serving as the force chaplain at Naval Sea Systems Command (NAVSEA) at Washington Navy Yard. You may recall that NAVSEA's building is the site of the tragic September 2013 shooting. This is where Izzy comes into play. Cutler keeps his four-year-old mix behind his desk in the Humphreys building and often takes her around to bring comfort for the many military and civilian personnel still traumatized by that event. The kind words of the Chaplain and the warm temperament of the doggie are bringing comfort to a command that needs it. Service comes in many different forms.

Happy Holidays and Happy New Year! I hope to see you in 2016. Force 15

#AreYouReady?

FORCM CJ Mitchell



Navy Women at Sea

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



Ensigns Linda Crockett, Mary Carroll, Elizabeth Bres, Jo Anne Carlton and Linda Day on the repair ship USS Vulcan AR-5, after reporting for duty on Navy ships.

History was made in November 1978 when nine Navy women officers reported for duty aboard USS Vulcan, USS L.Y. Spear, USS Puget Sound, USS Dixon, and USS Norton Sound. Ensigns Linda Crockett, Mary Carroll, Elizabeth Bres, Jo Anne Carlton, Linda Day, Roberta McIntyre, Macushla McCormick and Charlene Albright reported on November 1. Ensign Jane Gilliland reported the following day. They became the first of 55 officers and 375 enlisted women who would report for sea duty over the following year.

They were not the first Navy women to serve on sea duty. Navy nurses and female hospital corpsmen had served on hospital ships and transport ships in the past. Six years earlier, the Navy conducted a two-year “experiment” assigning women to serve as crewmembers aboard USS Sanctuary AH-17. The results of the Sanctuary experiment showed that women were just as capable as men with regard to sea duty. When USS Sanctuary was decommissioned in 1975, there were no more hospital ships or transport ships in the Fleet.

Title 10 United States Code Section 6015 restricted Navy and Marine Corps women from serving in combat and on sea duty except aboard hospital ships and transport ships. Section 6015 was part of the Women’s Armed Services Integration Act of 1948. The Act made Navy women and the Women’s Reserve a permanent part of the Navy – no longer an auxiliary. However, it was not anticipated in 1948 that there would ever be a need for Navy women to serve aboard combatant ships.

The primary role of Navy women was to maintain a small nucleus of officer and enlisted personnel upon which to build in the event of a national emergency. Women officers were to become experts in the shore establishment in fields such as administration, training, communications, personnel, intelligence, legal, aerology, and planning. Navy women would run shore installations allowing men to return to sea duty.

For 25 years the role of women basically remained the same. However, by 1970, things began to change. The U.S. military faced the end of the draft and the start of an All-Volunteer Force (AVF). With the end of the draft, the number of available 18-year old males, as potential Navy recruits, would drastically decline. However, a plan to expand the fleet, from 500 to nearly 600 ships, over the coming decade would require thousands of new Sailors to man them. The best option was to increase the number of Navy women ashore to release men for sea duty.

Over the next five years the number of enlisted women tripled from 6,000 to 19,000. The number of women Unrestricted Line (URL) officers also doubled from 600 to 1,200. The plan to only use women ashore was not sustainable – there were not enough Sailors available for sea duty. The Navy recognized the need to amend Section 6015 to allow the Secretary of the Navy to assign women to sea duty. In the meantime, the Navy faced a legal challenge to Section 6015 along with the pending ratification of the Equal Rights Amendment. Both of which could put women at sea and in combat.

In July 1978, Section 6015 was ruled unconstitutional. Congress amended Section 6015 in October 1978, to allow women to serve on non-combatant ships. This resulted in the first Navy women officers reporting for sea duty on November 1. The following month, 60 Navy enlisted women reported for duty aboard USS Vulcan in Norfolk, Virginia.

In January 1980, Ensign Roberta “Bobbi” McIntyre, later a Navy Reserve officer, became the first female URL officer to qualify as a surface warfare officer.



Ensign Roberta McIntyre was the first woman officer to qualify as a surface warfare officer (SWO). McIntyre later became a Reserve officer and retired as a captain in 2004.



We have many talented people in our Navy Reserve. Each month we highlight our stellar Sailors and some of the unique careers, skills and services they provide to the fleet.



**Logistics Specialist
2nd Class
Li Peng Duncan**

Hometown:
San Jose, California
Command:
Reserve Component
Command San Diego

Brief description of your Navy job:

I work at Reserve Component Command San Diego. My job is to assist 19 NOSCs and make sure our Reserve Sailors are ready for our missions. I work in the N4 department, assisting with uniform, berthing, messing, and government purchase card and office supply purchases.

What has been your greatest Navy achievement?

My greatest Navy achievement was graduating in the top of my "A" school class. I had my exam score average higher than 97% and became an E-4 six months later, after I checked into my first command.

Who has been your biggest influence since joining the Navy?

My biggest influence in joining the Navy was my recruiter. I was looking for a job and my recruiter introduced me to the Navy and all the benefits the Navy offers. I appreciated all the mentoring he did in regards to me joining.

What do you enjoy most about the Navy?

The one thing I enjoy most about the Navy is we all work together as a big family and always watch out for each other.

Most interesting place visited since joining the Navy:

The most interesting place that I can say I've been to since joining the Navy is Recruit Training Command Great Lakes. I enjoyed my two months there; I believe my boot camp experience was my first impression of how the Navy works as a family.

Current hobbies:

I like to cook, I read a lot of books online and the thing I love the most is being a mother to my little two-year old daughter. I love shopping for her and dressing her up.



**Hospital Corpsman
3rd Class
Brandon Moffett**

Hometown:
Magee, Missouri
Command:
Navy Operational Support
Center Moreno Valley

Brief description of your Navy job:

I am entrusted with the medical readiness of 400 Reserve Sailors. My main job in medical is screening records, drawing labs and administering immunizations. I also supervise the training of 30 Reserve corpsmen. For my collateral duty, I am in charge of information systems and create and monitor all the NMCI/SIPRNET accounts, providing IT support for 400 Reserve Sailors and 20 staff.

What has been your greatest Navy achievement?

I was selected Blue Jacket of the Region 3rd Quarter, FY15. I felt my efforts had a positive influence in the Navy, and that I was making progress in my Navy career.

Who has been your biggest influence since joining the Navy?

HM2 (SW) Opoku Darko mentored me significantly during my first tour. He helped me gain collateral duties and encouraged me to pursue college credits to further my education.

What do you enjoy most about the Navy?

What I enjoy most about the Navy is the diversity. A lot of people come from many different backgrounds, but we are all able to have fun and complete the mission at hand.

Most interesting place visited since joining the Navy:

The most interesting place I visited in the Navy was Patayya, Thailand. Thailand is a country that is rich in culture with many different things to enjoy.

Current hobbies:

I enjoy going to school, working out, playing basketball and football, hiking, watching movies, and hanging out with friends & family.

To nominate a Sailor, send an email to cnrfc1@gmail.com for a submission form. Please include a high-resolution (300 dpi) 5" x 7" digital photo of the candidate.





Navy COOL

By Commander, Navy Reserve Forces Command N15 Force Retention



Do you want to obtain civilian certification for your current rating skills or job assignment? Better yet, would you like the Navy to pay for that certification? For a Sailor, civilian credentials are important for two reasons:

- ★ Credentialing is part of the Navy's workforce professionalization
- ★ Credentialing translates military training and experience into something civilian employers can easily recognize

Credentialing Opportunities On-Line (COOL) helps Sailors find information on certifications and licenses related to their rating, collateral duties, and out of rate assignments. Navy COOL provides information on funding sources to pay for credentialing, including Navy Bucks available through Navy COOL, as well as identifying other sources such as the G.I. Bill. COOL is not a credentialing or testing agency and does not provide registration for or administration of credentialing examinations.

The primary costs associated with credentialing consist of the fees imposed by the Board or Agency granting or renewing the credential. There may also be costs not funded by Navy COOL that are associated with additional education or training necessary to qualify for the desired credential or the continuing education necessary to maintain the credential.

One example is the credentials available for Sailors in the Boatswain's Mate (BM) rating. Navy COOL lists certifications for Associate Safety Professional (ASP) and Certified Safety Professional (CSP) through the Board of Certified Safety Professionals (BCSP). While there may be additional education, training, or experience required to obtain the certification, COOL provides a starting point for the process, guidance on where to obtain necessary information on credential requirements, and identification of funding sources.

COOL is available to both active duty and Selected Reserve (SELRES) Sailors. In addition to having at least one year remaining on contract when COOL funds a certification, the member must meet one of the following criteria:

- ★ Be in the rating mapped to the credential
- ★ Working in or have been ordered to a position mapped to the credential
- ★ Have prior documented experience in an occupation mapped to the credential, and the credential has relevance to the current or future needs of the command or the Navy

In addition to the relevance of the desired credential to the member's rating or military occupation, the member must also meet the following criteria:

- ★ Passed the most recent advancement examination
- ★ Passed, or been medically waived from, the most recent physical fitness assessment (PFA)
- ★ No court martial or non-judicial punishment (NJP) within the past six months
- ★ Recommended for promotion on the most recent performance evaluation

An important aspect of using Navy Bucks to obtain a credential is that one must receive approval for a voucher from the Navy Credentials Program Office BEFORE taking any other action that requires payment (for example: registering for, scheduling, or taking an exam). Failure to receive voucher approval in advance may mean the candidate will have to pay for an examination out-of-pocket, without reimbursement from the Navy.

Complete information on Navy COOL can be found in OPNAVINST 1540.56A and online at:

<https://www.cool.navy.mil/>



New Navy OPSEC App

By Mass Communication Specialist 2nd Class David R. Finley Jr. Commander,
U.S. Fleet Cyber Command/U.S. 10th Fleet Public Affairs

The Navy has released a new mobile Operations Security (OPSEC) App designed to make annual training requirements more accessible to Sailors. “Naval OPSEC” gives Sailors an alternative to completing required OPSEC GMT through the App, while providing instant access to related resources and policies.

“Practicing OPSEC and understanding the OPSEC process will facilitate protecting critical information,” said Jim Magdalenski, director of the Naval OPSEC support team. “If shared or not protected, we leave this information vulnerable to adversary collection and aggregation, which could result in actions taken against us and ultimately result in mission failure or even worse, loss of life.”

Military family members play an active role in OPSEC and are responsible for protecting unclassified critical information.

“One of the biggest benefits for this particular App is that family members can also access the information and complete the training, if they desire,” said Magdalenski. “Family members play a vital role in protecting critical information, and also are the groups most frequently requesting OPSEC training briefs.”

Once training is completed, Sailors and DON civilians are given instructions on how to automatically update their electronic training jackets, with completion reflecting within a few days.

“OPSEC Officers will have all the appropriate reference material at their fingertips to enhance their ship or shore command programs,” said Magdalenski. “The ultimate goal is persistent training and educating for Sailors, civilians and family on OPSEC, ultimately enhancing the readiness of the Navy.”

OPSEC App Features:

- ‡ **Policy/Guidance:** Includes Joint, DOD, Navy and Marine Corps Policies; Navy Tactics, Techniques, and Procedures; Marine Corps Warfighting Publication; and handbooks.
- ‡ **Training:** Features links to three computer-based training modules, as well as information on courses offered by the Naval OPSEC Support Team Norfolk and other OPSEC agencies. This includes “Uncle Sam’s OPSEC” (USOPSEC), a 14-section GMT video-based course designed to educate service members and their families on vulnerabilities and risks associated with sharing too much information, particularly on social media sites and via mobile devices.
- ‡ **Products:** Includes training videos/links on a multitude of OPSEC topics, training briefs, smart cards that provide synthesized information and best practices at a quick glance, and brochures and posters to assist OPSEC program managers.
- ‡ **Assessments:** Features information and resources to assist OPSEC program managers on how to conduct OPSEC assessments at their command. A step-by-step guide, briefing tools, assessment checklists, sample questionnaires, and instructions are included.
- ‡ **Favorites/FAQs:** Highlight parts of the App the user finds most valuable. The Frequently Asked Questions module addresses some of the most common and prevalent OPSEC issues affecting DON personnel today, like spear phishing, social engineering, and computer hacking.



Faith & Service

Citizen-Sailor

Rear Adm. Daniel Gard

Deputy Chief of Chaplains for Reserve Matters
President, Concordia University Chicago

By Lt. Cmdr. Jeffrey Gray, Navy Public Affairs Support Element Midwest

Following in the pastoral and military footsteps of his father, Navy Reserve chaplain, Rear Adm. Daniel Gard, deputy chief of chaplains for Reserve Matters, has provided faith and spiritual guidance to service members for the past 26 years. While his father served 24 years on active-duty, Gard has spent his entire Navy career in the Reserves while at the same time ministering to a civilian parish or teaching as a college professor. Most recently, Gard was installed as the eleventh president of Concordia University Chicago.

With 26 years of service in the Navy Reserve, Gard says he continues to serve because of his love and passion for the Navy and his country. "I'm an old fashioned patriot, and I love my country. I received so many opportunities to exercise my God given gifts as a citizen of the United States. I want to preserve those opportunities for future generations. As a Navy chaplain I'm not a warrior, I'm a non-combatant. My responsibility is to take care of those who protect my country. And I've been provided a humbling opportunity to minister to these amazing and self-sacrificing citizens."

Gard attributes his call to pastoral service to his father, who at one point attempted to dissuade him from a life of

ministry. "My father had a huge influence in my life. He served as a chaplain, and retired from the Air Force after 24 years. His service overlapped the Korean and Vietnam conflicts. In my judgment he was the best pastor I've ever known. Early in my pursuit to be ordained and follow in his footsteps, he tried to dissuade me from pursuing the life of a pastor. He tried really hard. On the day I was ordained I asked him why he had tried so hard. He responded, 'I wanted to make sure you were pursuing the ministry for all the right reasons.' I greatly appreciated my dad's wisdom. Also, my dad's service in the Air Force was a huge part of my identity as a child. He was, and continues to be, an inspiration and role model for me to emulate."

Although his father was in the Air Force, Gard entered the Navy because as a young man in Biloxi, Mississippi, he was intrigued by Navy ships. "One of my father's military friends was in the Navy and he occasionally invited us to tour some of the ships docked at Gulfport. The lifestyle associated with living and working aboard a Navy ship captivated me early." It wasn't until Gard was a parish pastor, attending graduate school as a full-time Ph.D. student that he decided to join the Navy Reserves. "I only intended to stay

four-years. I wanted to feel like I had given something back to the country which has given me so much in my life. And, I also wanted to do some good for some Sailors, Marines, and Coast Guardsmen in the process. I was in ten years before I realized I had forgotten to get out. I was having a ball. As a chaplain, I have the opportunity not only to serve my country, but to serve my Lord. And that's what has kept me going."

There have been many influencers that have had a tremendous impact on Gard's professional and personal development throughout his career, both chaplains and line officers. Amongst those influencers were a Marine Col. who, very early in his career, said to him, "Chaplain I want you to know I don't need another line officer here. My Marines don't need another line officer. I need a chaplain, you will be their chaplain." That conversation greatly impacted Gard because it made him understand that his primary role, his most important task, was to be a chaplain. They didn't need him to fill a different role as a staff officer that wasn't his. According to Gard, "He wanted me to be there to strengthen his Marines, because he loved his Marines. He wanted me to strengthen them spiritually, because that is part of their readiness."



(All photos courtesy of Concordia University Chicago)

Citizen-Sailor: Rear Adm. Daniel Gard



Having served in the chaplains corps for so many years, Gard has forged many strong relationships with fellow chaplains and representatives of other faiths from all over the world that have collectively had a significant impact on his career. “The bond of service is extremely strong within the chaplain corps, and between ministers of different faith communities. I have friends who are Rabbis. They’ve been my friends for years. I wouldn’t have had the opportunity to know them in all likelihood as a civilian pastor, because I would have been too busy with my own parish. Being in the Navy Reserve has provided me with the opportunity to expand my world horizons.”

The Navy Reserve has enabled Gard to experience a wide range of viewpoints and beliefs he would not normally have exposure to. “As a pastor you tend to become parochial and live in your own little world. You can’t do that in the Navy.

I have been blessed to work with a broad range of people and be a part of their lives, and them be a part of mine. They cover a broad range of backgrounds and beliefs. They aren’t distant or far, they’re your shipmates. Each one has had an influence on my life. For me, working and living in this type of environment is an honor.”

Gard views his role in his civilian position as similar to his Navy job. “The role of a college president is very similar to that of a commanding officer in the Navy. I have ultimate responsibility for what happens here on campus. I’m ultimately responsible for all the faculty, staff, and students. That doesn’t mean I can personally do everything, I simply cannot. Thus, I rely on a tremendous group of administrators and staff that do fantastic work.”

As he has promoted through the ranks of both the military and academia, Gard has

had to learn to let go of working directly on projects, now delegating them to junior staff. “I’ve learned, as I have had to in the Navy, and now as a Flag officer, that I’m no longer an action officer. I can’t be. I’ve always loved being the action officer. I always got a great kick out of seeing an objective or project through to completion. Finding the pieces that go together and managing the project, and getting different groups of people together to complete the objective or project.”

Now at the pinnacle of his career, Gard sees the project work flow process, and his role in it, from a different perspective. “What I didn’t know at the time was that a Flag officer came up with the idea and then it came down to me to do all of the fun work. The same principal applies to my position as the president here at Concordia University Chicago.”

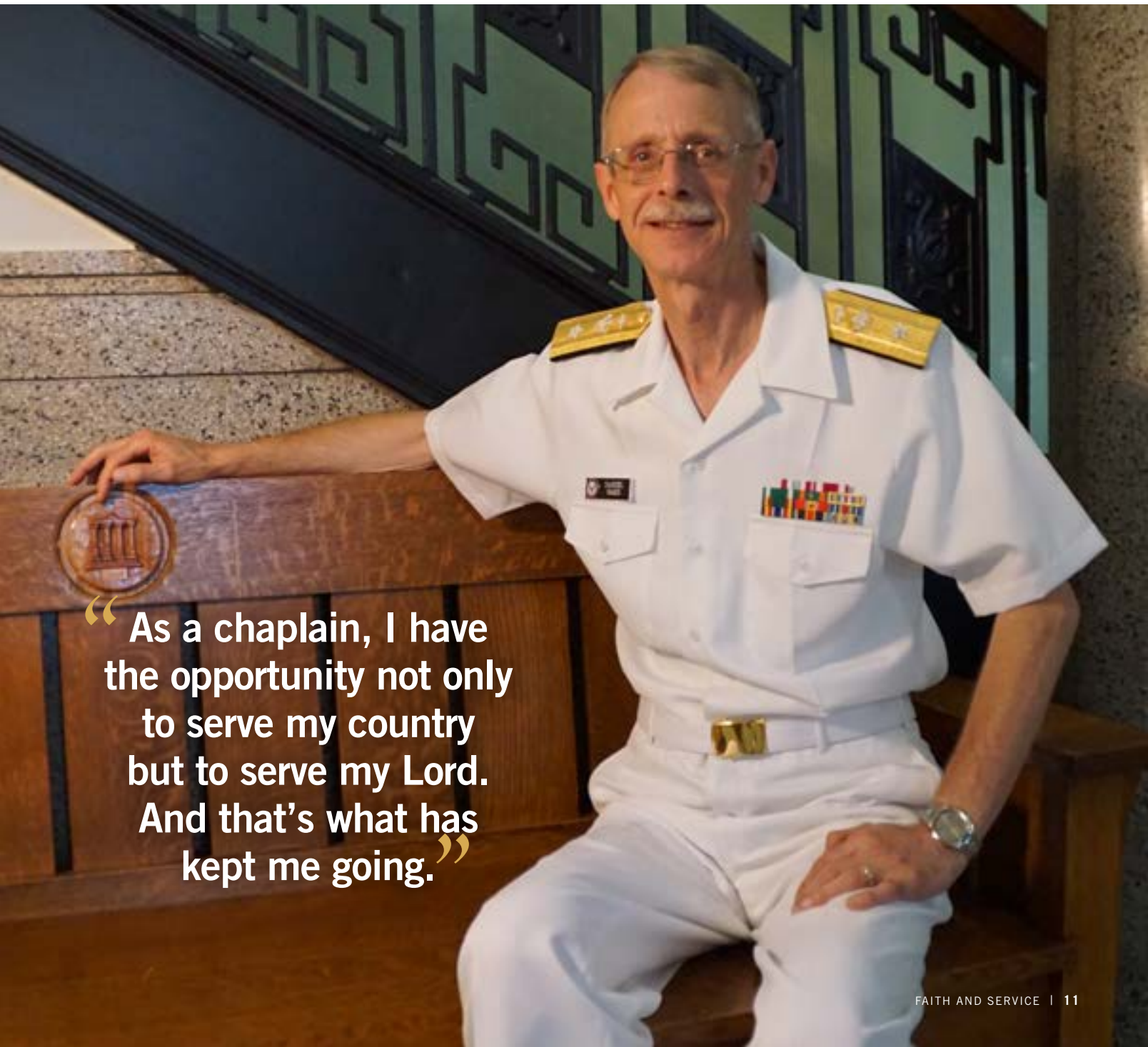
Although a non-combatant, Gard has had his share of active duty time having

deployed three times in his career. One of his most meaningful deployments was during rescue and recovery operations at the Pentagon immediately following the tragic events of Sept. 11. At that time, he was brought to the Pentagon to be the on-scene chaplain working alongside the rescue crew. On that day, his life changed. “It reshaped my entire world view. What a privilege to be there with those who were heroically working thru the rubble and to be on the scene as a chaplain, as a pastor, with the families of those whose lives had been taken that day,” said Gard.

With everything that he has experienced

throughout his military career, one of his fondest memories is from a time during Holy Week on Easter Sunday with the Seabees where he received a lesson in theology from an unforeseen source. “Knowing that I’d be presiding over Easter services I packed a brand new uniform and boots as I headed out to the field with the Seabees. We were out in the field, in the dirt and mud. I tried really hard to keep my uniform as clean as possible, but it was impossible. Later, during religious services and the celebration of the Eucharist, a chief petty officer came to me and made the following comment, ‘Pastor,

you’ll never understand the Eucharist until you’ve celebrated it while kneeling in the mud.’ He had given me one of the most profound lessons in theology I’ve ever received. What I took away from the chief’s statement was – God is with us even in the dirt and mud. He comes to us when we’re covered with mud and when we’re down in the midst of life itself. He doesn’t only come to us in the beauty of a huge cathedral of stained glass and gold. He comes to us in the dirt of our lives, and lets us know that we’re never alone. I’ll never forget that experience and what the chief said.” ○



“As a chaplain, I have the opportunity not only to serve my country but to serve my Lord. And that’s what has kept me going.”



Imagine yourself during combat operations at your operations terminal in a Forward Operating Base (FOB) operations center when the first of three, vehicle-borne improvised explosive devices (VBIED) breaches a 75-foot hole in the perimeter of your base. You are struck with debris, shrapnel, and any gear between you and the explosion, causing a concussion and lacerations all over your body. What would your first reaction be? Where would you go? What would you do? That is the situation Master Chief Naval Aircrewman Douglas White found himself in on August 28, 2013 at FOB Ghazni, Afghanistan.

White, a Selected Reserve Sailor, is a mechanic for United Air Lines in San Francisco, California, and currently serves as the Naval Air Training and Operating Procedures Standardization (NATOPS) leading chief petty officer as well as C-130 flight engineer for VR-55 on Naval Air Station (NAS) Point Mugu.

While mobilized with Combined Joint Special Operations Task Force-Afghanistan (CJSOTF-A) as assistant officer-in-charge, White and personnel aboard FOB Ghazni experienced a coordinated attack by insurgents. Three VBIEDs, mortars, rocket propelled grenades (RPGs), and small arms fire were employed to breach the base perimeter, allowing insurgents with suicide vests to storm the base. One

VBIED (estimated at 3000 pounds of explosives) detonated approximately 450 feet from the Guardian Six Scan Eagle unmanned aerial system (UAS) operations center where White was in command. It emitted a blast powerful enough to shatter the windows across the base and dislodge buildings 900 feet away from their foundations. The Scan Eagle personnel conducting flight operations, including White, were thrown to the ground. Despite sustaining a concussion and lacerations to his face, leg, and arm, White positioned himself between the oncoming insurgents and three unarmed personnel, firing his M-4 to drive the enemy away from the Scan Eagle operations center. When the opportunity arose, he escorted the three civilians to safety and returned to the flight line. There he observed 15 more unarmed civilians, unaware of suicide vests in the FOB, taking cover in the hangar which he escorted to a secure location.

As the fighting continued on FOB Ghazni, White recognized a potential hazard for the coalition aircraft attempting to assist FOB Ghazni. An airborne Scan Eagle UAS was attempting to autonomously return to home base due to loss of communication. He organized a security detail to provide covering fire while he restored power to the Scan Eagle Operations Center, took control of the \$250,000 aircraft, and safely recovered it.

White then turned his attention to a raging fire caused by an RPG that had struck a High Mobility Multipurpose Wheeled Vehicle near a fuel storage area. He discharged 10 fire extinguishers, contained the fire and stood watch over the remaining barrels of fuel until the fire department could secure the scene.

On that day in Ghazi, White protected and escorted over 25 unarmed personnel to safety, recovered a \$250,000 aircraft amid the fighting, and fought a raging fire which could have quickly spread and caused additional damage to personnel and equipment. For his actions, White was awarded the Bronze Star with combat "V" and a Purple Heart for injuries sustained during the attack. The combat "V" is authorized by the Navy to an individual based on acts during direct active combat.

Capt. Scott Eargle, commander, Fleet Logistics Support Wing, was impressed with Whites' response that day stating that, "Master Chief demonstrated tremendous courage and coolness under pressure in a stressful situation that required quick and decisive action to prevent serious injury or loss of life. We are proud to recognize him for his heroism and selfless dedication to protecting the lives of unarmed personnel."

When White's civilian employer learned of his heroism, they were equally impressed. "United recognizes the immense sacrifices that Doug has endured for our country," said Adam Calmis, senior manager, Component Base Maintenance Engine Strategy at United Airlines. "We are extremely proud to have him on our team." ○

Citizen-Sailor:

Bronze Star Recipient

Master Chief Naval Aircrewman | Douglas White

By Information Systems Technician 1st Class Nick Andrews, VR-55



“Master Chief White demonstrated tremendous courage and coolness under pressure.”

The K-9 Chaplain:

Comfort Dog Brings Solace to Those In Need



By Ensign Rob Kunzig, Navy Public Affairs Support Element East

Jon Cutler is a rabbi, a chaplain and a captain in the U.S. Navy Reserve. But these days, he says, he's just the guy holding the leash behind Izzy, his comfort dog.

"People know Izzy – they don't know me," laughs Cutler.

The Philadelphia, Pennsylvania, native sat behind his desk in the Humphreys Building at the Washington Navy Yard, where he serves as the force chaplain at Naval Sea Systems Command (NAVSEA). Sitting beside him was Izzy, a four-year old "thoroughbred mutt" with a fondness for pork ribs (the irony is not lost on Cutler). She has soft, chocolate eyes, and a short smooth coat.

More than a dog, Izzy is a source of comfort for the Sailors and civilians traumatized by a September 2013 shooting. Cutler and Izzy are trying something new to help coworkers – kind words and a warm muzzle to bring solace to a command that needs it.

Nearly two years ago, 12 civilians lost their lives to an active shooter at NAVSEA's headquarters. After the shooting, the over 3,000 workers relocated to an old Coast Guard office near Buzzard Point while their building underwent renovations. During this time, the Navy provided chaplain and social worker support. Knowing that emotions would run high when they moved back to the Navy Yard, NAVSEA called on Cutler to serve as the headquarter's first full-time chaplain.

"For many people, it was traumatic to come back here," he said. "And they realized that they needed a full-time chaplain presence."

Cutler, normally assigned to Commander, Navy Installations Command (CNIC) headquarters, arrived at NAVSEA on special assignment in February 2015, shortly after the command moved back into Building 197. He had to take a leave of absence from his synagogue in Warrington, Pennsylvania, but Cutler is used

to deployments. Since serving a busy five years on active duty, Cutler has supported Operation Desert Storm and Operation Iraqi Freedom, with an additional deployment to Djibouti and plenty of activity in between.

Therapy dogs provided by HOPE Animal-Assisted Crisis Response provided transition support for those affected during the month of March. As they were preparing to leave, Cutler mentioned to NAVSEA's commander, Vice Adm. William H. Hilarides, that Izzy was a trained therapy dog and that maybe she could help NAVSEA ease back into the flow of things.

Hilarides gave the green light, and Izzy showed up for work soon thereafter. "I saw how the HOPE dogs helped ease stress and bring a sense of calm to the workforce over at Buzzard Point, so when Jon said he had a therapy dog, that was a no-brainer," said Hilarides who has two dogs of his own. Since then, Cutler said, she's been a hit. Civilians make excuses to visit and slip Izzy treats. When she needs to stretch her legs, they patrol the corridors, boosting morale from cubicle to cubicle.

After an active shooter false alarm in the Humpreys Building on July 2, Izzy's presence was even more appreciated. "The thing about trauma is it doesn't go away," said Cutler. "It's constantly present. It may be suppressed, and you may go on with your days, but you have an incident like July 2nd, where it becomes very real again. It's not something you remember. It's very real. That's the power of having a chaplain in NAVSEA."

Cutler spent that day, and the days after, identifying those who

were most affected by the false alarm. He counseled them. He prayed with them. Izzy stood by, calmly offering unconditional love to whoever needed it.

Lindsay Webster, a contract specialist personally affected by the 2013 shootings, enjoys having Izzy visit.

"It's just nice, you know?" Webster said, scratching Izzy behind the ears. "There's just something to be said for having another dog in the building."

Joy Bird, director of training and development at NAVSEA, carries a picture of Izzy in her wallet. Cutler calls her Izzy's "surrogate mom;" when work demands that Cutler go somewhere Izzy can't, she stays in Bird's office.

Like Webster, Bird was at work during the September 2013 shooting. Having Izzy in the building, she said, helps clear the static of everyday stress.

"You deal with so many issues and stresses at work," Bird said. "She just helps you cope. She's part of the work day now."

Cutler will wrap up his tour at the Navy Yard in a few months. He has two years before he retires from the Navy, but he hopes Izzy's legacy will be a case study in how canines can help military personnel recover from trauma – whether it's incurred on the battlefield, or in the workplace.

In his experience, canine support in the military goes beyond security support, their presence is therapeutic, "There's just something about a dog," said Cutler. "It really does something for people." ○





Nautical Terms and Phrases

THEIR MEANING AND ORIGIN

Before the mast

Literally, the position of the crew whose living quarters on board were in the forecabin (the section of a ship forward of the foremast). The term is also used more generally to describe seamen as compared with officers, in phrases such as "he sailed before the mast."

Binnacle List

A ship's sick-list. A binnacle was the stand on which the ship's compass was mounted. In the eighteenth century, and probably before, a list was given to the officer or mate of the watch containing the names of men unable to report for duty. The list was kept at the binnacle.

Boot camp

During the Spanish-American War, Sailors wore leggings called boots, which came to mean a Navy (or Marine) recruit. These recruits trained in "boot" camps.

Brightwork

Brightwork originally referred to polished metal objects, and bright woodwork to wood which was kept scraped and scrubbed, especially topside.

Charlie Noble

Charlie Noble is an "it," not a "he." A British merchant service captain, Charles Noble, is said to be responsible for the origin, about 1850, of this nickname for the galley smokestack. It seems that Captain Noble, discovering that the stack of his ship's galley was made of copper, ordered that it be kept bright. The ship's crew then started referring to the stack as the "Charlie Noble."

Clean Bill of Health

This widely used term has its origins in the document issued to a ship showing that the port it sailed from suffered from no epidemic or infection at the time of departure.

Coxswain

A coxswain or cockswain was at first the swain (boy servant) in charge of the small cock or cockboat that was kept aboard for the ship's captain, and which was used to row him to and from the ship. The term has been in use in England dating back to at least 1463. With the passing of time, the coxswain became the helmsman of any boat, regardless of size.

Dogwatch

A dogwatch at sea is a two hour period of watch between 4 and 8 p.m. The first dogwatch is the period between 4 and 6 p.m. The second dogwatch, between 6 and 8 p.m.

The watches aboard ship are:

Noon to 4:00 p.m. Afternoon watch
4:00 p.m. to 6:00 p.m. First dogwatch
6:00 p.m. to 8:00 p.m. Second dogwatch
8:00 p.m. to Midnight 1st night watch
Midnight to 4:00 a.m. Middle watch or mid watch
4:00 to 8:00 a.m. Morning watch
8:00 a.m. to Noon Forenoon watch

Dogwatches are only two hours each so that the same Sailors aren't always on duty at the same time each afternoon.

Down the hatch

Here's a drinking expression that seems to have its origins in sea freight, where cargoes are lowered into the hatch. First used by seamen, it has only been traced back to the turn of the century.

Duffle

A name given to a Sailor's personal effects. Also spelled duffel, it referred to his principal clothing as well as to the seabag in which he carried and stowed it. The term comes from the Flemish town of Duffel near Antwerp and denotes a rough woolen cloth made there.

Dungarees

The modern Sailor's work clothes. The term is not modern, however it dates to the 18th century and comes from the Hindi word "dungri," for a type of Indian cotton cloth.

Fathom

Although a fathom is now a nautical unit of length equal to six feet, it was once defined by an act of Parliament as "the length of a man's arms around the object of his affections." The word derives from the Old English Faethm, which means "embracing arms."

Flying Dutchman

One superstition has it that any mariner who sees the ghost ship called the Flying Dutchman will die within the day. The tale of the Flying Dutchman trying to round the Cape of Good Hope against strong winds and never succeeding, then trying to make Cape Horn and failing there too, has been the most famous of maritime ghost stories for more than 300 years. The cursed spectral ship sailing back and forth on its endless voyage, its ancient white-hair crew crying for help while hauling at her sail, inspired Samuel Taylor Coleridge to write his classic "The Rime of the Ancient Mariner." The real Flying Dutchman is supposed to have set sail in 1660.

Fouled anchor

The fouled (rope- or chain-entwined) anchor so prevalent in our Navy's designs and insignia is a symbol at least 500 years old that has its origins in the British traditions adopted by our naval service. The fouled anchor was adopted as the official seal of Lord High Admiral Charles Lord Howard of Effingham during the late 1500s. The anchor (both with and without the entwined rope) is a traditional heraldic device used in ancient British coats of arms and is a stylized representation used merely for its decorative effect.

Holystone

Soft sandstone, often used to scrub the decks of ships. Sailors had to kneel as if in prayer when scrubbing the decks. Holystone was often called so because it is full of holes.

Mayday

The distress call for voice radio, for vessels and people in serious trouble at sea. The term was made official by an international telecommunications conference in 1948, and is an anglicizing of the French "m'aidez," (help me).

Piping

Boatswains have been in charge of the deck force since the days of sail. Setting sails, heaving lines, and hosting anchors required a coordinated team effort and boatswains used whistle signals to order the coordinated actions. When visitors were hoisted aboard or over the side, the pipe was used to order "Hoist Away" or "Avast heaving." In time, piping became a naval honor on shore as well as at sea.

Port and Starboard

Port and starboard are shipboard terms for left and right, respectively. Confusing those two could cause a ship wreck. In Old England, the starboard was the steering paddle or rudder, and ships were always steered from the right side on the back of the vessel. Larboard referred to the left side,

the side on which the ship was loaded. When shouted over the noise of the wind and the waves, larboard and starboard sounded too much alike so Sailors eventually started using the term port to refer to that side of the ship. The word port means the opening in the "left" side of the ship from which cargo was unloaded. Use of the term port was officially adopted by the U.S. Navy by General Order in 1846.

Scuttlebutt

The cask of drinking water on ships was called a scuttlebutt. Scuttlebutt became slang for gossip or rumors because Sailors exchanged gossip when gathering there for a drink of water. A butt was a wooden cask which held water or other liquids. To scuttle is to drill a hole, as for tapping a cask.

Shows his true colors

Early warships often carried flags from many nations on board in order to elude or deceive the enemy. The rules of civilized warfare called for all ships to hoist their true national ensigns before firing a shot. Someone who finally "shows his true colors" is acting like a man-of-war which hailed another ship flying one flag, but then hoisted their own when they got in firing range.

Side Boys

Tending the side with side boys, as we know it in modern practice, originated during the days of sail when it was customary to hold conferences on the flagships both at sea and in open roadstead; also, officers were invited to dinner on other ships while at sea. Sometimes the sea was such that visitors were hoisted aboard in boatswain's chairs. Members of the crew did the hoisting, and it is from the aid they rendered in tending the side that the custom originated of having a certain number of men always in attendance. Some have reported the higher the rank, the heavier the individual; therefore, more side boys.

Smoking Lamp

The exact date and origin of the smoking lamp has been lost. However, it probably came into use during the 16th Century when seamen began smoking on board vessels. The smoking lamp was a safety measure devised mainly to keep the fire hazard away from highly combustible woodwork and gunpowder. Usually, the lamp was located in the forecabin or the area directly surrounding the galley indicating that smoking was permitted in this area. When particularly hazardous operations or work required that smoking be curtailed, the unlighted lamp relayed the message. The smoking lamp has survived only as a figure of speech.

Striking the Flag

Striking the ensign was and is the universally recognized indication of surrender.

Suit

Nautical term, dating from at least the early 1600s, meaning the outfit of sails used by a ship. The term was revived after World War II, when a Navy ship's complement of electronics could be referred to as its electronics suit, and its total armament might be called its weapons suit. The word is sometimes incorrectly spelled "suite."

Navy Reserve Navy Security Force **FALLBROOK**





TAKES THE WATCH

By Master-at-Arms 2nd Class Amy Gutierrez, Navy Reserve Navy Security Force Fallbrook

NR NSF TAKES THE FALLBROOK WATCH



No great partnership is ever accomplished without like-minded individuals working together as a unit; that is exactly what the Naval Weapons Station Seal Beach Detachment Fallbrook (NWSSB Det. Fallbrook), Department of the Navy (DON) police and the Navy Reserve Navy Security Force Fallbrook (NR NSF Fallbrook) recently accomplished during a two-week DON training stand- down.

NWSSB Det. Fallbrook is usually operated by DON police who are actively involved in security operations such as entry control point (ECP) sentry, physical security, force protection and law enforcement operations within NWSSB Det. Fallbrook. One of these ECPs is also the northeast entrance to Camp Pendleton. Thousands of Marines, their families, and civilians working on Camp Pendleton enter Fallbrook and transverse the base every day. When the DON police needed to complete their required annual training, instead of separating them into different groups to attend during different times, they were able to train together by bringing a cadre of trained and ready Reserve Sailors on board to stand the watch in their stead. The DON was able to work

together as an entire security department, and NR NSF Fallbrook had an opportunity to undertake all security operations at NWSSB Det. Fallbrook.

The Mission

The operation was the result of a request that came out of a FY16 long-range support plan/long-range training plan meeting that NWS Seal Beach Fallbrook's commanding officer, Capt. Tripp Hardy, and his security team had with NR NSF Fallbrook's commanding officer Lt. B.D. Cash. In recent years, NSF Fallbrook Sailors and DON police have developed a very strong working relationship. The Fallbrook training department provides the Reserve Sailors all required security training on weekends; in exchange the flex-drilling NSF Fallbrook Sailors provide direct contributory support during flex-drills and annual training. This particular mission required 14 NSF Fallbrook Sailors, working port and starboard, to take over all security operations on NWSSB Det. Fallbrook.

The mission was the collaborative effort of numerous personnel



who were actively engaged in day-to-day operations. There were Fallbrook Sailors who were “flexing” drill weekends while others used their annual training to support the mission. Navy Operational Support Center Los Angeles (NOSC LA), under the command of Capt. Richard B. Thomas, was also an essential part of the success of the mission. The NOSC LA team worked hand-in-hand with NR NSF Fallbrook providing support and assistance to Sailors on issues ranging from orders to berthing and pay.

The Outcome

In the end, the operation was a successful example of active-Reserve integration. The NSF Fallbrook Sailors demonstrated the importance of seamless integration in security operations with their DON police partners. They also exemplified the trust that their active component had in them. A properly trained, highly-motivated and supported Reserve NSF team, they successfully completed over 2,330 man-hours of security support that included over 100 security watches, proudly following the ethos of the Navy Reserve, “Ready Now. Anytime, Anywhere.” ○

Quick NSF Fallbrook facts:

- ★ 23 hard-billets (22 Enlisted/1 Officer, 1 CAI, 5 CAO), 27 drilling.
- ★ 25 of 27 Sailors live outside commuting distance of Fallbrook. NOSC LA provides berthing at local motel and messing on drill/flex periods.
- ★ Flex-drilling unit. Sailors flex about six months out of the year depending on rank. Other months are used for Reserve requirements and training.
- ★ Annual Sustainment Training is completed on drill weekends. AT/E-AT is used for direct support to the gaining command.
- ★ In FY15, NSF Fallbrook provided 657 days of direct ‘boots on ground’ support to Fallbrook.
- ★ At least one Fallbrook Sailor was on duty 309 of 365 days (84.9%).
- ★ NSF Fallbrook is the face of the Navy and NSF to anyone passing through the main ECP.



Legally Crossing Over

New JAG Transfer Re-Designation Program opens door for Navy Reserve Officers

By **Cmdr. Kristin L. McCarthy, Judge Advocate General Corps**



Recognizing a unique opportunity to respond to a strong demand signal from Navy Reserve Officers licensed to practice law while enhancing the breadth of experience of Reserve Judge Advocates, the Judge Advocate General's Corps implemented new procedures to allow Navy Reserve Officers with a law degree to change their designator to Judge Advocate General's Corps (JAGC).

Utilizing the change of designator program, the inaugural panel selected seven officers in 2014 for the first class of officers in the new JAGC transfer re-designation program. Three of the officers were previously surface warfare officers, two were pilots, one had an information warfare designation and one an intelligence officer designation. These trail blazing attorneys were admitted into the JAGC and have now completed Naval Justice School and embarking on their new Reserve career paths as judge advocates. "The operational experience these officers bring to the JAGC will be an invaluable asset to the entire Navy for years to come," said Rear Adm. Janet Donovan, Deputy Judge Advocate General (Reserve Affairs and Operations) and deputy commander, Naval Legal Service Command.

The seven officers were first welcomed them at the national Military Law Training Symposium in Norfolk, Virginia. The following is a snapshot of the broad base of experience brought to the table by this first group of officers:

Lt. Cmdr. Joshua E. Kelne

Kelne earned his surface warfare officer (SWO) qualification aboard the USS Bonhomme Richard (LHD 6) and served as navigator and legal officer aboard USS Lake Chaplain (CG-57). After attending law school, Kelne returned to active duty to serve on the staff of Commander, U.S. Naval Forces Southern Command/U.S. Fourth Fleet and then as company commander for Naval Customs Company at Camp Patriot, Kuwait Naval Base. After returning to the Navy Reserve, Kelne became the executive officer of the Littoral Combat Ship Seaframe Reserve unit before converting to the JAGC. Kelne found the conversion "another

innovative way the Navy Reserve maximizes the breadth of experience of its officer corps."

Lt. Cmdr. David Stock

After transitioning into the Navy Reserve, Stock was recalled to active duty as the N5 and N6 for Navy Region Midwest Reserve Component Command. Later he served as executive officer for Assault Craft Unit One Great Lakes Detachment (ACU-1 GRLK) and in 2009, he became the commanding officer of Joint Mobile Ashore Support Terminal Pacific Green Bay Detachment. In 2011 he was selected as commanding officer for ACU-1 GRLK. He was again recalled to active duty in 2014 to serve as the executive officer for NOSC Quincy. During this recall, he was selected for lateral transfer to the JAGC where he feels his leadership background is a strong foundation for him to grow as an attorney.

Lt. Cmdr. Kourtney L. Osegueda

Osegueda, a prior SWO, qualified as a master training specialist at the Mine Warfare Training Center and earned a Master of Public Administration before transferring to the Navy Reserves. While serving as a Reserve SWO, Osegueda mobilized to Afghanistan from February 2013 to February 2014, serving as the deputy chief of the Joint Visitors Bureau-Protective Services Detail, a joint security team responsible for the personal security and safe ground movement of high level distinguished visitors in and around the Kabul base cluster. Osegueda received her Juris Doctor in May 2013, while deployed. "I ultimately decided to redesignate because I thought I could be of more use to the Naval Reserve as a JAG rather than a SWO." Osegueda observed that "legal assistance was an area that was in high demand and sometimes short supply. I felt my skills as a lawyer could be utilized on a more regular basis to help out on drill weekends at the NOSC and in support of the active duty commands on AT."

Lt. Cmdr. Jennifer H Fraser

Fraser, a helicopter pilot who achieved the status of aircraft commander, deploying twice to the Arabian Gulf in support of Enduring Freedom and Iraqi Freedom, left active duty after

earning her law degree at night while an NROTC Instructor at Bronx, New York. Fraser continued her Naval career in the Reserves as the assistant officer in charge of the Security Force Assistance Detachment while working as an assistant district attorney in New York. She found the opportunity to change her designator appealing as it would “expose me to different areas of the law and mold me into a stronger attorney.”

Lt. Cmdr. Michael McCarthy

McCarthy, an assistant United States attorney with an extensive background in export controls regulations, chose to redesignate to bring his Navy Reserve career in line with his work as a civilian attorney. Prior to leaving active duty in 2009, McCarthy deployed to Iraq with Seal Teams 1 and 2 where he led a 20 Sailor team of targeting analysts and tactical operators. While attending law school, McCarthy worked as a cyber intelligence analyst at Booz Allen Hamilton, and as a Reserve Sailor drilled at the Kennedy Irregular Warfare Center at the Office of Naval Intelligence. McCarthy has more than ten years of experience in the signals intelligence community and hopes to provide commanders legal advice with his unique experience regarding intelligence and privacy law issues.

Lt. Chadrick Gaskey

Before his lateral transfer to the JAGC, Gaskey was a Reserve intelligence officer supporting Nimitz Operational Intelligence Center and Farragut Technical Analysis Center at the Office of Naval Intelligence. Gaskey was a member of the Defense Intelligence Agency's Missile and Space

intelligence center operations center staff during Ulchi Freedom Guardian 2010 and was a intelligence, surveillance, and reconnaissance collections manager during Panamax 2014. As a civilian, Gaskey is an independent consultant supporting the U. S. Department of Justice National Security Division. Gaskey looks forward to the opportunity to assist the Navy with legal issues in the areas of cyberspace and compliance.

Lt. Cmdr. Randy Stoker

A 1994 Naval Academy graduate, Stoker began flying MH-53E helicopters with Helicopter Mine Countermeasures Squadron 14 where he qualified as an aircraft commander, mission

“The operational experience these officers bring to the JAGC will be an invaluable asset to the entire Navy for years to come.”

commander, assistant NATOPS instructor and functional test pilot. During his deployment to Bahrain, Stoker was diverted to support a NATO operation in Kosovo. After obtaining a Master of Public Policy degree, Stoker left active duty to attend Duke University Law School. Stoker currently is an assistant United States attorney for the eastern district of Virginia where he specializes in prosecution of fraud, child exploitation, identity theft, and immigration. Stoker feels his redesignation to the JAGC will allow him to use the legal experience he gained over the years in the service of an organization

that has meant a great deal to him, and believes his line experience will provide the JAGC with a beneficial perspective.

To apply for redesignation to the JAGC, applicants must be Navy Reserve officers that: (1) graduated from a law school accredited by the American Bar Association; (2) are members in good standing of the bar of a federal court or the highest court of a state, U.S. territory, District of Columbia, or the Commonwealth of Puerto Rico; and (3) are in the grade of lieutenant commander or below. Applicants must also be willing to both serve in the Selected Reserve for three years after the date of appointment in the JAGC and complete the Naval

Justice School 10 week course within six months of the date of the change of designator to JAGC. All applications are reviewed by a panel of JAGC representatives that select the best candidates based on the completeness and quality of the application, command endorsement, academic and military

records, civilian legal experience and the applicant's active duty and Selected Reserve experience.

Five new officers were recently selected for a change of designator to JAGC during the FY15 change of designator panel. JAGC congratulates it's newest members Lt. Cmdr. Erin Alexander, Lt. Cmdr. Matthew Polaha, Lt. Cmdr. Jesse Schaefer, Lt. Cory Szczepanik and Lt. Cmdr. Wesley Young.

For more information contact: Lt. Cmdr. Steven G. Rodriguez, PERS-911 Reserve Officer Status Branch, (901) 874-4371 or steven.g.rodriguez@navy.mil. [O](#)



MILITARY RESERVE



▲ Lt. Cmdr. Wilson VornDick and Lt. Brian Burgess with Operation HERMES Royal Navy Reserve direct commission candidates at the Britannia Royal Navy College. (U.S. Navy photo)

EXCHANGE PROGRAM

By Lt. Cmdr. Wilson VornDick, U.S. European Command



Two Navy Reserve Sailors had an opportunity of a lifetime to participate in a two-week Navy Reserve immersion through the Military Reserve Exchange Program (MREP). MREP, sponsored by the Office of the Assistant Secretary of Defense (Reserve Affairs), provides a unique, two or three week AT or ADT training opportunity for each services' Reserve members to broaden professional development and increase knowledge of Allied Reserve Forces within the North Atlantic Treaty Organization (NATO) and Europe. The program is open to officers in paygrades O3-O4, and warrant officers, for placement in the United Kingdom (UK), Germany (FRG), and possibly Denmark and Estonia by FY16. What follows is one Sailors log of his experience.

Day 1-5 Portsmouth – The “Norfolk” of the Royal Navy

After arriving at London’s Heathrow Airport, Lt. Brian Burgess and I made our way to the homeport of the Royal Navy (RN) in Portsmouth, where the Royal Navy’s headquarters and officer’s quarters, HMS Excelsior, are located.

The next day, office calls started with Commander Maritime Reserve Commodore Andrew Jameson (the equivalent of Chief of Navy Reserve Vice Adm. Robin Braun) and his deputy, Deputy Commander Maritime Reserve Capt. Martin Quinn. Both senior officers were interested in the U.S. Navy Reserve’s lateral-entry programs and direct commissioning program as a format for the RN Reserve (RNR) to follow. Currently, one of the biggest challenges facing the RNR is how to grow the RNR again after decades of declining resources and recruits from RN’s traditional recruiting strongholds - the British merchant marine and RN. The RNR is slated to almost double from its current strength of 2,700 officers and enlisted to 4,150 by 2020.

Just like the USNR, the RNR is keen to bring in a variety of skillsets for the 21st century operational environment that includes cyberwarfare technicians, medical staff, and unmanned aerial vehicle (UAV) operators. Additionally, RNR planners envision RNR members playing an integral part in manning the RN’s newest aircraft carriers as well as augmenting current RN requirements at sea.

There are two important distinctions between the RNR and USNR. First, the RNR does not have a Full-Time Support (FTS) community. I was confused at first because RNR members on active duty (equivalent to ADT or ADSW) referred to themselves as FTS. Second, there is no “up or out” system in the RNR. Therefore, an officer can remain a sub-lieutenant (equivalent of a Lt. j.g.) or a Sailor an Able Seaman (equivalent of a junior petty officer) for their entire career. This is because retention is critically important and the size of the RNR is relatively small.

Burgess and I also visited HMS KENT, a Type 23 frigate (similar to our DDG or FFG), HMS WARRIOR and HMS VICTORY. We both agreed that the highlight of the ship visits and 3 days in Portsmouth was the personal after-hours tour of HMS VICTORY which was made legendary by Lord Admiral Nelson’s famous victory over Napoleon’s French fleet at the Battle of Trafalgar in 1805 that effectively protected England from an impending French invasion.

Before leaving Portsmouth, we visited the RN’s newest ship trainers for each class of warship. The simulators replicated both British and NATO counterparts’ real-time battlespace, operating pictures along with a realistic shipboard environment. The next morning we were headed to the Mediterranean island of Cyprus.

Day 6-8 Cyprus / Operation HELIOS ENCOUNTER – Annual RNR Training Exercise

Cyprus’s history spans millennia and the countryside is dotted with ruins of previous civilizations. Even though Cyprus was granted independence in 1960, Britain still holds strategic areas of the island for military use. The island is split in half by a United Nations’ mandated buffer zone that is still patrolled by British forces.

The trip to Cyprus coincided with the RNR’s annual 2-week training program (Operation HELIO ENCOUNTER). When we arrived, RNR members were conducting IED-simulations, first-aid drills, and live-fire exercises with their standard issue 9mm pistols and SA80 rifles that shoot the standard NATO 5.56 round. The RNR instructors gladly welcomed us onto the ranges. After a brief familiarization, we were shooting targets in no time.

Shooting alongside the RNR gave us the opportunity to get to know some of the RNR Sailors and find out a little bit about their civilian lives back in Britain, which weren’t too different from the USNR. They ranged from a train engineer to a health care advisor, to a nurse to a security guard.



▲ Lt. Cmdr. Wilson VornDick and Lt. Brian Burgess at the range in Dhekelia Sovereign Base Area, Cyprus, in one of the RN’s fixed-wing trainers, a “Grob 115E Tutor,” and on a Britannia Royal Naval College picket boat on the Dart River. (U.S. Navy photo)



After completing daily training for two full days on Cyprus, we headed to the college town of Oxford.

Day 9 Free Day in Historic Oxford

The city of Oxford, known as the “city of dreaming spires,” traces its roots to before the 9th century. Since 1096, the University of Oxford, now comprised of 30 smaller colleges, has been a center for education. In addition to seeing the colleges that are open to the public, other sights in Oxford include the covered market, numerous bookstores, and the Thames River (which flows down to London).

Day 10-11 Dartmouth / Britannia Royal Naval College (BRNC) and Operation HERMES – Officer In-Doc

We arrived in the small town of Dartmouth, which sits across from the smaller town of Kingswear at the mouth of the River Dart where HMS BRITANNIA is moored. The BRITANNIA first began training RN officers in 1863, but it was not until 1905 that the stately Britannia Royal Navy College (BRNC) was built on an adjacent hilltop.

The BRNC now trains other naval officers from across the globe and was chosen as the site for Operation HERMES. HERMES is the RNR’s inaugural 7-week direct commissioned officer training program, equivalent to the USNR’s DCO indoctrination program in Newport, Rhode Island.

This year more than 50 officer candidates made it past the strenuous Admiralty interview, in addition to batteries of physical, mental, and medical tests, to be eligible for participation in HERMES and have a shot at a commission in the RNR. One marked difference between the USN and RN commissioning programs is that there is no college degree requirement for the RN or RNR, primarily because the Admiralty interview is so proficient at screening qualified candidates.

Over the next three days, we tested our strength in rope courses alongside the officer candidates and even took the helm of one of BRNC’s small boats for seamanship training.

Day 12-13 Helston / Royal Naval Air Station (RNAS) Culdrose – Royal Naval Reserve Air Branch #1

We arrived at RNAS Culdrose in the southwestern tip of England and toured the Merlin maintenance training facility and massive three-story immersion simulator, the Flight Deck Operations School, and numerous Naval Air Squadrons that included a new RNR-manned drone detachment and the RN’s fixed-wing trainers (Grob 115E Tutor).

Day 14-15 Yeovil / RNAS Yeovilton – Royal Naval Reserve Air Branch #2


We visited the largest RN airbase, RNAS Yeovilton. RNAS Yeovilton is the primary base for the RN’s Lynx MK 8 helicopter force. Similar in mission profile to the USN’s SH-60 Seahawk, the Lynx is the workhorse of the RN since it is easily deployable and can fill a variety of roles, from logistics runs to launching anti-surface ship missiles. After seeing the Lynx maintenance training facility and simulator, they got poolside seats at the RN’s dunker trainer and witnessed dozens of Royal Marine recruits being dunked as they practiced proper egress techniques in both lighted and black-out conditions.

Day 16-17 Homeward Bound

After the final visit to Yeovilton, we boarded a train bound for London. After a whirlwind of training, tours and visits, it was nice to relax and watch the scenic British countryside move past.

In the end, even though I was exhausted after our jam-packed exchange and eager to see my family, it was a bittersweet goodbye as I boarded my flight back to Washington D.C., from Heathrow. It was so exciting to see all facets of the RN and RNR. The RNR is a world-class force with exceptional members. I would gladly serve alongside any of them.

- Lt. Cmdr. Wilson Vorndick

For more information on the Military Reserve Exchange Program, go to: <https://private.navyreserve.navy.mil/cnrfc/N-Codes/N7/Promiled/APME/default.aspx>. 



RESILIENCY

Meeting the Challenges of Stressful Life Events



Resilience: What Is It?

Resilience can best be understood as a type of response to intense stress. By definition, resilience means “bouncing” or “returning to form.” Resilience to stress is not the same as resistance to stress because resistance implies there is no response to stress. With these definitions in mind, you might think that stress resistance is better than stress resilience. That’s not always the case. Consider the differences between steel and rubber as an example. A steel bar is resistant to stress and is capable of maintaining its form while bearing large loads. But steel is susceptible to shearing and completely breaking. A rubber brick, on the other hand, will bend easily under even small loads, but it’s extremely difficult to snap or break. Moreover, once the load is removed from the rubber, its flexibility returns it to its original form.

Resilience: How to Get It and How to Keep It

A scale has been developed by researchers with the National Center for PTSD to rate psychological traits that promote resilience – the ability to undergo stress and still retain mental health and well-being. Called the Response to Stressful Experiences Scale (RSES), the measurement has been tested in more than 1,000 active-duty military personnel. <http://afterdeployment.dcoe.mil/sites/default/files/pdfs/assessment-tools/resilience-assessment.pdf>

Six factors key to psychological resilience:

- ★ Positive outlook
- ★ Spirituality
- ★ Active coping
- ★ Self-confidence
- ★ Learning/making meaning
- ★ Acceptance of limits

Strategies to Build Resilience:

Navigating stress begins with the Sailor learning to recognize their personal signs of stress and to identify personal stressors. Plans can then be developed to either minimize the stressors or the adverse effects of the stressors. Stress and change are a part of living and inevitable; most crises are not insurmountable problems. Navigating stress includes strategies that also emphasize maintaining a healthy lifestyle which includes sufficient rest, good nutrition, regular exercise, and limited alcohol use.

Time management can be one of the skills developed to manage stress that involves identifying and prioritizing tasks. Strategies are then developed to efficiently complete high priority tasks, limiting distractions and overcoming procrastination. Techniques might include:

- ★ Say no to time-wasting demands and pace yourself.
- ★ Build “safety zones” into schedules that are dedicated to priority activities that take longer than expected.
- ★ See tasks through to completion using a thought out plan.

Problem-solving skills can be enhanced through a methodical approach to addressing problems. This method involves the following steps:

- ★ Define the problem and break it into realistic and manageable elements.
- ★ Think of several solutions and evaluate the appropriateness of each solution.
- ★ Weigh potential costs and benefits for the different proposed solutions.
- ★ Put the solution into practice and evaluate the outcomes.

Ways to handle a situation better the next time:

Positive Outlook

- ★ Use people who are great at dealing with stress as role models.
- ★ Find an opportunity for growth in every stressful situation.
- ★ Calm and comfort yourself.
- ★ Try to recharge before facing the next challenge.
- ★ Find something to laugh about.
- ★ Practice ways to handle a situation better the next time.

Spirituality

- ★ Pray or meditate.
- ★ Lean on a faith in God or a higher power.
- ★ Rely on a value system or set of guiding life principles.

Active Coping

- ★ Take action to fix things.
- ★ Don't give up trying to solve problems.
- ★ Find a way to get help when it is needed.
- ★ Face fears.
- ★ Look at a problem in a number of ways.
- ★ Look for creative solutions to the problem.

Self-Confidence

- ★ Expect that you can handle the problem.
- ★ Know that you will bounce back from the stressful situation.

Learning and Making Meaning

- ★ Look for meaning in the experience.
- ★ Find strength in the meaning, purpose or mission of your life.
- ★ Learn important and useful life lessons from an event and learn from past mistakes.
- ★ Understand that bad things can – and do – happen to anyone.

Acceptance of Limits and Circumstances

- ★ Put things in perspective and realize you will have times of joy and times of sadness.
- ★ Be good at determining what situations are changeable and what situations are not.
- ★ Accept things you cannot change.
- ★ Know you have limits.

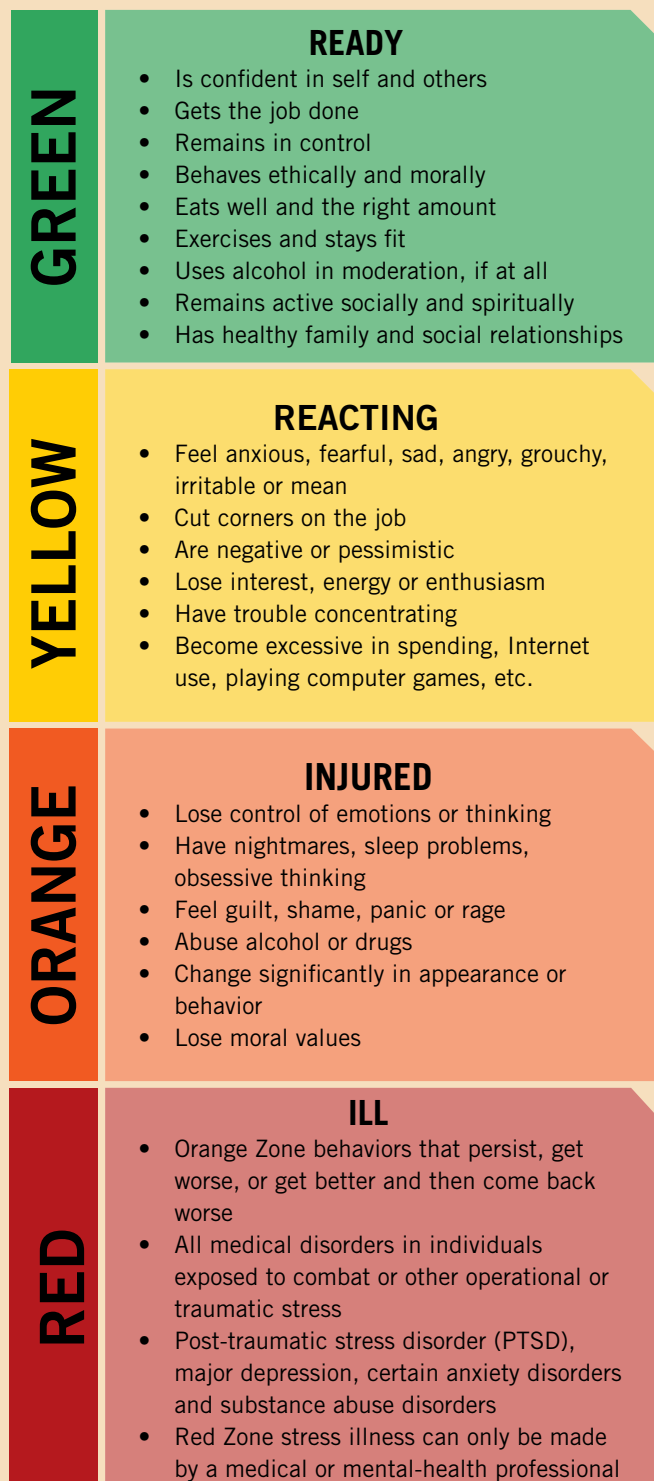


The Stress Continuum

Know It. Use It.

The Stress Continuum is a model that identifies how Sailors and Marines react under stressful situations. It is the foundation of Navy and Marine Corps efforts to promote psychological health.

The continuum is a color-coded map to identify behaviors that might arise from serving in combat, in dangerous peacekeeping missions and in the highly charged day-to-day work that is required of today's military.



Kent Hudgens

**Commander,
Navy Reserve Force
*Executive Director***

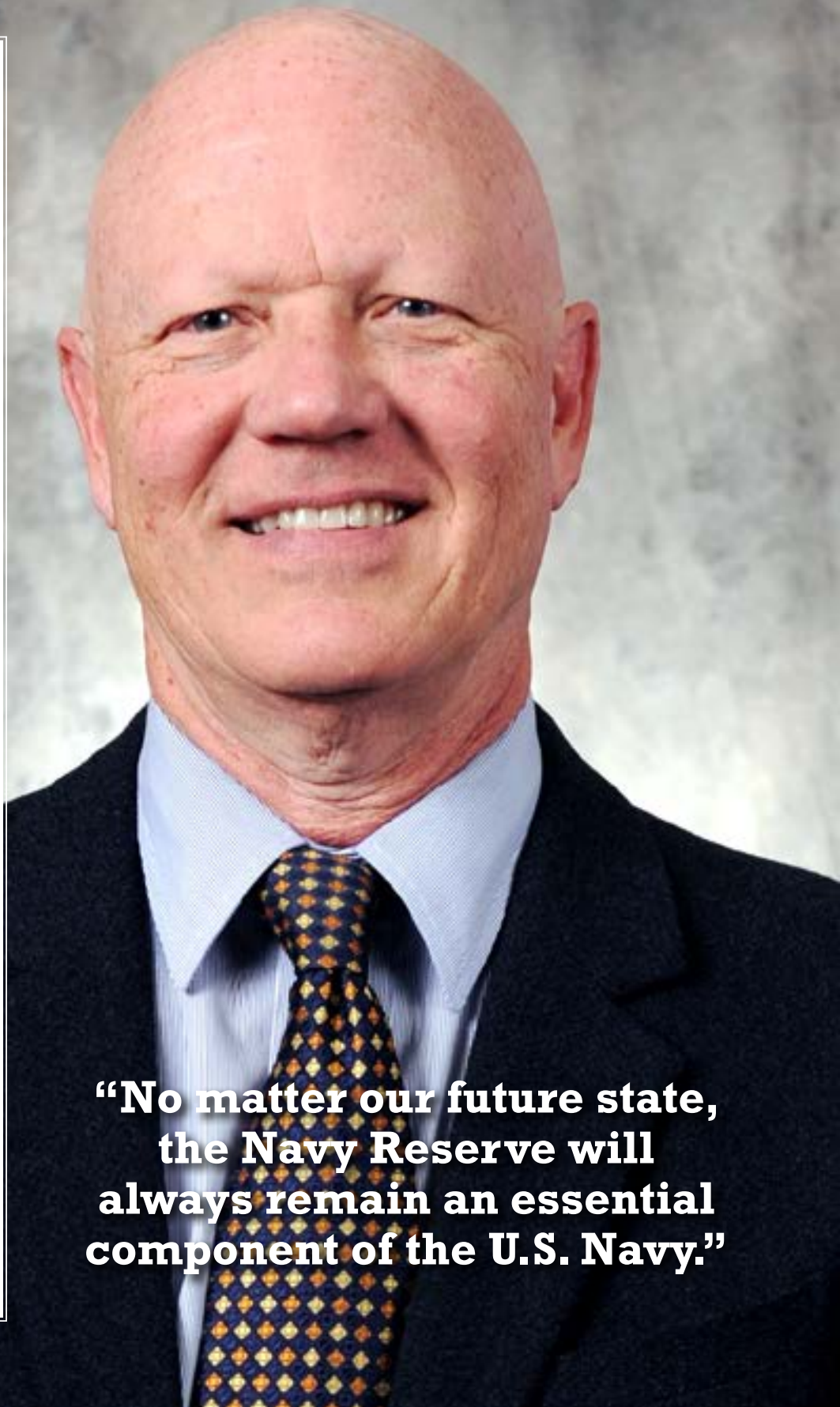
With over 39 years of government service, Kent Hudgens began his Navy career in 1977 as a NROTC graduate at the University of North Carolina.

Upon receiving his commission, Hudgens earned his wings of gold as a Naval aviator and served aboard USS DWIGHT D. EISENHOWER (CVN-69) as an F-14A pilot in VF-143. Six years later Hudgens transitioned to a “drilling status” in the Navy Reserve and spent six years as a pilot for Eastern Airlines, and Citizen-Sailor.

In 1989, Hudgens was recalled as a Full-Time Support officer in the Navy Reserve Force for the next 18 years where he later served as Deputy Commander, Navy Reserve Force.

After 31 years, then Capt. Hudgens, retired from the Navy to continue his service to his country in the civilian service assuming the duties of Executive Director, Navy Reserve Force in Norfolk, Virginia, in 2008.

With so many years in the Navy Reserve, Hudgens says he sometimes feels like the command historian, having had the advantage of working with the past six Chiefs of Naval Reserve dating all the way back to the 1990’s when the command was headquartered in New Orleans. When asked what advice he has for junior Sailors he said, “Enjoy the moment! Be a professional, and conduct yourself with all of the qualities that the word ‘professional’ implies. Be safe and take care of each other.”



**“No matter our future state,
the Navy Reserve will
always remain an essential
component of the U.S. Navy.”**

Faces of the Force



Reserve Component Command Fort Worth

Master at Arms 2nd Class Matthew Childress. MA2 Childress was named a world champion at the 2015 International Defensive Pistol Association World Championship after winning the compact carry pistol division at the U.S. Shooting Academy in Tulsa, Oklahoma. MA2 is a Selected Reserve Sailor from Navy Operational Support Center Shreveport, Louisiana, who is cross-assigned to Naval Security Force in Norfolk, Virginia. He is the first IDPA member to attain the title of Compact Carry Pistol Distinguished Master and only one of 23 active Distinguished Masters.



Reserve Component Command Norfolk

Information Systems Technician Seaman William Burt . ITSN William Burt was named Blue Jacket of the Quarter, Q2 2015 at Navy Operational Support Center New Castle, Delaware. Burt was recognized for his outstanding contribution to Fleet Week New York 2015 and the inventory, assembly, distribution, organization and installation of cameras and monitors for the protection of \$68 billion worth of DoD assets. In addition, he assembled, programmed and debugged 250 hand-held radios saving the Navy tens of thousands of dollars in contractor costs.



Reserve Component Command Great Lakes

Lieutenant Haraz N. Ghanbari. Lt. Ghanbari, director of Military and Veteran Affairs at The University of Toledo, was instrumental in helping honor 89-year-old World War II Army veteran Dr. Richard Perry, a professor emeritus of University of Texas, with a long overdue Soldiers' Medal he earned for heroism in 1945. Ghanbari was also honored this year as one of Northwest Ohio's "20 Under 40" for his contributions to the region's social and economic well-being.



Reserve Component Command Jacksonville

Aviation Boatswain's Mate 1st Class Jonathan N. Shrum. ABH1 Shrum serves as the command leading petty officer for Navy Operational Support Center Nashville, Tennessee, overseeing all command departments, ensuring that every Reserve Sailor is ready. He also serves as the N6 on staff and is a designated approving official for travel. ABH1 was selected as the command Sailor of the Year for FY15. His influence and leadership resulted in NOSC Nashville maintaining its hold as the number one NOSC in the southeast region for three quarters.



Reserve Component Command Jacksonville

Logistics Specialist 1st Class Benjamin W. Spencer. LS1 Spencer is a special warfare technician for SEAL Team 18 providing support to the teams at all levels. He is a professional logistician of 21 years, having served as president of a small logistics company and a logistics analyst for a Fortune 500 company. He also serves as a unit career counselor and a mentorship coordinator for Navy Operational Support Center Greenville, South Carolina. He also created a monthly newsletter for mentors and protégés to discuss during their conversation time.



Reserve Component Command Jacksonville

Logistics Specialist 1st Class Lance Wentworth. LS1 Wentworth was selected as the Defense Logistics Agency Joint Reserve Force Junior Enlisted Member of the Year - DLA Disposition Services, at the 48th Annual Employee Recognition Program at the McNamara Headquarters Complex. MA2 is a Selected Reserve Sailor at Navy Operational Support Center Bessemer, Alabama.

Navy Reserve Force Phone Directory



CHIEF OF NAVY RESERVE

(703) 693-5757

COMMANDER, NAVY RESERVE FORCES COMMAND

(757) 445-8500

COMMANDER, NAVAL AIR FORCE RESERVE

(619) 767-7379

COMMANDER, INFORMATION DOMINANCE CORPS RESERVE COMMAND

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(425) 304-3338

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2016

Chief of Navy Reserve

Navy Employer Recognition Event



Nominate your outstanding employer to spend the day at the Navy's Fleet headquarters in Norfolk, Virginia, for an exciting and informative session hosted by the Chief of Navy Reserve, Commander, Navy Reserve Forces Command and Virginia Committee of Employer Support of the Guard and Reserve (ESGR). The all day event includes briefings on current Navy operations and tours of Navy aircraft, ships and other hardware.

NERE recognizes the executive leadership (Owner, President, CEO, COO, VP, etc.) of small, medium, and large sized companies and Selected Reserve (SELRES) personnel who are self-employed individual business owners. An excellent employer candidate should have all or some of the following attributes:

- ⚓ Values SELRES employees and is highly supportive of their service, even when SELRES are called on short notice orders.
- ⚓ Company leadership promotes a culture of pride and recognition of Reserve service and gets personally involved.
- ⚓ Maintains contact with the SELRES and their family members if he/she is on duty for an extended period of time.

Nominations should be emailed to ocnr.nere.fct@navy.mil and include the name of the company, name, position, email and mailing address of the employer, the number of SELRES/GUARD members employed by the company, your name and contact information, and a brief description on why you believe they should be selected for recognition.

For more information on the day's events, see the 2014 NERE video at:
<https://www.youtube.com/watch?v=XoNyLRjKQqQ>

Nominations are due January 30th

Point of contact is CDR Tom Dixon: thomas.e.dixon@navy.mil

