

TNOR

THE NAVY RESERVE

APR 2011

Ready & Accessible Force

READY TO DIVE: TESTING CAPABILITIES 12

MARITIME PATROL WARRIORS 18

SEABEES FORWARD! 22

'BEES IN THE BOX 28



Being a Ready and Accessible Force gives Reserve Sailors the opportunity to serve anytime, anywhere!

Volume 3, Issue 4

Delivering a Ready and Accessible Force

April 2011

Shipmates,

This month we focus on one of the key concepts of our Navy Reserve – delivering a ready and accessible Force. It is a vital part of who we are. It's what makes the Navy Reserve "Ready Now!"

What does it mean to be ready? It means our Sailors understand and meet our high standards of physical, medical, dental, family and personal readiness. It means every Sailor knows what they need to do to be ready, and our Navy knows how to help Sailors meet the standard. Maintaining readiness is a shared responsibility, and every Sailor matters: Individual readiness drives unit readiness which drives Force readiness.

Being accessible means, quite simply, that the Navy Reserve can deliver exactly what the Navy, Marine Corps or Joint Forces need, where and when they need it. Being an accessible force means we have the policies and systems in place to move Sailors seamlessly between the Active Component and the Reserve Component, on active duty and back home again.

Being ready and accessible is good for the Navy and good for Sailors. Your proven ability and willingness to be a ready and accessible force has earned the Navy Reserve a reputation as a dependable provider of essential naval warfighting capabilities and expertise, one valued for our readiness, innovation, and agility to respond to any situation. It opens doors to exciting missions where you can make a real difference. It allows you to find more ways to fit a real and meaningful Navy career into your life.

Using our Strategic Plan, we have worked to make the Navy Reserve even more ready and more accessible. We clearly defined readiness standards. We reduced the time it takes to transition from the Reserve Component to the Active Component from four to six months to five days. There's more work to be done!

Our active duty supported commands provide us the opportunity to serve and they count on us to be there where and when they need us. And, because of your efforts, Navy Reserve Sailors have the enthusiastic support of the Navy, the Department of Defense and the Congress. They admire the way we've stepped forward to serve around the world since 9/11, and they know that whether mobilized or on another type of orders performing operational support, Reserve Sailors are eager to serve. They have helped us by supporting laws and policies which enhance access, enable readiness and remove barriers to service.

Because you are ready and accessible, everyone wins. This is how we live up to the promise of our Force Motto: **Ready Now. Anytime, Anywhere.**

VADM Dirk Debbink
Chief of Navy Reserve

FORCM Ronney A. Wright
Navy Reserve Force Master Chief



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

FORCM (FMF) Ronney A. Wright
Navy Reserve Force Master Chief

Cmdr. Caroline Tetschner
Force Public Affairs Officer

Ed Buczek
Deputy Force Public Affairs Officer

Jim Vorndran
Editor-in-chief

Mass Communication Specialist 2nd Class
Leslie Long, Creative Director

Mass Communication Specialist 2nd Class
Ryan Hill, Editor

Mass Communication Specialist 2nd Class (AW/SW)
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 (NOOP), 1915 Forrestal Drive, Norfolk, VA, 23551-4615 or by e-mail 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.mediacen.navy.mil/virin.htm. 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://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: **April 2011**

compartments

02

> Letter from the Editor

03

> Bulletins

04

> Leadership

05

> Money Matters

06

> Career Counselor Corner

07

> Travel Smart

08

> Getting IT to the Sailor

09

> Culture of Fitness

10

> Spiritual Navigation

11

> Profiles in Professionalism

16

> Back to Basics

30

> Activation/Mobilization Checklist

32

> RC Phone Directory

features

12

> Ready to Dive:
Testing Capabilities

18

> Maritime patrol Warriors



22

> Seabees Forward!



28

> 'Bees in the Box



Cover photo: Equipment Operator 3rd Class Eliude Locel carried out the phase 2 security mission at Combat Outpost Stout.

Letter from the Editor



Reserve Force,

During 2011 I am focused on increasing our coverage of the Naval Air Forces Reserve. As many of you know, this is the Centennial of Naval Aviation and there are nationwide events celebrating 100 years of heritage, progress, and achievement in naval aviation. The Navy Reserve has a significant role in that history and future.


Navy Reserve Sailors in Patrol Squadron (VP) 62 keep current and qualified to support missions for combatant commanders around the world. In VP-62, being current and qualified doesn't just mean being trained to fly and maintain a P-3C Orion. It means they must be mobilization ready in all areas. Medical, dental, physical, professional, personal, and family readiness all add up to total readiness. With the amount of support they provide to the Navy total force, it is clear VP-62 has all their readiness bases covered.

I want to point out another story in this month's TNR. On page 22 you can read about what the Reserve Sailors of Naval Mobile Construction Battalion (NMCB) 18 are doing in Afghanistan. The VP-62 story will show you "what" Reserve Sailors do to be ready for deployment. This story about NMCB 18 tells you "why" Reserve Sailors need to be ready. NMCB 18 is in the thick of the fight—doing work only Seabees can do.

The second reason I recommend this story is for its photography. For those of you who might submit future photos, my advice is to send

quality high-resolution photos like Utilitiesman 2nd Class Vuong Ta did for this story. Ta, as you will see, took great care in lighting and posing his subjects. I know everyone isn't a professional photographer but be creative when taking photographs. We in the TNR office can help give a written story a little "punch," but we can't fix photographs. Look carefully at the first photo in this story. It is a posed group shot of members of NMCB 18. I get group photos in my inbox every single day but I rarely use them. They are the least desirable (along with shots of someone standing behind a podium or pointing at a computer screen). If you have to take and submit posed group shots, do something different .Get out in the field and do something creative. With your help, we can continue to improve the quality of our TNR product. Thank you.

Have a great month Navy Reserve.


Jim Vorndran
Editor-in-chief
The Navy Reserve

Information Assurance Awareness Training (IAAT) is now loaded on navy Knowledge Online <https://wwwa.nko.navy.mil/portal/home> under e-Learning -> Mandatory Training -> DoD Information Assurance Awareness V9: FY 2011 Department of Defense required IA Awareness training. There is no requirement to print and turn in a hard copy.

High Year Tenure Limits

Grade	Prior to February 1, 2011 Years	After February 1, 2011 Years
E-1/2	8	6
E-3	12	10
E-4	14	12
E-5	22	20
E-6	24	24
E-7	24	24
E-8	26	24
E-9	30	26
		30

Personnel who reach their HYT gate must be removed from a SELRES status by the end of the month their HYT date is reached.

Clarification: Effective January 28, 2008 Reserve Sailors mobilized for 90 consecutive days can start receiving retirement pay three months prior to age 60. A 90-day period must be within a fiscal year. This applies to pay only, not other retirement benefits.

April Diversity Events

The Hispanic Association of Colleges and Universities: Capitol forum on Hispanic Higher Education is being held April 4-5 in Washington, D.C.

The National Association for Equal Opportunity in Higher Education: national Conference on Blacks in Higher Education is being held April 5-8 in Washington, D.C.

The Patriots Technology Training Center Youth Summit on Technology is being held April 24 in Bowie, M.D.

The National Image, Inc. Training Conference is being held April 25-28 in Orlando, Fla.

By the numbers:
Navy Operational Support Centers: 125
Reserve Force Onboard: 64,695
FTS 10,713
SELRES 53,982

Travel Update: Travelers using commercial air should contact their NOSC/squadron travel representative three business days prior to travel to ensure airline tickets have been purchased. An itinerary is not a guarantee of paid tickets.

Not receiving TNR? If you have recently moved contact your NOSC to make an address change in the Navy Standard Integrated Personnel System. The TNR mailing list is compiled 30 days prior to publication so a change of address could take a couple months to catch up.

LEADERSHIP

Building a Ready and Accessible Unit

Written by Cmdr. STEPHEN P. FERRIS

The Navy Reserve has identified strategic focus areas to meet its mission for the 21st century. One of these focus areas is the delivery of a ready and accessible force. There is much that leadership can do to meet this readiness and accessibility responsibility.

Readiness: What does it mean to be ready? The standard for Reserve readiness is the ability to mobilize. To be ready means you are able to mobilize and be ready for any kind of job or tasking the Navy might assign.

Mobilization readiness means readiness across a number of different aspects of Reserve activity. Leadership's core responsibility is to ensure unit personnel are mobilization ready in all these components. Leadership begins by assessing the readiness of unit personnel along each readiness component. Gaps or shortcomings are identified and programs for their elimination must be developed. Part of this corrective action is educational. Leadership must make its Sailors aware of Navy, DoD, and civilian resources that can address readiness problems. This is especially true with personal, financial, or family readiness. Leadership must continue to track improvements in the individual readiness of its Sailors. Finally, it should benchmark unit readiness levels against appropriate standards.

The first set of readiness components are internal to the Navy and can usually be managed with Navy resources. Training readiness is probably the most obvious and is usually the focus during unit drills and annual training (AT). There are other aspects of readiness that are equally capable of derailing a Sailor's mobilization. Medical and dental readiness are components that can trip up an otherwise ready Reserve Sailor. Legal readiness should also be addressed as a unit prepares for mobilization. Wills, powers of attorney, and guardianship arrangements are critical aspects of legal readiness.

The second set of readiness components are best addressed with a combination of Navy and civilian resources. Financial readiness, for instance, can involve Navy resources as well as banks, financial planners, and accountants. Family readiness can be aided by the unit's ombudsman, Navy counselors, chaplains and by the Reservist's own pastor, family, and friends. Professional readiness can be enhanced by military training, college, employer training, online education, and through professional societies.

Accessibility: Getting the Sailor ready is the first step for unit leadership. The mobilization ready Sailor must become accessible to the Navy and to those who require their services. Leadership must work towards increasing that accessibility.

Leadership can promote awareness of mobilization requirements, especially those outside of the immediate gaining command or commands that have been supported historically. Leadership can also support drills or ATs that showcase a unit's capabilities and promote its usefulness to a diverse set of commands. Most importantly, leadership can facilitate the transition between Reserve and active status for its members. Making the mobilization and demobilization process as seamless as possible is the single best way unit leadership can improve Reservist accessibility.

Conclusion Building a unit that consists of ready and accessible Sailors is one of the most fundamental responsibilities of Navy Reserve leadership. Leadership needs to think about the components of readiness and develop programs to satisfying each one. By providing notice of mobilization opportunities, showing the unit's capabilities, and smoothing Reserve/active transition, leadership can meaningfully increase accessibility to its Reserve Sailors.

MONEY MATTERS

Financial Strength is Critical

Written by Cmdr. CAROLINE TETSCHNER,
COMMANDER, NAVY RESERVE FORCES COMMAND
PUBLIC AFFAIRS OFFICER

When talking about “delivering a ready and accessible force,” a critical aspect for Reserve Sailors to be mobilization ready is to ensure our financial house in order. It is certainly important we are medically and physically ready to mobilize. It is equally important to avoid leaving behind a financial mess because this can cause great stress to our family. It can also lead to a security clearance being yanked. That's definitely a situation none of us wants to entertain.

To ensure you're on top of your financial picture, the best initial measure is to obtain an annual credit report. You are allowed one every year for free, so take advantage of this entitlement. Obtain yours by going to www.annualcreditreport.com (there are imitators out there, so make sure to use this, the REAL free credit report site). Your credit report will prove helpful in establishing knowledge of your financial situation. This will allow you to see how various credit cards and debts affect your financial standing.

Once you've received your multi-page credit report, take the time to carefully review each item, especially the open credit accounts. Does the credit report balance on a credit card or loan match your balance? Were there any reported delinquencies on the credit report that may have been in error? Delinquent payments, especially mortgage payments, are a major hit to your credit score. Also check to see if there are any open accounts you don't use. Even if you aren't using the credit account, the possibility to charge on that account is

considered into your overall rating. Accordingly, too many open accounts can be a negative factor. For example, I found I had department store accounts I hadn't used in years but were costing me with a lower credit rating. If you're not using these accounts, write to the credit companies or retailers and close them. This will help clean up your credit file while ensuring those accounts are deactivated and not charged against you.

If you see something on your credit report that doesn't seem quite right, question it. When reviewing mine, I found a credit card account from a department store I'd never opened. When I investigated, it turns out this was my sister's account! Our first names both start with “C” and we have the same last name, so it was a simple administrative error. If I hadn't caught and corrected this mistake, her balance would be counted against my overall credit rating.

When obtaining your annual report, you should consider getting your actual credit score available from this same site. While this additional service is not free, it's generally a charge of less than \$10. This credit score tells you the overall range of where your credit stands in relation to the rest of the U.S. population. It's also good to know your credit score if you're applying for any loans, rental housing, or planning any other major financial transactions.

Ensuring your financial affairs are in top shape is an important part of personal and family readiness. These are critical factors in “delivering a ready and accessible force.” For a sound financial future, tracking your credit is something you can do to ensure we continue to be ready, accessible and valued to the Fleet.



Cmdr. Caroline Tetschner
Commander, Navy Reserve Forces Command
Public Affairs Officer

CAREER COUNSELOR CORNER



Every Unit Needs a Career Counselor

Written by CNRFC CAREER RESOURCES AND INFORMATION OFFICE

In an era of performance based initiatives, an effective career development program is the life blood of every unit. Unit leaders are encouraged to promote an environment of teamwork and training. This ensures mission success while fostering Sailors to achieve optimum job fulfillment and career success. The Navy has mandated Career Development Boards (CDB) as one delivery mechanism for career information to Sailors. Leadership, primarily by the unit's senior enlisted leader (SEL), the chief's mess and unit career counselor (UCC), is critical to the success of every Sailor.

In order for the Navy to be recognized as an employer of choice we must continue to retain quality Sailors. At the same time, we must shape the Reserve component to meet future fleet and manpower requirements. As we work to meet Navy goals we must retain the right Sailor with the right skill set. This requires aligning career opportunities with established fleet requirements at each career decision point.

The role of the UCC is to assist unit leadership in executing an enlisted career development and retention program within their unit. They are the unit commanding officer's principal advisors on policies and regulations related to Navy career planning matters. UCCs assist Navy Counselors, and command career counselors and are the focal point of a successful career development team.

Due to the distinct purpose and unique nature of duties of a UCC, it is important to select the right person for the position. Unit COs should not assign Sailors whose other responsibilities are too

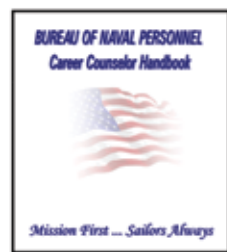
demanding. A unit's size or mission could make more than one UCC necessary. UCCs should be selected based on their ability to be effective communicators and mentors. Additional requirements of UCCs include, but are not limited to the following:

1. UCC assignments are for a minimum of 36 months.
2. UCCs must be designated in writing by their unit CO.
3. UCCs must attend the Reserve Career Information Course (R-501-0005) within 90 days of assignment.
4. UCCs must attend the Career Development Training Course-Reserve.

UCCs are to ensure all Sailors are given the opportunity to develop their careers to the fullest potential. UCCs accomplish this through proper direction, development, and training. The UCC is responsible to the CO and the SEL for all matters related to career information.

For more information on UCCs responsibilities, procedures and best practices refer to, Navy Retention and Career Development Program (OPNAVINST 1040.11C), and the Command Career Counselor Handbook (NAVPERS 15878K). The Reserve Career Counselor Handbook can be found at the CNRFC N15 website at the link below.

https://private.navyreserve.navy.mil/3447B/n1/cnrfc_N15/default.aspx



TRAVEL SMART



The Travel Triad

Written by Yeoman 1st Class (SW/AW) AUDREY JENNINGS,
COMMANDER, NAVY RESERVE FORCES COMMAND N33

Recently, Navy Reserve Force Travel (N33) went through some major transitions to better serve our Reserve Sailors. To begin with, N33, Space and Naval Warfare Systems Center, and the Defense Travel System (DTS) Travel Assistance Center, are working together to answer and respond to all travel related phone calls and questions. This partnership increased manpower and decreased response time providing improved travel assistance to the field.

Known as the travel triad, all three commands are now using a common system to submit trouble tickets, track conversations, note actions taken and notify the member who submitted the trouble ticket of the resolution. This system allows multiple agencies to work together. This way they can resolve travel concerns without requiring multiple follow-up phone calls from the traveler or Navy Operational Support Center (NOSC).

We are always looking for ways to decrease errors and delays in order processing. One of the current issues noticed by Force Travel is the inaccuracy of Navy Reserve Order Writing System (NROWS) order information. When creating a set of annual training, additional duty training and individual duty travel and training orders, members and the NOSC order specialists (OS) should ensure that all information entered into NROWS and DTS is accurate. Taking a few extra minutes to verify the information can pay big dividends in the long run when the member travels without complications and their vouchers are paid in a timely manner.

Some common discrepancies include:

- Start date and report date being the same. This does not allow time for travel.

- If annual training orders exceed 17 days the member must have a waiver from their operational support officer.
- Orders need a physical address of the command supported. Do not use APO addresses or PO boxes.
- Verify the correct mode of travel is selected. There is a big difference between government or commercial planes and autos.

Another way to decrease travel frustration is to ensure that you have a paid airline ticket before arriving at the airport by checking with your Navy Reserve Activity. NOSCs and squadrons on DTS should download the "Depart Status" report at least twice a week, on Monday and Wednesday. This is to verify confirmed flights and paid tickets for upcoming travel of their personnel. If the report shows flights that are not ticketed within three business days of travel the OS should contact the NROWS/DTS helpdesk at 1-800-537-4617 for immediate assistance.

The member can also check to see if airline tickets have been paid in a number of ways. Either on their itinerary, or their DTS preview page find the field that says "Ticket." If this field has a numeric code, it means the ticket is paid. If the field shows a series of letters then the ticket has not been paid yet, meaning it's not valid for travel.

Additional travel information and DTS training can be accessed at the Navy Reserve Homeport.

If at any time you need additional travel assistance, the Navy Reserve Travel "Triad" is standing by to assist you at 1-800-537-4617, option 1, 1.

GETTING IT TO THE SAILOR

The New Navy Reserve Homeport

Written by SHEILA DALESSANDRO,
COMMANDER, NAVY RESERVE FORCES COMMAND N6

The new Navy Reserve Homeport (NRH) portal has a new design with a more user friendly look and feel. We have created a website to help you be mission ready. Information will be readily available on the website to deliver a ready and accessible force.

The NRH portal team hasn't ignored your suggestions; we are continually improving the web portal. The new portal has all the same capabilities with added new features.

PRIMARY TOOLS

We know you are busy and you need information fast so you can put your mission first. So, we have designed a centrally located navigation menu that will place all of your vital links at your fingertips. The new center navigation allows you to access important information to perform your day to day operations. Because individuals need easy access to essential information, this section highlights the information related to your work, training, and benefits. In each section you will find categories to allow you to select your options quickly.

WORK

Important links for your travel, personnel, orders and references.

TRAINING

Quick access to the Catalog of Navy Training courses, Knowledge Online (Navy, Defense and Joint), Navy Education and Training Command and other training sources.

BENEFITS

You will have easy access to pay, medical, dental, and other related information.

NAVIGATION

To help you better navigate the NRH, the portal will offer pages that open in new windows. This allows the first window to remain at the home page while you continue working. Once you exit out of the secondary window, the home page is still there in the first window.

To quickly find the information you need, a toolbar under the page banner has drop down menus that allow you to point and click on the information you need

Access to internal sites like Frequently Asked Questions and the Events Calendar located at the Info Board on the left side of the home page.

EXTERNAL LINKS

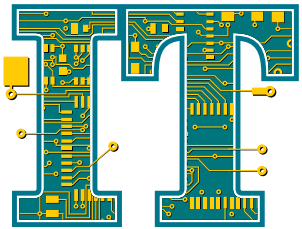
External sites like Navy Knowledge Online and BUPERS Online are now in the Quick Links menu on the left side of the home page.

NAVY RESERVE INFORMATION

The right side of the home page will give you links for command readiness, announcements, communications, and questionnaires.

The new NRH portal offers an attractive look that will bring all the important information to a central location. The new features and enhancements have a more intuitive layout, improving ease of use. By adding the left, right, and center access points, you are able to navigate throughout the new portal easier.

We welcome your suggestions to improve your site. Send your comments via the "questions and comments" button located at the bottom of the page.



CULTURE OF FITNESS

Commitment to Fitness

Written by Chief Mass Communication Specialist PAUL G SCHERMAN

With the spring physical fitness assessments (PFA) just around the corner, it is not soon enough to dust off your running shoes. Let the Navy core value of "Commitment" be your guide to establishing a fitness regimen year round.

C – Commit to establishing a fitness goal and stay with it. Stay focused. It is a matter of discipline and dedication to make exercise part of your daily routine.

O – Orient yourself to a variety of activities and then choose one or two you enjoy. Bicycling, swimming and jogging are common exercises but skiing, skating, dancing, yoga and pilates can be considered. This will add variety to your exercise routine and help prevent overtraining.

M – Mindset. Change your attitude toward exercise. It's not about having a solid body during the summer months or being able to pass the PFA twice a year. It's about being healthy over a lifetime . Make exercise a year round habit, not a part time hobby. Regularity is important for developing and maintaining good health and fitness.

M – Mornings. Start the day right and exercise in the A.M. You are more likely to stick to a program when it occurs early in the day. It will energize the rest of your day and prevent you from putting exercise off. Morning routines get it done!

I – Innovate. Think of ways to incorporate activity into your daily routine. Try walking during lunch or taking the stairs. Don't park at the front of the store or office. Park in a far lot and walk the distance.

T – Train three days a week for a minimum of 30 minutes a day. This includes cardiovascular exercise as well as resistance (weight) training. If you meet this goal, you will see your overall health improve and you will be building healthy habits. However, the challenge is to think of training at the minimum as mediocrity. Avoid being average. Train five days a week or an hour a day. Get in the habit of making fitness a part of your life.

M - Motivate yourself and others to exercise with you. Be a fitness leader and organize daily workouts with friends and family. If you have a workout partner you will be more likely to show up. Working out with others energizes everyone.

E- Effort. With exercise, you get out what you put in. Find the dedication within yourself, and then push it to the next level. With steadfast effort, comes a great sense of accomplishment. You will gain more energy and enjoy the benefits of being physically fit.

N- Nutrition. In some ways choosing the right food is just as hard as making time for physical activity. By ensuring appropriate nutrition, you enhance the results of your physical activity and increase your general wellness. You will also experience an increase in energy.

T-Total Wellness. Total commitment to fitness will affect all areas of your life. Exercise is only one part of a healthy lifestyle. Your follow through, attitude, intensity, and eating habits all play a part in engaging in a total wellness state of being.



SPIRITUAL NAVIGATION

Religious Program Specialists Move Forward

Written by Religious Program Specialist 2nd Class (FMF) VANESSA R. ROCHA and Lance Cpl. STEVEN R. CUSHMAN

As the only members in military service who are not authorized to carry weapons, chaplains must rely on their religious programs specialists for protection in theaters of operation.

Although, the primary mission of an RP is to provide administrative and technical support for the chaplain, while forward deployed, RPs also provide personal protection for the chaplain.

“RPs are the right arm of the chaplains,” said Lt. Cmdr. James H. Pittman, Marine Corps Air Station Cherry Point chaplain. “They are able to do things that the chaplain may not. They are administrative support and personal security managers.”

Chaplains, whether they are members of the Army, Navy or Air Force, according to the Geneva Convention and military regulations, are designated noncombatants. While other noncombatants, such as medical personnel, may carry weapons for self-defense, chaplains are not allowed to carry weapons and must rely upon their RPs for protection.

“The RP rating is the only rating in the Navy tasked with protecting a noncombatant,” said Senior Chief Religious Program Specialist Dino C. Medler.

To be ready to provide protection Navy Reserve RPs recently gathered at the Naval Expeditionary Training Institute on Camp Pendleton, Calif. to hone their skills.

They received an overview of basic first aid and familiarization of the combat survival kit from top Navy corpsman instructors. Instruction on building clearing was

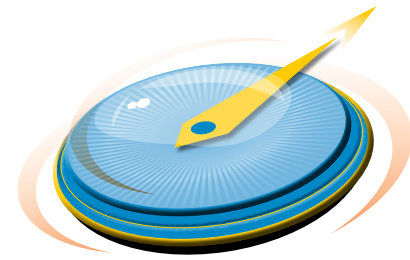
given by one of the best instructors a Sailor can have - a Marine gunnery sergeant. Two active-duty RPs shared their experiences on protecting a chaplain in a combat situation. They gave tips of how to tactically and respectfully keep a chaplain safe. Each RP conducted a building clearing scenario in pairs.

Later, at the Marine Corps Recruit Depot in San Diego, the Reserve RPs received weapons familiarization training by the Marine staff. The Marines made sure safety was the most important part of the training.

While on deployment, it is important to know basic land navigation skills. These skills enable the RPs to get themselves and their chaplain to safety if they are separated from their unit.

Chaplain protection is only one aspect of the RPs job. They are also tasked to execute a command religious program. To learn more about this aspect of their rating the trainees went aboard the USS Nimitz (CVN 68) and the USS Makin Island (LHD 8). The RPs were informed of their duties at sea. They have the responsibility of running the library, chapel upkeep and shipboard maintenance. RPs and chaplains have a vital role to the fleet, fleet Marine Forces, and families by providing guidance and information to become spiritually stronger, and spiritually prepared.

Continued training ensures the role of the RP will carry on through the blue and green side of the military for a long time to come.



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



William F. Townsend
YEOMAN 2ND CLASS

Hometown: Spokane, Washington

NOSC: NOSC Spokane

Unit: NR AS 40 Frank Cable Det E

Brief description of your Navy job: I am the mustering petty officer of my unit. I also perform administrative duties to include maintaining the recall bill, working on evaluations, assisting the chain of command and assisting the command career counselor with career development boards.

Brief description of your civilian job: A newly enrolled college student at Spokane Community College.

What has been your greatest Navy achievement? Repainting an orphanage in Misawa, Japan and playing soccer with the kids.

Who has been your biggest influence since joining the Navy? Aviation Maintenance Administrationman 1st Class Buss. He was my first AZ leading petty officer back when I was in the aviation community. He was tough but very knowledgeable. He taught me everything I knew about being an AZ and about F/A-18s.

What do you enjoy most about the Navy? The sense of comradery and family. It never changes from command to command. Sailors all seem to have a similar sense of ethics and morals.

Most interesting place visited since joining the Navy: Too many to list, but Misawa, Japan was amazing for the snowboarding and culture.

Current hobbies: Martial Arts, rock climbing and lots of reading.



Marcus White
DAMAGE CONTROLMAN 1ST CLASS

Hometown: San Antonio, Texas

NOSC: Cheyenne, Wyoming

Unit: Training Department Head

Brief description of your Navy job: My primary duty is serving as the NOSC Cheyenne training officer. As training officer I'm responsible for all training related matters for my staff and selected Reserve Sailors.

Brief description of your civilian job: I do not have a civilian job. I'm an enlisted FTS Damage Controlman. When working in a sea billet I operate, repair, and maintain installed firefighting systems and equipment, damage control equipment, and chemical, biological and radiological defense equipment.

What has been your greatest Navy achievement? My greatest Navy achievement is advancing to a First Class Petty Officer within six years.

Who has been your biggest influence since joining the Navy? I can't say that one person influenced me. I have worked under some great leaders but my overall biggest influence is God.

What do you enjoy most about the Navy? I enjoy the professionalism and high standards the Navy requires of our members. I like being part of a team that is motivated, and highly skilled in all we do.

Most interesting place visited since joining the Navy: Perth, Australia due to the culture, hospitality and scenery.

Current hobbies: I'm a gym rat and love to run long distance. I also enjoy volunteering as youth baseball, football, and basketball coach. I'm also a huge Dallas Cowboys fan.

Ready to Dive: Testing Capabilities.

Story and photos by Mass Communication Specialist 1st Class Doug Mappin



◀ Navy Diver 1st Class Michael Wilkins of NR NAVSEA Diving Unit inspects the air diving tanks on the beachfront prior to a Navy night-time training dive exercise for that evening. During the scenario divers will search for a downed helicopter in the waters of Lake Michigan.

with Navy Experimental Diving Unit in Panama City, Fla., which means we are able to perform a wide variety of tasks.”

“This exercise tonight will be an important test of our capabilities,” Bogle said. “In the bigger picture, we also work to support Naval Sea Systems (NAVSEA) commands in various diving operations that demonstrate our diverse capabilities. For example, our diving team recently worked with a Reserve Navy shipyard maintenance unit from Greenbay, Wis. and the Wisconsin Maritime Museum in the inspection of a World War II era museum-piece submarine.”

Bogle is quick to point out his divers are well-trained, capable and ready to assist in many Navy and civilian operations. All unit members have civilian skills that enhance unit readiness and add to the team’s ability to accept diverse missions. Some members work in civilian law enforcement which adds to the force protection element of Navy Reserve missions. Others work in the medical and mechanical fields, which reinforces required diving and salvage capabilities. Hospital Corpsman 2nd Class Brian Herrli is a Navy diving medical technician and works as a civilian emergency medical technician. He has been instrumental in leading and training the unit in emergency response.

Members of NR EXPDIVSUPU bring with them many years of Navy and civilian diving experience, some with as many as 21 years. Even with extensive experience the team never forgets the importance of safety. As with all diving units, the eight-man team must perform diving qualifications at least four times every six months to keep their diving certification current.

While diving is complex during the day, a night dive adds the variables of limited visibility and decreased temperatures. These increased dangers tend to sharpen a diver’s focus. The team members rely more on their teammates to provide extra assistance, such as helping locate and check equipment or providing light, if needed. On the water, everyone increases their focus to provide the diving supervisor a higher level of situational awareness. The divers working in the water have to rely more on each other as well. Diving in total darkness is nothing uncommon to a Navy trained diver. A flashlight does not guarantee visibility due to reflections from sediment and conditions below the surface. The divers may have to rely on line pull signals to guide their operation. This is something every Navy diver is trained to do. The temperature drop at night also adds to a diving unit’s concerns as potential hypothermia is possible.

Imagine a warm night around 8 p.m. A private helicopter with four passengers from Milwaukee, Wis. is flying home to its operations home base in Chicago, Ill. The helicopter experiences mechanical difficulties with its rotor stabilizer assembly and crashes into the waters of Lake Michigan, off the shore of Waukegan, Ill.

With Naval Station Great Lakes nearby, a dive team from Navy Reserve Experimental Diving Support Unit (NR EXPDIVSUPU) is summoned to locate and recover the wrecked helicopter. With a team of four divers and another three members standing ready to assist ashore, the search for the wrecked helicopter is on. This is a scenario used in training preparations for the unit, and demonstrates only one aspect of the Reserve unit’s capabilities. The unit’s training exercise helps to sharpen their skills so they remain an important asset to their parent command, the Navy Experimental Diving Unit (NEDU).

“We are a well-trained unit with divers of diverse backgrounds and capabilities,” Chief Warrant Officer Johnny Bogle, commanding officer of NR EXPDIVSUPU said. “We use this training to exercise our basic skills. We also perform many types of experimental diving operations

Prior to venturing out into the dark waters of Lake Michigan that evening, the unit gathered to coordinate and identify their strategy for the evening's operations. Each aspect of the night exercise was planned out and briefed from beginning to end. To exercise their knowledge as diving supervisors under instruction, two of the unit's supervisor trainees provided briefs in preparation for the dive.

"Our job tonight will be performing a search to find simulated wreckage. The first rule is staying safe and watching out for your diving buddy," said Navy Diver 1st Class Paul Ford.

Ford has 20 years of diving experience.

"Our training task is to locate and survey the wreckage," Ford said. "In real life operations, we would primarily be focusing on recovering personnel from the helicopter and to recover any important items such as a black box."

According to Navy Diver 1st Class Joseph Vandover, the team will use a process known as the Jackstay Survey to locate submerged objects during their time in the water.

"This type of search system is normally used in shallow water operations," Vandover said. Vandover has served as a Navy diver for 21 years and acts as the unit's leading petty officer and lead diving supervisor. "The process involves two divers dropping two lines from a buoy system, spacing them out and moving into what amounts to a grid pattern."

As the divers lower lines to the bottom, they then lower themselves down and move through the area and perform a visual search. Once they have completed the search in that particular segment, the lines are moved again and they do a sweep until the object is located. It is a time-consuming process.

In the case of this night-time exercise, the divers worked in waters down to a depth of approximately 20 feet. While two divers performed the search, two other team members monitored their progress from a boat on the surface above them. After locating the wreckage, the divers conduct a survey of the wrecked helicopter and search for the passengers that were aboard when the crash occurred.

Nearly as time consuming as the dive itself, was the preparation prior to the evolution. In a real life situation time is of the essence, which is why training exercises like this are so important. Prior to the dive, the team worked together checking their equipment for wear and tear, ensuring each piece was operating flawlessly.

NEDU exists to provide research for the U.S. Navy. The

long-time Navy organization was established in 1927 at the Washington, D.C. Navy Yard. NEDUs test and evaluate diving, hyperbaric, and other life-support systems and procedures. They also conduct research and development in biomedical and environmental physiology. The unit provides technical recommendations to NAVSEA to support operational requirements of the armed forces.

"During the inspection of the World War II era Navy submarine in Manitowoc, Wisc., the unit also used the time for increased training," Bogle said. "Our dive teams, who have a great deal of experience, train monthly to keep our skills sharp and to better assist NEDU."

Some divers are experts in explosive ordnance disposal and others at conducting hull inspections of Navy vessels and submarines. Some NEDU divers support medical research and testing the limits of divers in different water conditions.

In 2001, one of the divers from NR EXPDIVSUPU assisted with the salvage operation of the USS Monitor, the first ironclad U.S. Navy vessel to serve in the Civil War. The Monitor sank in stormy waters off the coast of Cape Hatteras, N.C., Dec. 31, 1862. Twenty-year diver Ford was chosen to be part of the salvage team to assist with the operation of raising and preserving the Monitor.

The years of experience of members of NR EXPDIVSUPU combined with their varied backgrounds in different mission areas, allows this team of divers to be ready and accessible to support Navy diving operations when called.

▼ Chief Navy Diver Troy Laws supervises water entry of divers during a submarine hull inspection of the X-Cobia. Navy Diver 1st Class Paul Ford is shown using the Jump Entry method normally used on piers.



This month's Back to Basics takes a closer look at each part of the anchor chain.

BACK TO BASICS

Anchor Chains

Made of steel, Navy anchor chains vary in size according to the size of the ship and her anchors.

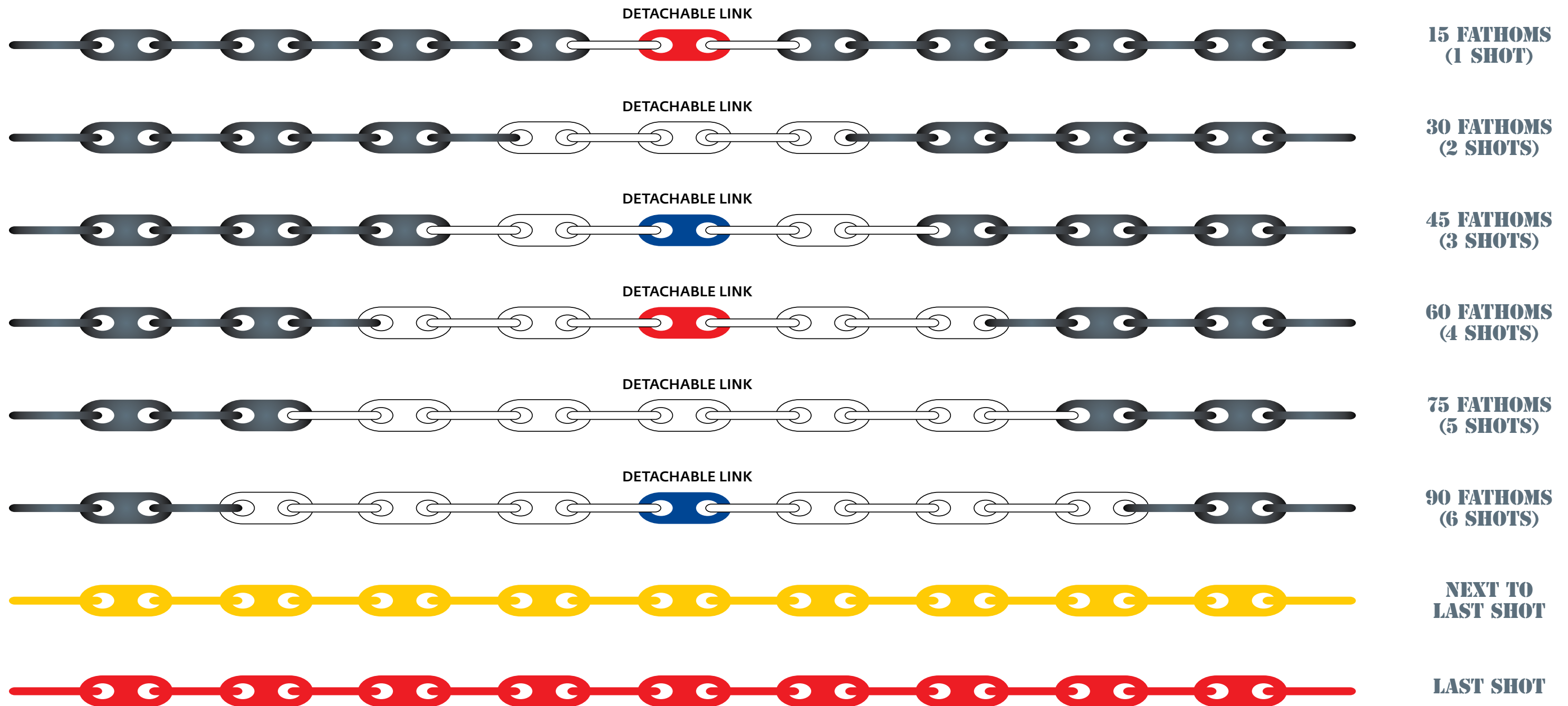
Chain comes in 15-fathom lengths called shots. One fathom equals six feet.

How many shots a ship will carry depends on the type of ship.

Shots are attached to one another by detachable links.

A special color-coding system is used to identify the various shots so that when the ship is anchored, you can tell, just by looking at visible chain on deck, how much chain has been paid out and is underwater.

Each of the detachable links that marks the beginning of another shot of chain is painted red, white, or blue. The links on either side are painted white (the number of links corresponding to the number of shots) and pieces of wire are also twisted onto the last white link to further aid in identification (the latter useful in the dark when you cannot see the links clearly, but can feel the turns of the wire.)



Maritime Patrol Warriors

Story and photos by Chief Mass Communication Specialist William Lovelady, VP-62 Public Affairs



A team of aviation ordnancemen prepare to load an inert MK-46 torpedo into the bomb bay of a P-3C Orion. Photo by Mass Communication Specialist 2nd Class Nicholas Garratt.



Since 1970, the ‘Broadarrows’ of Patrol Squadron Six-Two (VP-62) have been hunting enemy submarines, drug boats and terrorists. One of two Reserve P-3 squadrons in the fleet, VP-62 provides qualified operators and maintainers of the P-3C Orion to combatant commanders around the world.

“We have approximately 90 Reserve and full time aircrew members who we keep current and qualified to perform maritime patrol missions from peace to war,” said Cmdr. Brian Carpenter, the squadron’s commanding officer. “If needed, we can send them out as individual augmentees or as complete crews to support forward operations or homeland defense missions. Right now we have aircrew personnel augmenting active-duty squadrons in the Middle East, Europe and South America. In the last six years we have also deployed our own aircraft and crews in support of operations Enduring Freedom (Phillipines), Iraqi Freedom, Unified Response (Haiti), Carib Shield and numerous exercises at home and overseas.

“The P-3 mission is a good fit for Reserve Sailors,” Carpenter continued. “Airborne ASW (anti-submarine warfare) skills take a long time to learn and are very expensive to acquire. But once learned, they are easily maintained and refreshed. Our Reserve Sailors have thousands of hours of Navy flying experience that represents a huge investment by our tax payers. Our job is to preserve that investment by way of periodic training and operations. The P-3 is also a good platform for Reserve Sailors. The range and accommodation of the aircraft provides the mobility for our Reserve Sailors to get quickly to the fight with their aircraft, aircrews and maintenance support.”

One of the senior drilling Reserve Sailors in the squadron, Naval Aircrewman 1st Class (NAC/AW) Edward Drouse Jr. said, “I have flown on every type of mission the P-3C is tasked for in VP-62. Sometimes I come in during the week to do trainers and bounce flights to help maintain the squadron’s readiness. I have flown with other crews to help them get qualifications when their personnel were out.”

The primary mission of patrol squadrons is to train for and conduct anti-submarine warfare.

“The submarine is a potent, cost effective weapon of choice against our Sea Base. Anti-submarine warfare has historically been a very asset-intensive endeavour,” said Carpenter. “The role of VP-62 is to integrate into the wider effort with allied helos, ships, and subs to counter the threat.”

To meet VP-62’s mission they must continually work to keep their aircraft ready for training and combat. Five years ago, the maintenance departments of several squadrons were consolidated into a wing-wide combined maintenance organization (CMO). After a three year trial effort, the CMO concept was abandoned and VP-62 began rebuilding its organic maintenance program. It took a year to regain the billets and another year to rebuild the manning and qualifications. Most of the new full time maintenance personnel never worked on a P-3 before. With guidance from the senior selected Reserve maintenance personnel, the new P-3 Sailors came together as a team to keep their aircraft ready for service.

“I came here a little more than a year ago and went straight to the line shack,” said Aviaiton Machinist’s Mate 2nd Class (AW) Tyler Ensign. Ensign is a 28-year-old engine mechanic who came from an EA-6B Prowler squadron. “We all came together and got our first aircraft and got started.”

Senior Chief Aviation Structural Mechanic (AW) Larry Maxton was one of the original Reserve Sailors who stood up the new maintenance programs. A sheet metal mechanic who works on P-3s at the depot level as a civilian, Maxton was the maintenance department leading senior chief from 2009 to 2010.

“We had some challenges with qualifications because many of the full-time support maintainers were coming from other communities and didn’t have P-3 experience. They were hard chargers and made it happen,” said Maxton.



▲ Aviation Ordnanceman 2nd Class Ledarryl Wesley inserts a sonobuoy into one of the sonobuoy launch tubes on the underside of a P-3C Orion maritime patrol aircraft.

“Lately we’ve had a lot of work,” said Ensign. “With an aircraft of this age, you never know what kind of maintenance issues are coming next. Sometimes it’s easy to lose sight of the big picture. We have to remember, we’re not just changing a propeller, we’re getting aircraft to the fleet, providing a vital mission capability.”

“It doesn’t matter whether forward deployed, or here flying training flights. Those aircrew members are still humans in the aircraft. Every member of our team knows we fix aircraft for that—to keep the aircrew safe as well as keeping the aircraft mission capable.”

However, the cost of being ready for a fight that might not happen is high. “I am one of just a few Sailors left in the squadron that have actually seen what a Soviet submarine looks like,” said Drouse. “The

American taxpayer isn’t going to fund a VP squadron just to stand by for ASW,” said Carpenter. “So we’re also training for maritime patrol, overland reconnaissance and counter-narcotics missions. Some would argue these are more important because they are real missions today instead of the what-if of anti-submarine warfare tomorrow.”

The Navy plans to replace the P-3 over the next decade with a combination of new maritime patrol aircraft, the P-8 Poseidon and the unmanned Broad Area Maritime Surveillance (BAMS) aircraft. “The role of Reserve Sailors in the P-8 and BAMS world is still being shaped. I hope there will continue to be a mechanism to capture the talented P-8 and BAMS aircrewmen of the future and keep them relevant in the Reserve. It just makes sense” said Carpenter. “In the meantime, we’ll be flying the mighty Orions into their 40’s and maybe 50’s.”

▼ Aviation Machinist's Mate 2nd Class (AW) Tyler Ensign signals engine three turning on a P-3C Orion maritime patrol aircraft.



You know where you want to go.

Sailor Career Toolbox

The tools you need to get there.

<http://www.npc.navy.mil/CareerInfo/CareerToolbox/>



SEABEES FORWARD!

OBJECTIVE BAKERSFIELD-THE BATTLE IN JELAWUR

WRITTEN BY CHIEF MASS COMMUNICATION SPECIALIST LEIF HERRGESELL, NAVAL MOBILE CONSTRUCTION BATTALION 18 PUBLIC AFFAIRS OFFICER

During the course of 2010 and 2011, eight different Seabee battalions were surged into the Afghan theater of operations. Four battalions were present in theater at the same time during the peak construction tempo in the second half of 2010. The surge balanced the deployment of Reserve and active duty battalions and even mixed the troops in the field and on forward operating bases (FOB).

Chief Construction Mechanic (SCW) David Umana, Equipment Operator 1st Class Trevor Stout, Equipment Operator 1st Class Nick Larson, Equipment Operator 2nd Class John Taylor, Equipment Operator Constructionman Brian Samaduroff, Construction Mechanic 1st Class (SCW) Tim Lytle. These Seabees were on the first and third phase operations at COP Stout. Samaduroff leveled a compound that would become the second half of COP Stout and would provide berthing and security for ANA forces. Altogether 13 Seabees carried out the three missions that eventually provided security and basic sanitation for the soldiers of the 320th Field Artillery battle veterans at COP Stout. Photo by Utilitiesman 2nd Class Vuong Ta.



◀ Construction Mechanic 1st Class (SCW) Tim Lytle operated a D7 Caterpillar bulldozer during the battle for what would become COP Stout. Lytle and his fellow crew members labored for 36 hours straight taking intermittent mortar and small arms fire as they hurried to fill barriers and provide a secure perimeter for the Soldiers of the 320th Field Artillery. Photo by Utilitiesman 2nd Class Vuong Ta.

Known as the “Mighty builders”, NMCB 18 started receiving projects before they touched down at Kandahar Air Field (KAF). One of the earliest projects was the construction of a combat outpost (COP) in the Argandab River Valley. The plan was to place the COP alongside a road essential for U.S. and coalition forces to control. Domination of the road and approaches were considered crucial by coalition commanders. Control of this road would limit Taliban access to a FOB, three other COPs and the city of Jeluwar.

The first phase of Objective Bakersfield was for U.S. Army and Afghan forces to drive out insurgents and seize the road and surrounding countryside. Army forces met with fierce fighting, encountering small-arms fire, vehicle-born improvised explosive devices and anti-personnel mines. In the initial clash, U.S. Army squad leader Staff Sgt. Kyle Stout was killed by a blast from an improvised explosive device (IED). For five days, coalition forces battled with Taliban fighters. These forces included U.S. Army troops of the 1st Battalion, 320th Field Artillery Regiment (FAR), 2nd Brigade Combat Team, 101st Airborne Division, Canadian Infantry and Afghan National Army (ANA) forces of the 1st Kandak. Nearly 100 coalition forces were in place contesting for the ground. Casualties during the heavy fighting of the first two days reached nearly twenty percent. Due to high battle losses, reinforcements from U.S. Army air assault forces were brought in to bolster the 320th and break enemy resistance.

Since the beginning of hostilities in Afghanistan in late 2001, Seabees have been posted all over the globe. They assist in humanitarian relief and support the Army, Marine Corps and NATO war fighters. Prior to 2010, the battalions in war zones had typically rebuilt or created infrastructure from scratch. They mainly built up installations for use by U.S. and coalition forces. Still the motto of the Seabees has remained, “We Build—We Fight.”

In the years of WWII, much like today, Seabees were scattered around the world and were often exposed to enemy fire. Korea and Vietnam also required the construction support and the efforts of Seabees. The scope of those conflicts did not require the end strengths in combat theaters of operation the construction battalions had in WWII, so fewer Bees saw combat. Recent operations in Afghanistan have once again seen the Bees at the tip of the spear in combat operations.

Arriving in the Helmand province of Afghanistan in July of 2010, Naval Mobile Construction Battalion (NMCB) 18, a Reserve battalion, took over for NMCB 133.

Tacticians immediately recognized the need to establish a permanent outpost to support ongoing patrols and provide long-term jurisdiction over the byway. A team of four Seabees from NMCB 18 were tasked to rapidly build the initial 50 by 100 meter COP compound. This allowed the two platoons of the 320th and an equal number of ANA to safely hold the ground. The four Seabees from NMCB 18 focused first on construction on the west side of the road. The new compound had to be capable of sustaining the 40 plus personnel of the coalition force.

When they attived at the embattled coalition forces, the Seabees found them dug in and occupying hasty fighting positions. Unable to fill their barriers with soil, Army forces put up empty barriers to simply block the enemy’s line of site. Taliban forces had also mined the roadbed with anti-personnel mines to deny foot patrols ease of movement.

Objective Bakersfield was appropriately renamed “COP Stout” in honor of the staff sergeant who gave his life to control the vital roadway.

▶ Construction Electrician 1st Class Christopher Fink takes a break. Fink was one of the eight members of the phase three team that helped make the final adjustments to COP Stout giving the U.S. Army troops their first hot shower in weeks. Fink worked diligently to repair an old farm tractor motor that powered a pump for shower and latrine facilities. Navy photo by Utilitiesman 2nd Class Vuong Ta.

“We dropped gear, rolled in and they (Army) started filling,” said Construction Mechanic 1st Class Tim Lytle. “They told us it was hot—really, really hot!”

The Seabees began working in the dark the night of their arrival. Army leadership warned the Bees not to work on the far side of the road. An abandoned compound had been heavily wired with explosives and the ground around it was salted with IEDs.

Lytle said the fire was constant. “They’d hit us and we’d hit em back and then they’d fall back.”

The four Seabees scraped up soil for the Army’s 863rd Engineering Battalion, who filled the barriers using a scoop loader. They worked for 36 hours straight, eating and grabbing a soda as they pushed dirt. They erected barriers on the north, east and south sides of the future COP. Access to the east side was blocked by a six-foot mud wall that ran parallel to the road.

Equipment Operator 1st Class Trevor Stout (no relation to Staff Sgt. Kyle Stout) and Equipment Operator 1st Class Nick Larson assisted with the scoop loaders. Equipment Operator 2nd Class John Taylor worked alongside Lytle with another dozer. Lytle and Taylor stockpiled the fill. Mortar and rifle grenade rounds frequently struck within 30 or 40 feet of the up-armored dozers. The Seabees kept working, knowing there would be little let-up until the perimeter was secure. The 320th FAR, Air Assault and ANA continued to take casualties. Eventually patrols also began to operate from another COP about 600 meters south of Stout. Kiowa attack helicopters readily laid down Hellfire missiles and .50 caliber gunfire in support of the patrols and the new COP’s garrison. That concluded the first campaign to secure the area.

Equipment Operator 3rd Class Eliude Loucel was the first Seabee from NMCB 18 on site for the second phase of the fortification project. An Afghan farm compound on the west side of the road allowed enemy fighters an overview down into the first phase COP. It had to be leveled.

“I was a little overwhelmed and didn’t know what to think,” Loucel said. He slept in the dirt the first night, duly warned about the gaps in the perimeter. “The Army looked at me as a professional and asked me what I wanted to do.”

Loucel decided to take on the job. An explosive ordnance disposal team (EOD) explained what he needed to look for in terms of large explosive devices. Army personnel set security and he surveyed the site with his



officer in charge (OIC). His first push into the compound would doze a path in an easterly direction along the south wall of the farm compound. He dropped his blade and made a pass, ripping and dozing a path about a two feet deep and nine feet wide. The path allowed EOD safe access in case Loucel encountered a large explosive device. Roads and compounds that have been demined often still yield unexploded ordnance or mines. Bomb sniffing dogs, sub-surface detecting equipment and mine clearing line charges don’t get everything. It is the reality of this war.

Next, Loucel ramped soil against the west end of the compound wall so that he could safely remove the building without having to demolish two stories simultaneously. He took out the building from top to bottom.

“It was most definitely built for war,” Loucel said, referring to the durability of the structure.

Prior to his arrival two 500- pound bombs had been dropped on the building without doing any appreciable damage. The Army estimated it

would take three days to demolish the compound. Loucel finished it off in four hours, but only after severely spraining his right ankle when he stepped in a hole while stepping off his dozer.

Due to the noise from the dozer and concentrating on his work, Laurel didn't hear the direct fire Army personnel were taking in the COP. It was all over by the time he completed his mission.

"They (the Taliban) were a little upset about us dropping the building," Loucel said with a smile. "I didn't even realize how relevant Seabees are until I saw the Army's reaction when the building came down. They were so happy to see it come down."

Elimination of the building gave Taliban fighters no place to hide. With the building gone coalition forces now had open lanes of fire from the COP.

The OIC found himself with a Seabee for two extra days before he was due to move back to FOB Terra Nova. The road to the south of Stout was flanked by mud walls and trees creating ambush points and cover for grenade and small arms attacks. The OIC asked Loucel if he would take down the walls and trees and touch up the roadbed. In two days, Loucel cleared back the obstructions on the road shoulders and wrapped the road around to the west and south of Stout. This created a safe approach to yet another compound that was providing cover for the Taliban. He visually identified a large and very recently buried IED. Pulling back he informed his boss of its location. The OIC reinforced Loucel's decision to stop work and called in an air strike.

For the next month Army troops at COP Stout continued to push patrols and take casualties as the 320th FAR held the ground that had been earned at a cost. Loucel's reduction of the compound had eliminated the threat from the far side of the road, but ANA and U.S. Forces continued to take direct fire from a tree line 150 meters east of the existing site.

The third construction campaign at COP Stout was ready to begin. The COP's confined spaces had been determined to be inadequate. The plan called for expanding it to the opposite side of the road, designing it to be bisected by the highway. There would be gun towers covering both the route and the surrounding battle space. When completed, ANA forces would occupy the new compound to the east. U.S. troops would continue to occupy the original, shared west side compound.

Eight Seabees from NMCB 18 were sent to expand Stout and install basic amenities for coalition forces. The team was lead by Chief Construction Mechanic David Umana. The new construction schedule was set to clear the eastern site of garbage and debris that had collected over the last 30 days. They would also erect barriers and crow's nest gun towers on the east compound and build tent pads and latrine facilities on the west compound.

Equipment Operator Constructionman Brian Samaduroff pushed the trash into piles and stockpiled fill dirt for the barriers that would surround the perimeter.

Hospital Corpsman 2nd Class Rodney White stayed in the existing COP. He introduced himself to his Army counterparts with whom he would work closely over the coming weeks.

White crossed the road to join the work crew and to be on hand in case of emergency. Between Army and ANA, every day there was a new trauma case. Most of the wounds were caused by IEDs. White was not going to be short on customers.

The other Bees worked quickly to clean the site while Umana and White stayed in a gun truck providing security and medical support. The troops took a lunch break at 11: 30 a.m. just in time to receive incoming small arms fire.

Enemy rounds snapped sharply against the up-armored earth moving equipment. The Seabees quickly took cover behind their equipment. Army troops perched in a crow's nest opened up with suppressing fire from the existing COP.

Months later White still feels deep concern for the welfare of the troops. He stays in close contact with Army friends he made while at Stout.

"All I could think of was guys getting hit on my watch. Stout was no joke. It was the front line—outside those walls all hell breaks loose," White said.

For the next six days Umana's crew erected barriers to form a perimeter on the site they leveled on day one. ANA forces were frequently wounded by small arms fire. White worked closely with his Army counterparts treating the wounds of all. As the kinetic operations continued forward, so too did the construction. The new 11- foot walls successfully denied Taliban troops a chance to target coalition forces.

Until the enclosure was completed, however, small arms fire peppered the ground as insurgents attempted to harass Seabee efforts.

As the first week came to a close, three additional Seabees arrived to construct gun towers on the northeast and southeast corners of the new compound. Interlocking fire from the guns allowed the ANA crew to interdict Taliban forces out 150 meters to the east and more than 400 meters to the south. Army and ANA patrols ranged for miles, always taking a different route through the most rugged terrain to avoid detection and mined pathways.

On the seventh day, a combined ANA/U.S patrol sortied from the U.S. compound. As they readied to set an ambush, small arms fire erupted from a nearby tree line. One of the Afghan Army troops began to panic. Cpl. Gervais Vera grabbed the soldier to calm him, stepped back, and triggered a pressure plate. The blast completely severed one of Vera's legs, and severely injured the other. The ANA soldier remained unscathed as Vera took the brunt of the explosion.

White assisted an Army medic, who had already placed a tourniquet on one leg. After helping place two additional tourniquets, White packed 10 rolls of combat gauze into a fist sized wound in Vera's back. A Blackhawk helicopter arrived in 15 minutes, evacuating Vera directly to the ROLE 3 medical facility at KAF.

Capt. Donald Bittner, a Reserve component surgeon assigned to NMCB 18 was one of the members of the emergency medical team that treated Vera when he arrived at KAF. Vera is recovering at Walter Reed Army Medical Hospital in Bethesda, Md.

In the final week of construction, the Seabees, working long shifts into the night, transferred their efforts back to the original compound. They constructed new tent decks for berthing and a Southwest Asian Hut to be used as a morale, welfare and recreation facility. They also converted a steel CONEX box into a latrine facility that included a laundry and two shower stalls. All of this was compliments of Construction Electrician 1st Class Christopher Fink. Fink used the tools and materials at hand to improve the quality of life for the veteran 320th. An old Afghan farm tractor motor provided the power to pump a well that supplied non-potable water for washing machines, showers and toilets. The Army had received the appliances, but had neither the tools nor people to install them. Fink nursed the tractor motor back to life and gave the Army their first showers and flush latrine facilities on Stout. Some of the troops had been weeks without a shower- washing instead with bottled water or baby wipes.

As White tells it, Fink is a commodity in demand throughout the Jelawur region. Army troops on FOB Terra Nova and the surrounding COPs look forward to the skill Fink brings and the improvement he makes to their living conditions.

NMCB 18 carried out three separate missions to COP Stout and their work didn't stop there. They returned to FOB Terra Nova and provided security and quality of life improvements for embattled Army troops. As missions progressed they saw more kinetic activity and were often in the line of fire. These kinds of circumstances can erupt anywhere and at any time in the rugged landscape of Afghanistan. Fortunately for the coalition forces, NMCB 18 assists, these Seabees are prepared for anything.



Equipment Operator 1st Class Nicholas Larson, Equipment Operator 1st Class Trevor Stout and Construction Mechanic 1st Class (SCW) Tim Lytle arrive at COP Tynes after completing their four day mission to the Aghandab Valley. The four Seabees (Equipment Operator 2nd Class John Taylor not pictured) worked throughout the battle with little sleep while eating in the cabs of their equipment to ensure that the embattled Soldiers of the 320th Field Artillery Regiment had a secure fighting position. Photo by Equipment Operator 2nd Class John Taylor.

'Bees in the Box

Story and photos by
Chief Mass Communication Specialist
Terrina Weatherspoon

Big things come in small packages. I've heard that phrase all my life but it has never rung more true than the day I met Chief Builder Rick Kossa. Kossa serves with Naval Mobile Construction Battalion 18, which is a Reserve unit out of Washington state and currently deployed to Afghanistan. I met him on a trip to Forward Operating Base (FOB) Wilson. We were visiting there with First Naval Construction Division's command master chief. We were met at the landing zone by Kossa, who immediately began to list his battalion's needs.

"Good afternoon master chief," said Kossa as he glanced toward me with a half smile. "I know you don't have much time, so let's just get into it. I need to know who has the money. I've got this great construction equipment, but it's broken. I've got construction equipment in other parts of the theater not being used. I could use that equipment, or at least use the parts to fix what I got. I need to order stuff I need, and I need to receive the stuff I've already got on order. I have guys saying 'chief, we don't have what we need to do our job,' and I don't know what to tell them. It's a bad day when the chief doesn't have the answer. So master chief, what's the answer? Who has the money?"

We only had 45 minutes on the ground and he filled every bit of that 45 minutes. He drove us around in a Gator (a tiny version of a Jeep) to each of the projects his people were working on. He was driving fast and talking just as fast. Moon dust was flying up in all directions as we rounded sharp turns and drove past thousands of sand bags on our way to the projects. By the time we re-boarded the helicopter, we had

all gotten a mouth full of sand and an ear full of Kossa. At that point I knew three things about him. Number one, he's short. And by short I mean got-a-waiver-to-join-the-Navy short. Number two, he cared about his people and his mission. And number three, his size was the only small thing about him. His personality, his persona, his life—it's all big.

The next time I flew to FOB Wilson I was again met by Kossa and the Gator. We hopped in and he drove me, again at a rapid speed, to my berthing. However, this was a calmer version of Kossa. I guess he figured he didn't really need to get into parts and shipping conversations with me, because I definitely did not have the money. He told me to unpack my stuff and he'd meet me for lunch.

Over lunch we talked about a lot of things. I was mostly curious about his tattoos. His body was covered with them—another waiver from the Navy I presume. The tattoos ran down both of his arms and up his neck ending just below his chin. From conversation, I know they continue down his back, chest, abdomen and legs—the illustrated chief. On his Adam's apple he has two seahorses in a yin and yang shape.

"It's for my love of the sea," he said.

His call sign on the radio is "Convict," despite the fact that Kossa has never been in trouble with the law.

"Just one more stereotype," said Kossa, as he pushes food around his plate.

In fact, Kossa made his living doing construction before finally deciding that joining the Navy sounded like a good idea.

"I didn't think I'd get in, I mean, look at me," said Kossa, who not only got accepted into the Navy Reserve, but also made chief in less than seven years. "I'm a freak."

Few would disagree with that statement. He does seem to be a bit of an anomaly, but freak or not, no one can say he doesn't know his job and perform it well. And he even manages a sense of humor about his height.

"Every year at Christmas I don an elf costume," said Kossa. "Tights, shoes and all. I let people sit on my lap, pose with me on their shoulder, whatever. I'm a good sport about it. But when the costume comes off, all bets are off."

Indeed, the only bet I'd make is that once you meet him, you'll never forget him. He'll be the tallest seeming man in the room.

MCC Terrina Weatherspoon left active duty as a Chief in January 2008 after 13 years of service, and affiliated with the Navy Reserve in March of 2009. She is currently deployed to Kandahar, Afghanistan with the Third Naval Construction Regiment "The Leaders" out of Marietta, Ga. The regiment heads up Task Force Keystone, one of the largest engineering efforts in Afghanistan.



Activation and Mobilization Checklist

Required documents for you and your family.

<div>• PAY/DIRECT DEPOSIT/ALLOTMENT</div> <div><div><input type="checkbox"/> Voided personal check or deposit slip (displaying bank address/telephone, bank routing/account numbers).</div><div><input type="checkbox"/> Bank account information (bank address/telephone, bank routing/account numbers) for each desired allotment.</div><div><input type="checkbox"/> 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.</div><div><input type="checkbox"/> Copy(s) of current child support agreement(s).</div><div><input type="checkbox"/> If [Medical Corps (MC), Dental Corps (DC), Medical Service Corps (MSC) (Clinical), Nurse Corps (NC)] certified copies or proof of the following:<ul style="list-style-type: none">• Current license/certificate – Current BCLS, ACLS, PALS, etc.• Current demographic information if MC – Internship• Residency – Board certification in specialty or board certification qualifications.</div></div>	<div>• SECURITY CLEARANCE</div> <div><div><input type="checkbox"/> Certified copy of naturalization papers.</div><div><input type="checkbox"/> Names/addresses of personal/professional references (minimum of three each required).</div><div><input type="checkbox"/> Names/addresses/dates of employment for the past ten years (or since graduation from high school).</div><div><input type="checkbox"/> Names/addresses/dates of high school and college.</div><div><input type="checkbox"/> Addresses and dates of all previous residences.</div><div><input type="checkbox"/> Names/dates/places of birth for your parents and your spouse's parents.</div></div> <div>• MEDICAL</div> <div><div><input type="checkbox"/> Verify Defense Eligibility Enrollment Reporting System (DEERS) information for self and family members.</div><div><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.)</div><div><input type="checkbox"/> Extra hearing aid/batteries.</div><div><input type="checkbox"/> Documentation of significant medical/dental conditions not documented in military medical/dental records.</div><div><input type="checkbox"/> Copy of prescription(s) issued by physician (or other documentation of approved medications). Minimum 90 days supply of medications.</div><div><input type="checkbox"/> Documentation to support enrollment of exceptional family member in available Navy/DOD programs.</div><div><input type="checkbox"/> Documentation of enrollment in TRICARE SELRES Dental Program (TSRDP).</div></div> <div>Complete appropriate Medical Screening documents:</div> <div><div><input type="checkbox"/> NAVMED 1300/4, Expeditionary Medical and Dental Screening for Individual Augmentee and Support Assignments to Overseas Contingency Operations</div><div><input type="checkbox"/> NAVMED 1300/5 – 11, Area of Responsibility theater-specific medical screening forms</div><div><input type="checkbox"/> NAVPERS 1300/21, Medical Suitability Certification</div><div><input type="checkbox"/> NAVPERS 1300/22, Expeditionary Screening Checklist</div></div> <div>• PERSONAL</div> <div><div><input type="checkbox"/> Driver's license (to support issuance of government license.)</div><div><input type="checkbox"/> For those authorized POV travel, vehicle registration/insurance documentation.</div><div><input type="checkbox"/> Documentation to support any claim delay and/or exemption.</div><div><input type="checkbox"/> Completed and mailed application for registration and absentee ballot. Federal Post Card Application (FPCA, SF 76), Federal Write In Ballot (FWAB, SF 186).</div></div>
---	--

** 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.

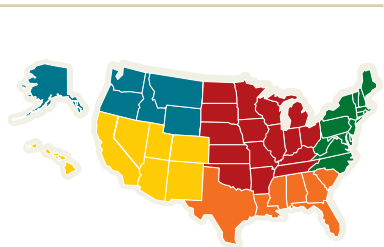
<div>• MESSING AND BERTHING</div> <div><div>Verify whether you will be reimbursed for commercial or government berthing and messing:</div><div><div><input type="checkbox"/> A Berthing Endorsement or Certification of Non-Availability (CNA) is required for reimbursement of commercial lodging expenses (hotel 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.</div><div><input type="checkbox"/> 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.</div></div></div> <div>• SELRES PAY AND ALLOWANCE (FOR AT AND ADT ORDERS)</div> <div><div>Upon reporting for duty, submit to that Command's local PSD:</div><div><div><input type="checkbox"/> Orders with Command Endorsements (Note: Orders must be imprinted with the word "ORIGINAL").</div><div><input type="checkbox"/> Completed and signed ACDUTRA PAY AND ALLOWANCE CHECKLIST (requirement varies by PSD).</div><div><input type="checkbox"/> Electronic Funds Transfer (EFT) Certificate.</div></div></div> <div>• SELRES TRAVEL CLAIM CHECKLIST (FOR ALL ORDERS: AT, ADT AND IDTT)</div> <div><div>Submit the following to your Reserve Activity within five (5) working days of completing travel:</div><div><div><input type="checkbox"/> Completed Travel Voucher DD 1351-2 with ORIGINAL signature.</div><div><input type="checkbox"/> Copy of endorsed orders.</div><div><input type="checkbox"/> Second copy of endorsed orders (only required for IDTT processing).</div><div><input type="checkbox"/> 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.</div><div><input type="checkbox"/> Copy of SATO Travel Itinerary (if travel incurred).</div><div><input type="checkbox"/> Completed Direct Deposit "verification" form with Electronic Funds Transfer (EFT) data.</div><div><input type="checkbox"/> Certification of Non-Availability (CNA) for commercial lodging/meals from the BEQ/BOQ (if SATO has not already provided this on your Itinerary).</div><div><input type="checkbox"/> Reserve Activity Authorizing Officer (AO) approval.</div></div></div>

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.psasd.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 E-mail 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 Dionn Henderson 1-877-822-7629 (757) 322-5679
Naval Air Facility, Washington DC (240) 857-4880
Naval District Washington RCC (240) 857-4880
Region Mid-Atlantic RCC (757) 444-7295
Amityville, N.Y. (631) 433-2532
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) 723-7160
Greensboro, N.C. (336) 254-8671
Harrisburg, Pa. (888) 879-6649
Lehigh Valley, Pa. (610) 264-8823
Manchester, N.H. (603) 537-8023
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. (617) 753-4600
Raleigh, N.C. (866) 635-8393
Richmond, Va. (804) 271-6096
Roanoke, Va. (866) 527-6595
Rochester, N.Y. (585) 247-6858
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) 961-2241
El Paso, Texas (915) 565-3593
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) 697-9205
Orlando, Fla. (407) 240-5939
Pensacola, Fla. (850) 452-1341
Puerto Rico (787) 707-2324
San Antonio, Texas (210) 225-2997
Shreveport, La. (318) 746-9657
Tallahassee, Fla. (850) 546-6194
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) 688-3760
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) 451-2098
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 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) 353-3002
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
Region Northwest RCC (425) 304-3338
Anchorage, Alaska (907) 384-6491
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

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 (215) 443 6600
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 (215) 443-6400
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
HSC-3 (619) 545-8196
HS-10 (619) 545-6600
VFA-106 (757) 433-9081
VFA-122 (559-998-3482
Operational Support Offices and Reserve Force Operations Allied Command Transformation (NATO) (757) 747-4071
Amphibious Group One 011-81-611-742-2377
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
Merchant Marine Reserve Program (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 011-34-956-82-3232
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)-841-3089

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 011-34-956-82-3232
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)-841-3089

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) 573-3733
Submarine Group Two (860) 694-5683
Submarine Squadron Eleven (619) 553-8641
US Africa Command 011-49-711-729-4484
US Central Command (757) 836-4180
US European Command 011-49-711-680-113
US Fifth Fleet 011-973-724-383
US Fleet Forces Command (757)-836-4180
US Joint Forces Command (757) 836-6555
US Naval Forces Africa 011-39-081-568-4634
US Naval Forces Alaska (907) 463-2248
US Naval Forces Central Command 011-973-724-383
US Naval Forces Europe 011-39-081-568-4634
US Naval Forces Japan 011-81-46-816-1110
US Naval Forces Korea 011-822-7913-5795
US Naval Forces Marianas (671) 339-7133
US Naval Forces Southern Command (904) 270-7354 x4304
US Naval Special Warfare Command (619) 522-2825
US Northern Command (719) 554-5920
US Pacific Command (808) 477-9138
US Pacific Fleet (808) 474-8415
US Second Fleet (757)443-9850
US Seventh Fleet 011-81-6160-43-7440 x4090

US Sixth Fleet 011-39-081-568-4634
US Southern Command (305) 437-1261
US Strategic Command (402) 294-0246
US Third Fleet (619) 767-4296
US Transportation Command (618) 229-8269
Naval Reserve Intelligence Command
Reserve Intelligence Command Hdgtrs. Fort Worth, Texas (817) 782-7107
Navy Intelligence Reserve Region Northwest (360) 315-6001
Navy Intelligence Reserve Region Southeast Det New Orleans (504) 678-3411
Navy Intelligence Reserve Region Southeast - Ft. Worth (817) 782-6464
Navy Intelligence Reserve Region Southwest - Jacksonville (877) 882-7396

Navy Intelligence Reserve Region Southwest San Diego (800) 873-4139
Navy Intelligence Reserve Region Southwest Det Denver (720) 847-6240
Navy Intelligence Reserve Region Midwest (847) 688-6273
Navy Intelligence Reserve Region Midwest Det Minneapolis (847) 688-6273
Navy Intelligence Reserve Region Southeast Det Atlanta (678) 655-6380
Navy Intelligence Reserve Region Mid-Atlantic (757) 444-1352
Navy Intelligence Reserve Region Washington (240) 857-7878
Navy Intelligence Reserve Region Midwest Det Millington (847) 688-6273
Navy Intelligence Reserve Region Midwest Det Detroit (847) 688-6273

Navy Expeditionary Combat Command (757) 462-4316
Explosive Ordnance Disposal Group One (619) 437-3700
Explosive Ordnance Disposal Group Two (757) 462-8453
First Naval Construction Division (757) 462-3658
Naval Construction Forces Command (757) 462-3658
Maritime Expeditionary Security Force
Maritime Expeditionary Security Group One (619) 437-9808
Maritime Expeditionary Security Group Two (757) 396-0513
Chief of Naval Air Training
CAOSO (361) 961-3386
CNRF CNATRA/FRS PM (757) 322-6751

submission guidelines

photo submissions

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

story submissions

Due 5th of the month. Monthly columns: at least 500 words. More is okay, we'll edit it. Feature stories: at least 600-700 words and need supporting photos. Feature-based stories will compel the reader to read the entire story. We do not want a straight-news story written in inverted pyramid newspaper style.

questions and suggestions

Please contact the editor at james.vorndran@navy.mil or call (757) 322-5624



PRSRT STD
US POSTAGE
PAID
MIAMI, FL
PERMIT #2563

Navy Blue In You?

When the heat is on, what's inside you, is what comes out. Your patriotism stirs you to be a Citizen Sailor and you sweat Navy Blue. As a Navy Reservist you pursue a civilian career, preserve your Navy career, benefits and military retirement.

The Navy Reserve - Is it in You?

Call 1-800-USA-USNR or visit www.navyreserve.com to prove it.

A black and white photograph of a man in a military uniform, looking directly at the camera with a slight smile. He has blue paint splatters on his face and forehead. The background is blurred, showing other people in uniform.

**NAVY
RESERVE**