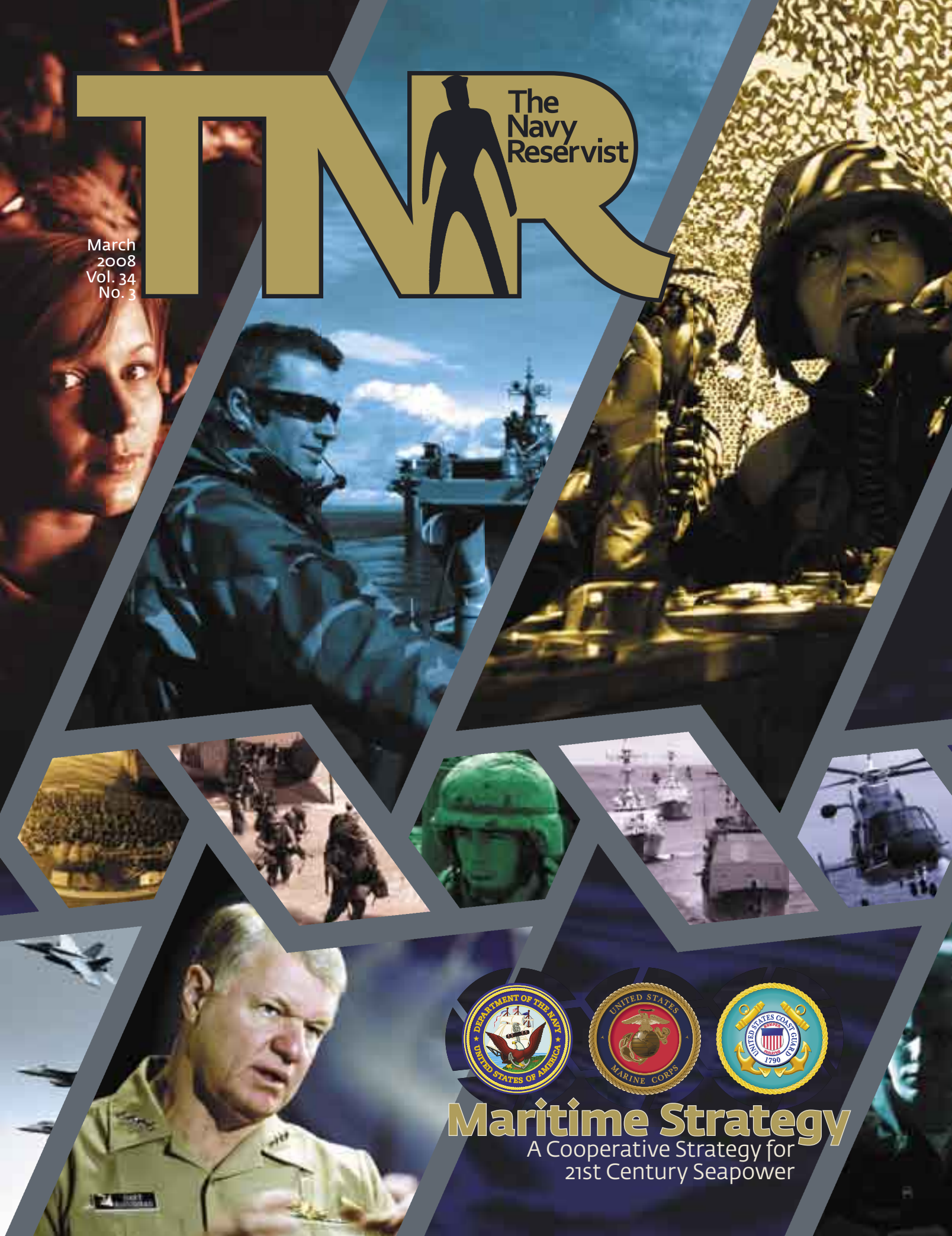


TNR



The
Navy
Reservist

March
2008
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No. 3



Maritime Strategy
A Cooperative Strategy for
21st Century Seapower

A Letter from the EDITOR



Dear TNR readers,

You will hopefully notice that I started this letter addressed to our readers, I say readers because many more people than Reservists read TNR. Families, friends and active component Sailors are calling all the time to get extra copies of this publication. We at CNRFC Public Affairs are very proud of that. Long-time readers may have noticed that during the last year or so that each month we focus on a theme. While the theme concept actually makes our jobs a little more difficult, I think the results have made your magazine even better.

This month's theme is "A Cooperative Strategy for 21st Century Seapower." By reading TNR from cover to cover I think you will gain quite a bit of insight on where we are going as a Navy.

As the year moves ahead two of the themes we will be looking at are "Taking Care of our Own" and "Future Force." Start thinking about story ideas and send them in, we need great stories from the fleet with high resolution action photos included. The due dates are April 5, and May 5, respectively.

Now I am about to write about the worst part of my job. Sometimes I make mistakes here at TNR and sometimes things change between the time we go to print and when you receive TNR. With that said I have to do some house cleaning and fix some info that we put out last month.

In our December "Submarine Force" issue we had a few errors that a number of submariners were kind enough to e-mail us about. The USS Triton (SSRN/SSN 586) was the first submarine to circumnavigate the globe submerged, not USS Triton (SS 201) as we printed. Also, of note, the USS Gudgeon (SS 567) was the first to circumnavigate the globe, not continuously submerged, two years earlier.

Also, missing from the timeline was the USS Holland (SS 1) recognized as the first U. S. submarine in 1900 establishing the year 2000 as the 100th Anniversary of the Submarine Force.

Finally, the USS Greenville (SSN 772) was misspelled (I am told this is a common occurrence), it is correct in this sentence.

Thanks for all who caught this I must have been at sick call that day.

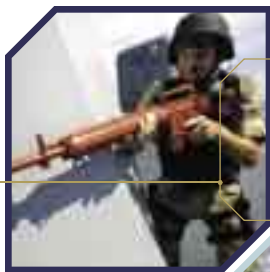
Before I close, I would like to welcome aboard MC2 Ryan Hill who will be our new editor starting with the next issue. Feel free to send stories and photos to either one of us, and keep sending feedback.

Very Respectfully,

Chief Mass Communication Specialist Jim Vorndran

TNR - EDITOR-IN-CHIEF

12 Panamax



Reservists give and take real-world training at largest Western Navy exercise!

Maritime Partnership Program enhances theater security cooperation through joint training exchanges, port calls and community relations.



18 Maritime Partnership

22 Hot To Help



HSC-85 "High Rollers" battle California conflagration.

Reserve and active Seabee battalions conduct joint field exercise at the infamous Fort Hunter Liggett.



26 Bearing Duel

29 Evolving



Global interdependence in law, governance, finance, trade and immigration matters make maritime strategy necessary to protect America.

Navy-Marine Corps-Coast Guard maritime service team completed a Global Fleet Station deployment with partnership countries.



24 Soft Power!

Our Cover:

Thanks to:
MCSN Jon Husman,
MC2 Zack Baddorf,
MCC James E. Finnigan,
MC3 Pedro A. Rodriguez,
MCSA Shannon Garcia,
MC2 Jennifer A. Villalobos,
MC3 Eduardo Zaragoza,
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MC1 Richard J. Brunson,
MC3 McKinley Cartwright

Graphics by Bryan W. Bordelon



Compartments

- 02...Admiral's View
- 03...Sailors Matter
- 04...Taking The Helm
- 05...Focus On Families
- 06... Culture Of Fitness
- 07... N6 Tech Talk
- 08...Diversity (*New Column*)
- 09...Spiritual Navigation
- 10...Career Counselor Corner
- 11...Profiles In Professionalism
- 16...Back To Basics
- 32...RC Phone Directory

Meditations of a Mariner

by Wallace Irwin, 1904

A-watchin' how the sea behaves
For hours and hours I sit;
And I know the sea is full o' waves -
I've often noticed it.

For on the deck each starry night
The wild waves and the tame
I counts and knows 'em all by sight
And some of 'em by name.

And then I thinks a cove like me
Ain't got no right to roam;
For I'm homesick when I puts to sea
And seasick when I'm home.

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The Navy Reservist 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/vi/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 Reservist 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 must provide updates to the NSIPS (Navy Standard Integrated Personnel System) via their NOSC Personnel Office.



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March 08

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Admiral's View

**Rear Admiral
Lee J. Metcalf**

Director,
Office of Global Maritime
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Global Synergy

The new maritime strategy signed by the Chief of Naval Operations, Commandant of the Marine Corps and Commandant of the Coast Guard not only reinforced partnering among the sea services but ushers in a new vitality to the role of maintaining security, stability and collaboration among all stakeholders of the maritime domain. It is truly an exciting time to be part of the United States Navy.

Success in the world before us will require the ability to build partnerships, understand different international cultures and vantage points, understand agencies (interagency acumen) and the ability to have persistent presence throughout the world.

Why are we doing this? Achieving synergy with our global maritime partners in order to achieve Maritime Domain Awareness (MDA) - the effective understanding of anything in the maritime domain that could impact the security, safety, economy or environment of the United States. This cannot be accomplished by one service or by one country individually. We must work globally with our maritime partners to face our toughest challenges from maritime security to non-traditional challenges such as disaster relief. We're also facing more adversaries who employ asymmetric methods and capabilities such as terrorism, narco-trafficking and piracy against U.S. interests.

The Active Reserve Integration (ARI) of the Navy has never been

better aligned to do what it takes to implement the new maritime strategy. For instance, the range of interagency Reserve Component missions specifically targeted at achieving interagency cooperation and international partnerships continues to grow.

Here are some examples:

- International and commercial outreach of the Naval Cooperation and Guidance for Shipping (NCAGS) organization
- Coordinated engagement by the Maritime Partnership Program across the NAVEUR (Commander, U.S. Naval Forces Europe) area of responsibility.
- Standup of U.S. Africa Command (AFRICOM)
- Prosecution of the Global Fleet Stations (GFS) pilots in the Caribbean, Africa and in the Pacific
- Standup of bodies driving our new paradigm of maritime

information sharing and partnering from the national Office of Global Maritime Situational Awareness (OGMSA) to those belonging to the Maritime Headquarters/ Maritime Operations Centers (MHQ/MOC).

- Reserve Component contributions to the strategic operations and tactical levels have never been greater or more effectively targeted.



Aviation crewmembers check an AV-8B Harrier aboard the amphibious assault ship USS Tarawa (LHA 1).

U.S. Navy photo by Mass Communication Specialist 3rd Class Daniel A. Barker





Sailors Matter

FORCM
Jeff Garrison,
COMSUBFOR
Force Master Chief

New Year, New Goals

When the new year began, we prepared for new challenges, made personal resolutions and set new goals, our Navy was no different.

We continue to enjoy many successes, overcome obstacles, and face new challenges on a daily basis. We do it with highly trained and motivated Sailors on flight decks, in engine rooms and on the ground in some of the world's most dangerous places.

I am continually amazed and inspired by the quality of men and women serving in uniform today. Your dedication to our country and the selfless sacrifices you make each day are what makes us the greatest Navy in the world.

Our retention efforts continue to pay off. The deckplate leadership applied to retain talented Sailors has clearly made a difference. We continue working toward a steady state-force of approximately 322,000 active-duty and 67,000 selected Reserve Component Sailors by the end of the 2009 fiscal year. We are a different type of Navy with higher demands, as well as ever-changing missions. We must focus on retaining the right Sailors, at the right place and time.

Our leadership teams must continue to engage at all levels.

Semi-annual professional development boards are not the only way to reach our Sailors. Nothing takes the place of deckplate leadership LPOs and LCPOs should be mentoring their Sailors daily on the numerous opportunities the Navy can provide.

What motivates us to come to work everyday is service to our country, and what keeps us coming back is job satisfaction. We must ensure that our Sailors understand the purpose of what they do for our country everyday. Everyone plays a critical role in the mission of the unit. We owe it to our Sailors to promote and create a work environment that treats them with dignity and respect.

Command involvement is the key to preventing our young Sailors from making career-ending decisions. No one has more impact on our Sailors than our chief petty officers. As chiefs, we must never forget that our focus should always be centered on the personal and professional development of our Sailors. Attrition will be closely monitored this year. Every year, we lose talented people.

Many of these Sailors have the training, knowledge and capabilities that make them valued members of our team.

Each one of you makes the greatest Navy the world has ever known. We rely upon one another day in and day out and we share a common bond as shipmates that no one can break. No one else in the world has the same amount of camaraderie, trust or concern for one another than United States Sailors. Our priorities should be Ship, Shipmate and Self.



Hospital Corpsman Victor Nwabuzor from Obosi, Nigeria smiles proudly after reciting the Oath of Allegiance during a U.S. Citizenship and Immigration Services swearing-in ceremony.

*U.S. Navy photo by
Mass Communication Specialist 3rd Class
Christopher Blachly*



From Dabble to Passion

Words by

Cmdr. Patricia Brady, MSC, USN
NR Center for Naval Leadership

The wonderful comedian and U.S. Navy hospital corpsman (1956-1961) William Henry “Bill” Cosby, Jr., said *“Anyone can dabble, but once you’ve made that commitment, your blood has that particular thing in it, and it’s very hard for people to stop you.”*

That’s the sentiment I now have for Navy leadership training. I started out dabbling in it when the Center for Navy Leadership (CNL) stood up Reserve units nation-wide to help with its command mission in September 2005. Along with about 200 other senior Sailors, both enlisted and officer, I made a commitment to help the leadership development program work for the Navy. And it became my passion! As I move on to a new command, my aim is for it to become your passion too.

We’re on the edge of revolutionary thinking in the Navy; active and Reserve units working together to train Sailors – both officer and enlisted – to lead.

All enlisted personnel are required to attend the training development courses for advancement eligibility. Officers are not required, but I ask officers to “step up to the plate” and require it of yourselves. Set the example in your unit that currency in leadership is essential and if it is required of enlisted Sailors, officers ought to be in the front of the line.

I have had the opportunity to work with some of the finest senior

Sailors during my two years with CNL. They are dedicated and driven to be sure that each leadership course is the best course possible. They spend hours of their personal time planning and prepping the lessons because they feel it is a privilege to stand in front of a class of Sailors and facilitate leadership learning.

Like most things we’re passionate about, we love it when others join in that passion and see the benefit. Yeoman 1st Class Terri Kerr, of the Navy Reserve CNL Mid-Atlantic unit, relayed an experience she had when facilitating one of her first leadership courses.

“A student approached me and said that when he entered the classroom he was expecting just another Navy training class, similar to the ones that he attended throughout his 10-year career. He expected two ‘wasted weekends’ Kerr said. But he said he was very surprised by the interactive course structure and he took away valuable tools that not only will improve his leadership skills on drill weekends, but in his civilian career and even his personal life! This was quite a moving experience for me to see that the leadership course had such a profound impact on a junior Sailor in such a short period of time.”

What’s interesting is that all of us who facilitate the leadership courses understand we are the conduits to leadership training – not the experts on leadership. Stemming from the passion for Navy leadership comes

wanting to learn from others.

Senior Chief Electronics Technician (SS) Randal Smith from the Navy Reserve CNL Southeast unit explained, “What amazes me is the experiences and skills that each and every class brings to the table. I learn things from the Sailors every time I facilitate. To hear what the Sailors have accomplished, what they are doing now, and what they will be doing in service to our country is truly humbling.”

There have been a few drill weekends during my career when I came home Sunday evening wondering what difference I made to the Navy that weekend. That’s never the case when facilitating CNL courses. One of my fellow Reserve CNL plank owners who is very instrumental in the success of the program is Senior Chief Storekeeper (SS) Paul Davisson. His insight puts perspective on the kind of leadership commitment and passion I have been honored to be associated with over the past two years.

He said, “Bringing everyone together on the same leadership ‘page’ has given me satisfaction beyond any other job I’ve performed in the Navy. I’m excited for our future and now know first hand that the bright future of our Navy Reserve lies in the Sailors we are facilitating today.”

Come on and dabble in Navy leadership training ... It’s contagious and will bring passion for leadership development to you and your Sailors!

Words by
Pat Nicholson,
Force Family Support Program Manager

"The preparations you make now will reduce some of your anxiety and provide you with some peace of mind."



Family and friends welcome Sailors with Navy Customs Battalion Romeo as they return home to Norfolk after a seven-month deployment. The battalion of 450 Navy Reservists, mobilized, trained, equipped and deployed by the Navy Expeditionary Logistics Support Group, served at five locations in Kuwait and Iraq conducting customs inspections in support of the global war on terrorism.

*U.S. Navy photo by
Senior Chief Ship's Serviceman
Lori-Jan Barton*

As the global war on terrorism continues, we must always remember to be ready. As Sailors train and prepare to be mobilization/deployment ready, a very important aspect that should not be forgotten is family preparedness.

All members with families should have a family care plan in place that covers all situations. In addition, single Sailors must have a care plan in place to provide care for children during deployment.

Personal readiness is one aspect of your life that should not wait until you receive mobilization orders. The preparations you make now will reduce some of your anxiety and provide you with some peace of mind. Get with your command for assistance to help you prepare for mobilization.

Take time to

update your Record of Emergency Data (Page 2), Serviceman's Group Life Insurance (SGLI) election form with the correct beneficiary, Defense Enrollment Eligibility Reporting System (DEERS) verification and any other records. Remember to have the appropriate powers of attorney completed to handle various situations that may occur while you are away from home. This includes special medical powers of attorney to authorize medical care for minor children.

**Family Preparedness =
Unit Readiness =
Mission Readiness**

One very important person your family needs to know is the command family ombudsman. The ombudsman serves as a critical link between the command and command families. The ombudsman maintains a toolbox full

of resources and can provide you information and referrals to meet most of your needs no matter where you live. Ombudsmen are trained volunteers dedicated to assisting and helping families with military lifestyle issues.

A Navy Reserve family information Web site is available on the Navy Reserve Web page (<http://navyreserve.navy.mil>) under the welcome aboard links you can find CNRFC FAMILIES. This Web site provides downloadable readiness checklists, guides and other helpful resources.

Another great resource is Military OneSource. You can talk with a real person 24/7/365 who can provide guidance on almost any topic. In addition, they can provide document translation in more than 150 languages and can have an interpreter facilitate a three-way call in more than 160 languages.

For assistance call 1-800-342-9647 or visit Military OneSource at www.militaryonesource.com.

There are numerous creative ways to create a culture of fitness throughout a command. The command fitness leader team at Commander Navy Reserve Forces Command recently started a summer fitness competition. The results were very encouraging and worth sharing with the rest of the force.

The competition began in June and ended just before the fall Physical Fitness Assessment (PFA) in October. Other local commands were invited to participate and join in the fun.

The command was divided into teams according to departments and given team color: Red, White, Blue, Gold, Silver, Bronze and Brass. Each team's goal was to have each team member attain 100 points over the four-month period.

Members could attain points through any of the events listed on the table below. Events were selected because they emphasized the Physical Readiness Test (PRT) events. The team and individual standings were reported every two weeks.

Scoring Table

- 1 mile run/walk = 1 point
- 1 mile elliptical = 1 point
- 3 mile bike = 1 point
- 500 yard swim = 1 point
- 50 sit-ups = 1 point
- 40 push-ups = 1 point
- 1 weight lifting session = 1 point

The team standings went back and forth. Individual contests also

erupted as some competitors tried to outdo each other. In the end the leading scorer edged out second place at 1543 to 1505 for the "Top Dawg" spot in the "PT Hound Pound" – top five individuals with most total points. The female "Top Dawg" led with 1126 points.

Most members of the command exceeded 100 points and prepared well for the fall PFA. The Brass Team won the team competition with 96 percent, fueled in part by Rear Adm. Craig McDonald and Chief of Staff, Capt. John McCormack's 477 mile charity bike ride across Iowa (see November TNR). They knocked out more than 100 points during that event.

Although the competition created camaraderie and teamwork the main focus was to prepare the command for the fall PFA and see members improve between the



U.S. Navy photo by
MC2 Ron Kuzlik

spring and fall 2007 cycles. The Sailors embraced the summer fitness competition and had a lot of fun with it. Participation in the fall PRT increased dramatically due to a major decrease in medical waivers.

The failure rate also declined sharply.

Members were recognized for their efforts in the 180 Degree Club which consisted of the five members who had the greatest improvement in each separate PRT event. The 180 Club averaged 2.8 performance category jump in cardio scores, 3.6 in curl-ups, and an incredible increase of five performance categories in push-ups. While many members across the command increased their scores one or two categories, the top men's overall increase was three categories and the top women's overall improvement was a whopping four category increase.

This event shows that by being creative in the ways Sailors work to improve their fitness they can have fun and become healthier. Imagine, after only four months of fitness competition you could be the next Sailor to improve your PRT score by four categories.

The success of the program was made possible by the combined efforts of the CFL team and the commitment and hard work of all the Sailors at the command. This is one of the many ways commands across the force are thinking out of the box to help engage Sailors in physical exercise and create a culture of fitness.

If you have inspirational stories of successful fitness programs or initiatives you want to share please send them to the NAVRESFOR Command Fitness Leader Program Manager, Lt. Wil Wooten, at william.wooten1@navy.mil.

Outlook 2003: Creating a New Personal Folder

Article from
NMCI Homeport

Are most of the messages in your Inbox from the System Administrator telling you your mailbox is over its size limit?

Since NMCI users have limited storage space on the Exchange server, you should use Outlook Personal Folders to store important e-mails you wish to keep, but do not need immediate access to. Using a personal folder will help keep your mailbox from reaching the maximum storage limit and ensure you can effectively send and receive e-mail. This article includes step-by-step instructions detailing how to create a new personal folder (.pst file) in Outlook 2003.

When you receive an NMCI seat, an Outlook Personal Folder (.pst) is automatically created for you. It will be listed in the Outlook Folders List under the heading of Personal Folders.

Since files on the C: drive remain on one machine, Reservists who use many different machines to access NMCI should save files to the H: drive. This gives you more storage space and the ability to access your files on any NMCI computer.

For more information on how to manage your Outlook Inbox, refer to Outlook 2003 Mailbox Size Management.

Solution:

1. Open Outlook.
2. Click File, select New, and then click Outlook Data File.



3. Under Types of Storage, click Select Office Outlook Personal Folders File(.pst). Click OK.



Note: Review the description of both Personal Folder formats to ensure you select the type of Personal Folder that best suits your needs. It is not recommended for Outlook 97-2002 Personal Folders exceed 1GB in size. Outlook 2003 Personal Folders have a larger storage limit, however they are not compatible with earlier versions of Outlook.

4. In the File Name box, enter a name for the file and click OK.



5. In the Name box, enter a display name for the folder and click OK.



6. Drag and drop e-mails and folders from their original locations to the new folder now displayed in the Folders List; refer to Drag and Drop E-mail in Outlook 2003.

Note: The C: drive is not backed up automatically. Do not store critical data or files solely on your C: drive. If your .pst file contains critical e-mails keep it backed-up periodically; refer to Back-Up Critical Files or Folders in Windows 2000. You can use WinZip to compress files before creating a back-up; refer to The Benefits of Zipping Files Using WinZip.



Reflections In Navy Blue

Words by
Lt. Cmdr. Kim Dixon,
Chief of Navy Personnel Diversity Directorate Public Affairs Officer

Many discussions on the number and types of ships the Navy needs have accompanied the release of “A Cooperative Strategy for 21st Century Seapower.”

It’s easy to understand why the mix of ships and hardware in our inventory is important to keeping our nation secure and our global partnerships intact. It’s more challenging to understand how personnel issues, like diversity, can positively or negatively impact this strategy. A diverse Navy is vital to fulfilling the sea service chiefs’ vision detailed in the maritime strategy.

You may have seen the Navy’s definition of diversity by now ... “all the different characteristics and attributes of individual Sailors and civilians that enhance the readiness of the Navy.” Just what do we mean by “characteristics and attributes?”

Physical Characteristics

Physical characteristics are the ones we are born with, and they usually remain unchanged. These include race, gender, ethnicity, cultural heritage, age and mental or physical abilities.

We often refer to these characteristics as “Diversity 101” and use them as the starting point for implementing Navy diversity.

Skills and Experience

Skills and experience are equally important to a diverse workforce.

Each of us has many dimensions that shape our values and our expectations. Among these are communication style, education, family status, military experience, religion, first language, geographic location, work experience, and work style.

America's Strength

Our country was founded on the promise of opportunity for all people coming from all over the world to seek a better life. America’s strength comes from embracing the uniqueness of these individuals, no matter what their race, gender, ethnicity or heritage. The Navy should reflect our country, and it only makes sense that we use this strength to defend our country.

Changing Demographics

Projections show that by the year 2020, one third of the nation will be from a minority population; by the year 2050, one half. This change will bring even greater diversity to the workforce.

Even though these demographic changes are decades away, we must start today to ensure we have a Navy where the youth of tomorrow can see themselves reflected throughout the Navy’s ranks. It takes 25 years to grow an admiral or a fleet master chief. Because we don’t hire senior leadership from the outside, there are no quick fixes for future diversity problems. We must find the right Sailors-enlisted and officer-today,

and develop them for our future.

Diverse Thought

Diversity in our Navy serves as a force multiplier. Our Sailors speak more than 190 languages. We have experts in varied cultures from around the world. Even age diversity contributes to creative thought. Our newest generation, the Millennials, bring new ideas for infusing a balance of life and work into Navy service.

It was a diversity of thought that created our new maritime strategy. The Navy had conversations with the country, gathering insights from academic, business and civic leaders. With their input, and working for the first time with the other sea services, the Navy crafted a maritime strategy that brings our forces together to protect and extend our nation’s security and prosperity.



**America’s
strength comes
from embracing
the uniqueness
of individuals,
no matter what
their race, gender,
ethnicity or
heritage.**



Altruistic Inka Dinka Doo!

Words by
 Cmdr. Kirk Morledge, CHC, USN,
 NR SEALOGPAC HQ
 NOSC San Diego

Tim Hansel, in his book entitled “Holy Sweat”, relates a great story about one of America’s most famous comedians who entertained the troops during World War II: Jimmy Durante.

According to the story, when he was first asked to be a part of a show for those in uniform, Jimmy told the organizers they could count on him to appear but that he would be on a very tight schedule. He told them he’d perform, but that, unfortunately, he could only stay a few minutes. If they wouldn’t mind his doing one short monologue and immediately leaving for his next appearance, he would be glad to be part of the line-up.

The show’s director agreed happily. But when Jimmy got on stage, something astonishing happened. He went through the short monologue he had promised, and then he didn’t leave. He stayed. He kept performing. The applause grew louder and louder. He continued to stay. Pretty soon, he had been on for fifteen, twenty, then a full thirty minutes.

Finally he took a last bow and left the stage. Backstage someone stopped him and said, “I thought you had to go after a few minutes. What happened?”

Jimmy said, “I did have to go, but I can show you the reason I stayed. You can see for yourself if you’ll look down at the front row.”

In the front row were two men, each of whom had lost an arm in

the war. One had lost his right arm. The other had lost his left. They were sitting side by side. Together, they were clapping – loudly and cheerfully!

Together, they were able to clap. Together, they made the day better for everybody. Together, they inspire us across the decades as we think back on what a moment like that represented.

As you think about a grand-sounding concept like Maritime Strategy in this issue of *The Navy Reservist*, you might do well to remember that a strategy is nothing more than a plan, and a plan only works when people do.

It only works when people work together. It only works when people care as much about an overall goal as they do about their own little place in the effort. It only works when they care as much about the success of the group as they do about their own advancement, when they care about the overall goal and not just their own little role, when they pay attention to what the person next to them is doing, and to how that person’s effort contributes to the whole.

The Bible talks about the group as a “Body,” and about individuals as “parts of the Body.” If you’ve ever had any part of your body not doing its job – a broken baby toe, a heel with a blister on it, or a fractured index finger, you know the enormous impact one non-functioning part can have on what

you had planned to do.

Remember, a strategy is a plan. Remember, a plan relies upon people. And remember, one of those people is you.



Jimmy Durante was an American singer, pianist, comedian and actor, whose distinctive gravel delivery, comic language butchery, jazz-influenced songs, and large nose made him one of America’s most familiar and popular stars of the 1920s through the 1970s.



Working with likes of Bob Hope and others during WWII at the Armed Forces Radio Network and USO shows, Jimmy became a favorite of American troops earning him the utmost respect and affection. His 1934 novelty record hit, “Inka Dinka Doo,” became his signature song for practically the rest of his life.

Educating Yourself in the 21st Century

Words by
Chief Navy Counselor (AW) John B. Stokes
Career Resources, Navy Reserve Force

Because of the importance of education to the *Cooperative Strategy for 21st Century Seapower*, the CNO has approved adding points for college degrees to the Navy advancement exam final multiple score (FMS) calculation. Beginning with advancement cycle 085 in August 2008, E-4 through E-6 servicemembers will be awarded two points for a completed, accredited associate's degree, and four points for a completed, accredited bachelor's degree. For paygrades E-7 through E-9, selection board precepts will contain an emphasis on education.

"The implementation of these points towards advancement for E-4 through E-6 and in the precept language for E-7 to E-9 selection, reflects the importance the Navy places on education," Adm. Gary Roughead said "As the Navy continues to develop highly-technical capabilities, Sailors will be called on to perform in new and challenging ways. Adapting to these challenges requires leaders that have strong educational foundations, both professionally and personally."

To assist Sailors in pursuing a degree, the Navy has developed an education roadmap, available through Navy Knowledge Online (NKO). Sailors using the roadmap will first verify their existing academic transcripts contained in their Electronic Training Jacket (ETJ) on NKO. This information is compiled from the individual's Sailor/Marine American Council

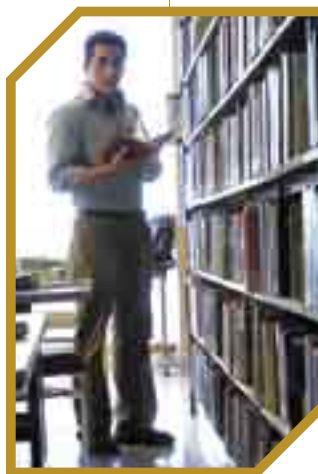
on Education Registry Transcript (SMART). Once this information has been verified, Sailors will consult their local Navy College Office (NCO) to develop a specific education plan, leading to an associate's or bachelor's degree.

Documentation is required for the degree to count towards advancement. Sailors eligible for advancement to E-4 through E-6 must have proof of their completed degree received by the NCO no later than the first of the month in which their advancement exam takes place. Sailors eligible for advancement to E-7 through E-9 must have proof of completed degree received by the NCO no later than the convening date of their board. Proof of degree must come directly from the awarding institution to the NCO.

Several programs are offered to give Sailors a head-start in earning a college degree. A visit to the local NCO is a logical first step to learn about the wide variety of college level examinations available, such as the Defense Activity for Non-Traditional Education Support (DANTES) Examination Program, the College Level Examination Program (CLEP) and the DANTES Subject Standardized Tests (DSST) program. In these programs and others, Sailors can take tests in

a variety of subjects and receive recommended college credit for each test successfully completed.

There are also several college admission tests given through the NCO, including the Scholastic Assessment Test (SAT), and the American College Test (ACT).



A rating-relevant degree is not required to receive advancement points, but may be the most efficient path to earning an accredited degree since they closely complement the skills and knowledge of a job field, rating or warfare specialty in which Sailors are already

knowledgeable.

Rating-relevant degrees are offered and supported by the Navy College Program Distance Learning Partnerships (NCPDLP). All partnership institutions are members of Servicemembers Opportunity College (SOC) and offer significant degree completion flexibility. NCPDLP degrees maximize acceptance of American Council on Education (ACE) recommended credit for Navy training and experience as well as credit by examination and offer distance learning opportunities to complete the remainder of degree requirements. NCOs can also assist Sailors in identifying rating relevant degree options.

PROFILES IN PROFESSIONALISM

Hometown: Delmar, New York

Brief description of your job: NECC, Inshore Boat Unit Boat Engineer, with Navy Expeditionary Combat Command, Coastal Warfare Squadron 21, Inshore Boat Unit 22.

What has been your greatest Navy achievement: Earning my Expeditionary Warfare (EXW) pin.

Who has been your biggest influence since joining the Navy: All around, my family. They have supported me through RTC, A-School, and now deployment and it made everything so much easier.

What do you enjoy most about the Navy: The camaraderie. It is truly unlike any other organization in the world and it is such a supportive work environment.

Most interesting place visited since joining the Navy: Middle East. What I find interesting about the Middle East is the drastic changes in life and society. It is so intriguing to me to be able to talk with people who have never experienced the freedoms I may have taken for granted. It is just an amazing opportunity to expand not only my own cultural knowledge but to pass on some of my own to others.

Current hobbies: Working out, baseball, and football.

Hometown: Clatskanie, Oregon

Brief description of your job: I do lookout and watch the radar, sonar and video inputs, to track, monitor and categorize contacts.

What has been your greatest Navy achievement: I think it's still to come. I'm still learning.

Who has been your biggest influence since joining the Navy: Fire Controlman 2nd Class Jeffery Adams, he was my watch supervisor most of the time, training me and helping me to learn the ropes. Also Lt. Cmdr. Randall Tangem as an instructor, teaching me some of the more technical aspects of being an operations specialist.

What do you enjoy most about the Navy: The culture, the friendships and doing my job.

Most interesting place visited since joining the Navy: So far San Diego, but I'm looking forward to going to Korea next year.

Current hobbies: The computer, playing with my kids, history and learning.

We have many talented people in our Navy. Each month we highlight our stellar Sailors and some of the unique careers, skills and services they are providing to the fleet. E-mail the editor, nwor_tnr@navy.mil, for the submission form if you'd like to nominate a Sailor. Please include a high-resolution (300 dpi) 5"x 7" digital photo of the candidate.



**Personnel Specialist
Seaman (EXW)
Joseph Keller**

U.S. Navy photo



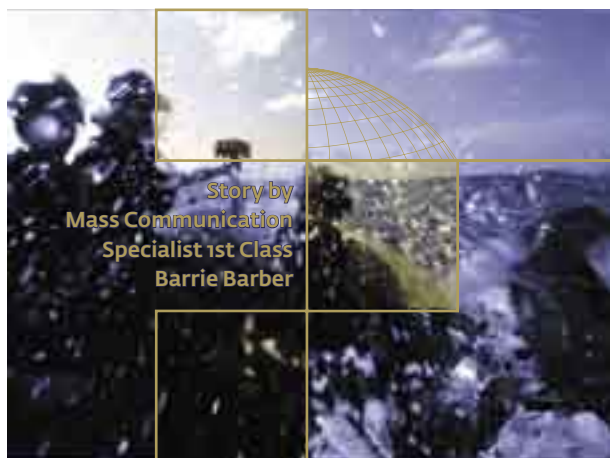
**Operations Specialist
Seaman
David Sills**

U.S. Navy photo



Maritime Reservists MAXIMIZED at

PANAMAX



Story by
Mass Communication
Specialist 1st Class
Barrie Barber

"PANAMAX is the only U.S. Navy and combined exercise that actually uses real merchant ships."

Teaching under water is just another day at the office for Lt. Richard Schafer, and his class was just one of the training events U.S. Navy Reservists conducted during the most recent PANAMAX exercise.

Schafer, a diver, and 30 other citizen Sailors assigned to Explosive Ordnance Disposal Operational Support Unit 10 in Fort Story, Va. trained sailors from Brazil, Panama and Peru at the largest naval exercise of the year in the Western Hemisphere, held off the coasts of Panama and Honduras.

"It's real world training you can't simulate," Schafer said.

Sailors, Soldiers and Airmen boarded vessels and planned scenarios during the recent exercise to ensure the continued security of the Panama Canal and peace and prosperity in the region.

"We could not do this exercise without the outstanding addition of the Reserve and Guard component," Adm. James G. Stavridis, commander, U.S. Southern Command said.

Stavridis saw first-hand the integration of Reservists with active-duty, civil service and multinational personnel during a visit to PANAMAX.

The U.S. military has called more than 600,000



TOP: Civil and military forces from 19 countries participate in PANAMAX.
DIRECTLY ABOVE: A visit, board, search and seizure team attached to guided-missile frigate USS Samuel B. Roberts (FFG 58) boards French frigate FS Ventose (F733).
 U.S. Navy photos by Mass Communication Specialist 2nd Class Todd Frantom

TOP RIGHT: Combined Forces Air Combatant Commander group members, Argentinian P-3 pilots Cmdr. Ernesto Suaya, Lt. Gabriel D'Alessandro and Cmdr. Fabian Magnacca discuss last minute flight details.
BOTTOM RIGHT: USS Wasp (LHD 1) Sailors carry out normal watchstanding procedures as members of the Panamanian media embark.

U.S. Navy photos by Mass Communication Specialist 1st Class Lolita Lewis

Reservists to active duty since the Sept. 11 terrorist attacks, U.S. Army Maj. Gen. James A. Kelley, Deputy Assistant Secretary of Defense for Reserve Affairs, said at an exercise visit.

"They're unbelievably important to us being able to sustain the global war on terrorism," he said. "We're trying to see how we can get Reservists into more joint exercises and joint training."

At PANAMAX, citizen Sailors worked with 19 nations from north, central and south America and Europe.

Aboard USS Wasp (LHD 1) in the Caribbean Sea, Air Traffic Controller 2nd Class Juan Nazario operated the global command and control system to track vessels, and served as a Spanish-English translator for multinational personnel aboard the warship.

"Translation plays a big role in this exercise," said Nazario, who is assigned to Commander, Naval Southern Command, Det. 4 at Fort Buchanan, Puerto Rico.

Capt. George McCarty, a Reservist with the





DIRECTLY ABOVE: Seaman Tao Ren, attached to USS Pearl Harbor (LSD 52) patrols the bay waters of Vasco Nunez de Balboa where Panamanian ship Servicio Maritimo Nacional (SMN) A-401 Independencia and USS Pearl Harbor (LSD 52) are moored alongside of one another.

LEFT and BELOW LEFT: A visit, board, search and seizure (VBSS) team attached to guided-missile frigate USS Samuel B. Roberts (FFG 58) embarks the Colombian frigate ARC Independiente (F 54) as part of VBSS training.

FAR RIGHT: Rappelling onto their ship from a Brazil Navy Lynx helicopter, Brazil Navy frigate Independencia (F 44) visit, board, search and seizure team trains.

DIRECTLY BELOW: Ships from the United States and other nations off the Atlantic coast of Panama.

U.S. Navy photos by
Mass Communication Specialist
2nd Class Todd Frantom



“We could not do this exercise without the outstanding addition of the Reserve and Guard component.”

Naval Cooperation and Guidance for Shipping at PANAMAX, owns a merchant shipping company in the civilian world.

He acts as a liaison between commercial shippers and the Navy. He and his fellow Sailors contacted more than 40 merchant vessels that agreed to boardings on the high seas during PANAMAX training.

“PANAMAX is the only U.S. Navy and combined exercise that actually uses real merchant ships,” said Capt. Kerry Powell, a member of U.S. Fleet Forces Command Naval Cooperation and Guidance for Shipping Det. Bravo in Miami.

U.S. Air Force Capt. Debbie Gramlick used her civilian experience as a Department of Homeland Security employee to interact with the multitude of nations and simulated agencies at PANAMAX.

“I can hit the ground running knowing who I need to go to,” said Gramlick, exercise strategic communications lead. She is assigned to the 953rd Reserve Support Squadron at Joint Forces Command in Norfolk.

Gramlick also faced the challenge of communicating a unified message among participating nations. “They need to be in on that message because we’re not speaking for the U.S., we’re speaking for the cooperating countries,” she said.

PANAMAX is a U.S. Southern Command joint and multinational annual exercise in cooperation with the government of Panama. The exercise started with three nations, Chile, Panama and the United States, in 2003. **TNR**



Naval Material Conditions

Article by
Navy Reserve Force Information Service

Material Conditions (NWP 3-20.31) establish the fighting integrity of the ship and maintain its survivability. The determination of the material condition set at any time is the responsibility of the commanding officer, who may authorize modifications of any material condition.

One of the most important features of ship survivability is the ability to configure the ship to simultaneously allow the survivability system to function and the ship to be operated. Standard configurations representing varying degrees of closure and known as “material conditions” set the ship according to the degree of threat to the ship and the current operational directives. Some fittings that are required to be open or closed for specific purposes carry special markings indicating how they are to be set during various material conditions. Closures are defined as closable openings in overheads, decks and bulkheads for access by personnel. Fittings are covers, valves, caps and plugs for access other than for personnel and for control of fluid flow. They may be on or in piping and ventilation systems, or in overheads, decks and bulkheads. For brevity, where context allows, the term fitting is used to include the meaning of both fitting and closure, and the term compartmentation is used to include both structural and fluid system segregation.

WILLIAM:

W **W**

WILLIAM fittings are vital sea suctions, Collective Protection System zone ventilation fittings valves (serving vital equipment in manned spaces) and valves that must be open to maintain mobility and fire protection. WILLIAM fittings are open during all material conditions. They are secured only to control damage, contamination or to repair equipment served.

WILLIAM fittings are marked with a black W.

Circle WILLIAM fittings, like WILLIAM fittings, are normally open, but are secured for protection in attack. Circle WILLIAM fittings are marked with a black W in a black circle.



U.S. Navy photo by
MCSN Cale Bentley

W X Y Z **W** **X** **Y** **Z** **D**



U.S. Navy photo by
MC2 Edward L. Holland

X-RAY:



X-RAY provides the least tightness and the greatest ease of access throughout the ship. It is set when the threat to the ship is minimal, during working hours when in port, or when there is no danger of attack or bad weather.

When condition X-RAY is set, all fittings marked with a black X are closed.

YOKE:



YOKE is set when at sea, or in port during wartime.

Condition YOKE provides a greater degree of watertight integrity than condition X-RAY, but to a lesser degree than the maximum condition.

When Condition YOKE is set, all fittings marked with black Xs and Ys, Circle X and Circle Y are closed. A modified condition YOKE is sometimes used at sea when cruising independently in good weather and calm seas and in port in peacetime. In the modified condition, YOKE fittings above the waterline are left open to improve ventilation and habitability.

All other X-RAY and YOKE fittings are closed.

ZEBRA:



ZEBRA provides the greatest degree of subdivision and tightness to the ship. It is set immediately and automatically when general quarters is sounded. It is also set when entering or leaving port during wartime, to localize damage and control fire and flooding, or at any time the Commanding Officer deems it necessary. Modified Material Condition ZEBRA - allows movement around the ship for special conditions such as: Underway Replenishment (UNREP); Vertical Replenishment (VERTREP); Air Operations; Amphibious Operations; transit of known or suspected hazardous navigation areas.

Condition ZEBRA is the maximum state of readiness for the ship's survivability system.

Condition ZEBRA is set:

- Immediately and automatically when general quarters is sounded;
- When entering or leaving port in wartime
- To localize damage and control fire and flooding when the crew is not at general quarters
- At any time the CO deems the maximum condition of survivability should be set.

When condition ZEBRA is set, all fittings marked with black Xs and Ys, Circle X, Circle Y, Circle Z, red Zs and DOG Zs are closed.

Circle ZEBRA fittings are closed when condition ZEBRA is set. They may be opened with the permission of the CO during extended periods of general quarters for the preparation and distribution of battle messing, to provide access to limited sanitary facilities, to ventilate battle stations, to transit from squadron ready rooms to the flight deck and to allow limited access throughout the ship. Open Circle ZEBRA fittings must be guarded so they can be closed immediately. Circle ZEBRA fittings are marked with a red Z in a red circle.

DOG ZEBRA fittings are secured when condition ZEBRA is set and whenever the ship is darkened, regardless of the material condition that is set. During Darken Ship they are closed to prevent light inside the ship from showing outside. DOG ZEBRA fittings are marked with a red Z in a black D.



The U. S. Navy's Maritime Partnership Program (MPP) is focused on enhancing Theater Security Cooperation (TSC) through joint training exchanges, port calls and community relations events in the strategically important Gulf of Guinea region of Africa.

Maritime Partnership

by Cmdr. Norman Aranda and
Mass Communication Specialist 2nd Class Jennifer Clifton
(NR NAVEUR-C6F Public Affairs)

Joining a task force comprised of USS Kaufman (FFG-59), USCGC Legare (WMEC-912) and Destroyer Squadron 60 (DESRON 60), Reservists assigned to MPP DET 413 deployed to the Gulf of Guinea in an ongoing effort to enhance theater security cooperation, maritime domain awareness, maritime safety and security, and nation-building efforts in the region.



LEFT, RIGHT and BELOW: American NCIS agents train Cameroonian students during the one-week Port Security Basic course.

U.S. Navy photo by Chief Master-at-Arms Sean Parsons



Sailors from DET 413 provided logistical support and enhanced communication and coordination between task force ships, the U.S. Embassy, and host countries' military and port authorities.

Commodore John Nowell, the task force commander said, "Persistent presence in the form of ship and personnel

deployments, along with joint training, provides great learning experiences and enhances relations between the U.S. and Gulf of Guinea countries."





LEFT: Boatswain's Mate 3rd Class (SW) Cory Starrett checks the leveling on a support post of the chicken coop Africa Partnership Station (APS) volunteers built in Limbe, Cameroon. Volunteers dug holes and planted posts in concrete to start construction on a chicken coop meant to hold up to 1,000 chickens for local families.

U.S. Navy photo by
Mass Communication Specialist 2nd Class (SW/AW) Elizabeth Merriam

Taking this vision to heart, members of DET 413 provided training in subjects including; ship boarding, search and seizure operations, basic wound care, medical triage, navigation and seamanship.

In Dakar, Senegal, they provided a three-person team to coordinate back-to-back ship visits, training and community relations events. Team members provided continuity as the U.S. Navy's liaison with the Senegalese navy and government officials during two visits.

DET 413 also provided tailored support when a full team was not required or available. In March 2007 Cmdr. Dan Miller was assigned to support the U.S. Embassy in Liberia to execute the first U.S. warship visit to Liberia in more than 12 years. Working in concert with port authorities, the Coast Guard cutter Legare, and the UN mission in Liberia, Miller was able to evaluate security conditions and port war damage to determine the port's capability of safely hosting a U. S. Navy ship visit.

DET 413 members, working closely with U.S. embassy country teams, routinely arranged community relations events for ships' crews to complete during port calls. Projects included clearing and cleaning a field used by an orphanage in

"I cannot think of a more dynamic and exciting mission in the Navy Reserve today."

Africa Partnership Station is a multi-national effort to bring the latest training and techniques to maritime professionals in nine West African countries, to address common threats of illegal fishing, smuggling, and human trafficking. In addition to maritime training, APS will perform more than 20 humanitarian projects in the region.



Utilitiesman 2nd Class (SCW) Gregory Knight works as an Africa Partnership Station volunteer with members of the Organization of Limbe United Youth Associations building a door frame in Limbe, Cameroon.

U.S. Navy photo by
Mass Communication Specialist 2nd Class (SW/AW)
Elizabeth Merriam



LEFT: U.S. and French navy trainers and Cameroonian students on Zodiac crafts make their approach to USS Fort McHenry (LSD 43) while learning Visit, Board, Search and Seizure techniques as part of Africa Partnership Station.

U.S. Navy photo by
Mass Communication Specialist 2nd Class (AW/SW) RJ Stratchko

Cameroon, building tables and chairs for the National School for the Deaf in Sierra Leone, providing medical supplies in Angola, and re-opening a medical clinic at a school in Liberia.

In addition to providing officers for short-term assignments, DET 413 is also filling requests for long-term boots on the ground deployments. Three members are on extended orders in Ghana, Sao Tome and Senegal as coordinators for Commander 6th Fleet.

During a recent visit to Angola by USS Kauffman – only the second U.S. Navy ship to visit that country in 32 years – the DET 413 team helped coordinate the efforts of the U. S. Embassy, Kaufman, and elements of DESRON 60 in organizing events to foster improved relationships between the two countries.

Events included a formal reception aboard Kauffman for Angolan civilian and military leaders, several training events conducted by U.S. Navy petty officers for Angolan senior petty officers, and ship tours for senior Angolan naval officers.

DET 413 is tasked with completing several more TSC engagements in Benin, Nigeria, Ghana, Cape Verde, Sao Tome and Principe, and the Democratic Republic of Congo.

They have an exciting and important 21st century mission as the United States continues to enhance its presence and influence with numerous African nations.

Capt. Bill Mountford, commanding officer of DET 413 said, "I cannot think of a more dynamic and exciting mission in the Navy Reserve today."

TNR



Many Cameroonian students who completed the course were able to assist as training instructors alongside the American NCIS agents.

U.S. Navy photo by
Chief Master-at-Arms Sean Parsons



Sailors from Assault Craft Unit 2 and USS Fort McHenry (LSD 43) work hand-in-hand with Cameroonians from Buea Diocese to offload nearly 500 boxes of a rice-soy food product during an Africa Partnership Station Project Handclasp donation. The donation, coordinated with the U.S. Embassy, will provide approximately 107,000 meals for AIDS/HIV orphans and adults, and other vulnerable children as part of a government-endorsed Catholic Relief Services and Buea Diocese AIDS/HIV project supporting the local population. Project Handclasp is an official U.S. Navy program which coordinates transportation and delivery of humanitarian, educational, and goodwill material for distribution by naval forces worldwide.

U.S. Navy photo by Lt. Cmdr. Chuck Bell

Hot To Help

by Mass Communication Specialist 1st Class Jose Lopez, Jr.
Photos by Mass Communication Specialist 2nd Class Chris Fahey
Additional contributors:
Mass Communication Specialist 3rd Class (SW) Jennifer Kimball and
Mass Communication Specialist Seaman (SW) Sarah E. Bitter,
Fleet Public Affairs Center, Pacific

HSC 85 "High Rollers" Support Navy's Maritime Strategy

In addition to national defense and homeland security, A Cooperative Strategy for 21st Century Seapower directs the sea services to provide disaster relief and to build the partnerships that will make relief efforts most effective.



LEFT: Chief Aviation Electronics Technician Rexford Sackett, left, and Aviation Warfare Systems Operator 3rd Class William Quadrino prepare the 420-gallon extinguishing trough.

ABOVE LEFT: An MH-60S Seahawk assigned to Helicopter Sea Combat Squadron (HSC) 85, lifts a full 420-gallon extinguishing trough from a reservoir near the raging wildfires in San Diego County. The "Bambi" bucket trough is used to dump water on the fires that forced more than 250,000 people from their homes.

ABOVE RIGHT: An MH-60S Seahawk sets out to deliver its fire quenching water to the wild fires.



Some of those disasters happen on American soil. When wildfires, fed by dry brush and 'Santa Ana' winds, roared across six counties in southern California, destroying homes from Malibu to the Mexican border, Reservists from Helicopter Sea Combat Squadron (HSC 85) came together with the state of California to provide the kind of cooperation the maritime strategy authors envisioned.

As winds pushed the fire into hard-to-reach areas, the HSC 85 High Rollers took to the skies to assist California Department of Forestry and Fire Protection (Cal Fire) units in extinguishing the flames.

"The strategy represents a new vision," Adm. Gary Roughead, Chief of Naval Operations said, concerning the Navy's new strategy for conducting operations. "It codifies longstanding challenges and reflects a commitment by the maritime services to work cooperatively with friends, partners and allies to realize a shared vision of mutual security, stability and prosperity."

The Maritime Strategy calls for flexibility, adaptability and unity to meet future challenges. This includes forging relationships in time of calm in order to be

prepared in time of crisis.

Since the California Cedar fires of 2003, HSC 85 has trained alongside Cal Fire for situations like the recent ones. The squadron routinely trains in aerial fire fighting at San Clemente Island Range Complex. It is the only military squadron with the specialized equipment to combat flames from above.

"The U.S. Navy provided the helos, the Reserves provided the help," Lt. Cmdr. William J. Carey, HSC 85 Public Affairs Officer and one of the squadron pilots said. "We're the only squadron with a letter of agreement with Cal Fire."

That letter of agreement, along with training made fighting the wildfires a success. "Without the agreement, we couldn't be accurately fighting fires," Jim Barthol, San Diego Cal Fire air manager said. "They're [HSC 85] already pre-trained, and they know the procedures and the processes. We worked not as the Navy and the fire department, but as one firefighting entity."

When the fires first broke, HSC 85 prepared helicopters and crews for the call they knew would be coming. In addition to attaching firefighting "Bambi" buckets,



LEFT: Aircrewmen hoist a full 420-gallon extinguishing trough.



ABOVE: Dumping water from the Bambi bucket onto of one of the many areas in San Diego County suffering from an ongoing wildfire.

RIGHT: Crew members release water below them on a burning target. HSC-85 has teamed up with the San Diego California Department of Forestry and Fire Protection to help put out the wild fires blazing across Southern California.

*U.S. Navy photo by
Mass Communication Specialist 3rd Class Dustin Kelling*

**"The Reserves
were extremely
valuable, we
were the U.S.
Navy's first
response."**

the squadron had to repaint parts of their helicopters to meet California Department of Forestry guidelines.

The next morning, the squadron received an official request from Cal Fire to help combat the flames. Within hours HSC 85 had two of three crews battling the blaze.

"The Navy is part of the San Diego community, and when an event like this happens, we need to plan well in advance and work closely with the fire fighting people in the community," Rear Adm. Patrick E. McGrath, vice commander, Naval Air Forces said, during the catastrophe. "That's why we were able to put water on the fires much sooner and much more safely than we were before."

The squadron flew 19 sorties in support of fire fighting efforts in the Witch Creek and Harris Ranch area. In more than 90



hours of flight time they conducted 1,119 water drops to help local authorities stop the blaze.

"As we flew around, we saw the mountains just taken over by fire, several houses engulfed in flames and some houses just gone, trees and everything destroyed," Aviation Warfare Systems Operator 3rd Class David Estrada, a Sailor who flew in two sorties said. "I just hope we did enough and made a difference, it's horrible to see what has happened to everybody in the fire-affected areas."

By their third day, the squadron had six aircrews flying in direct support of the operation. They continued to provide six crews and aircraft until the operation was finished a week later.

"The Reserves were extremely valuable," Carey said. "We were the U.S. Navy's first response."

TNR



ABOVE: San Diego County suffers from ongoing wildfires fanned by the Santa Ana winds.

DIRECTLY ABOVE: Another sortie complete, helicopters return to reservoir for more water.

Naval Mobile Construction Battalion 17 Seabees Participate in

Operation

BEARING

Reserve Seabees from Naval Mobile Construction Battalion (NMCB) 17, based at Fort Carson, Colo., participated in a three-week field exercise (FEX) in rugged, cold-weather terrain that would not only test their military and contingency construction skills, but also their physical stamina and endurance during Operation *Bearing Duel*.

The exercise was conducted at Fort Hunter Liggett, Calif, where NMCB 17 was evaluated alongside NMCB 3, an active-duty battalion from Port Hueneme.

"Not only has this FEX been the most physically demanding three weeks of our mobilization; it has also stressed and tested our organization and leadership down to the fire team level in ways that are invaluable as we prepare for deployment to Iraq," Cmdr. Thomas Bauhan, NMCB 17's commanding officer said.

Senior Chief Equipment Operator George Jones, who led the advance party, said "We deployed three days ahead of the main body to set up security and start camp construction. We had

LEFT: NMCB 17 Equipment Operator 2nd Class Kathlene Powell stands in full MOPP gear during a chemical, biological, radioactive drill. Seabees are trained to work in the full MOPP and combat gear which will protect them in hostile operating areas.



DUEL

Story by Cmdr. Thomas Bauhan and Mass Communication Specialist 2nd Class Kenneth Robinson
Photos by Mass Communication Specialist 2nd Class Kenneth Robinson

**"NMCB 17 ANSWERED
THE CALL WITH A
DESIRE TO LEARN,
IMPROVE AND EXCEL"**

less than 10 hours of daylight to work with each day – we worked through the night to get the camp ready for the main body."

Despite difficult field conditions, including nighttime temperatures in the low 20s, dust followed by cold rain, rough terrain and having to man fighting positions around the clock, every Seabee stepped up and got the job done.

Senior Chief Storekeeper Steven Price summed things up for those experiencing their first FEX, "Welcome to the real world, if you want to have fun go to Disneyland, don't go to Fort Hunter Liggett."



ABOVE: Seabees Builder 2nd Class Robert Hackethal and Builder 3rd Class Bob Hailey, both of Naval Mobile Construction Battalion 17 discuss fields of fire for the .50-caliber machine gun at Camp Lion.

LEFT: NMCB 17 Seabees's Convoy Security Element team is tasked with the safe movement of convoys to and from their missions.

BELOW: The Joint Explosive Ordnance Rapid Response Vehicle. This 42,000-pound vehicle allows explosive ordnance disposal teams to safely travel to and from an incident site and allows them to work inside the vehicle during a call.

U.S. Air Force photo by Airman 1st Class Nathan Doza



As the main body arrived, the battalion started 14 days of training and tactical scenarios. The battalion's scheme for the maneuvers was extremely aggressive, involving multiple air detachment tasking and movement, tactical convoys, and numerous construction projects.

"Two of the most important aspects of FEX are to establish command and control, and to ensure the safety of our Seabees in a training environment", Command Master Chief Robert Griseto, the battalion's senior enlisted leader said. "The only way we can accomplish this is through effective small unit leadership and through the dedication of all of our Seabees. NMCB 17 answered the call with a desire to learn, improve and excel. These guys' attitude and motivation made it happen," Griseto said.

Several "firsts" happened during this FEX, it was the first time Seabees have been able to train in the field with the Modular Tactical Vest, the new body armor, weighing more than 40 pounds, that is now being used in Iraq. It is also the first



ABOVE: Capt. Richard Meehan, battalion physician for NMCB 17 gives care to a Seabee with an ankle injury at the battle aid station Camp Lion.

"WELCOME TO THE REAL WORLD, IF YOU WANT TO HAVE FUN GO TO DISNEYLAND, DON'T GO TO FORT HUNTER LIGGETT."

BELOW: Seabees load victims into a Blackhawk medial evacuation helicopter during a mass casualty drill conducted by the NMCB 17 medical department.



time Seabees have operated and trained at FEX with the new Joint Explosive Ordnance Disposal Rapid Recovery Vehicle, which has only recently been used by Seabee convoy security teams in Iraq. The battalion's convoy security element received four of these heavily armored 42,000-pound six-wheel vehicles for training.

Additionally, this FEX marks the first time that two battalions set up and operated an integrated, joint logistic support area. This provided mutual benefits in perimeter defense, react forces and facilities. It demonstrated effective and seamless integration of active and Reserve Seabee operations that was mirrored throughout much of the rest of the exercise. "I look forward to continuing our working relationship with NMCB 3 as we deploy into theater and take on shared tasking," Bauhan said.

NMCB 17 is currently mobilized in support of Operation Iraqi Freedom. Members hail from California, Arizona, New Mexico, Wyoming, Hawaii, Utah, Nevada and Colorado.

TNR



Words by
Lt. John L. Ennis,
Principal Author
of the
Maritime Strategy

Our nation's new maritime strategy entitled "A Cooperative Strategy for 21st Century Seapower" was signed and released by the Chief of Naval Operations, Commandant of the Coast Guard, and Commandant of the Marine Corps recently. Rather than offer a summary of that strategy (available at www.navy.mil/maritime), I will describe why the strategy was written, what makes this strategy different, and highlight its key messages.

We are at a unique point in human history. Never before has such a level of global interdependence existed in the areas of law, governance, finance, trade and immigration.

Our world contains many opportunities not dreamed of by our forebears and almost as many dangers. Computers that once filled entire rooms have been replaced by iPhones and Blackberrys; banks can electronically move more money in less than one second than existed in the world 30 years ago. The

world is changing at a pace faster than we can monitor. In this spirit, the sea services applied themselves to figuring out how best they would be able to deal with this evolving world. The result is this new maritime strategy.

The strategy is predicated on protecting and sustaining our global system, on which the security and stability of the American way of life depends. Part and parcel to protecting this global system are several new ideas. First, we believe that preventing wars is as important as winning wars. We're not simply referring to strategic deterrence. Preventing wars implies taking proactive measures designed to attack the root causes of conflict and extremism. More frequent and persistent humanitarian assistance and maritime security operations speak to this idea.

Next, this strategy aims at a higher level of cooperation than ever before, and it exists at several levels – first, among the sea services themselves, and

second, between American maritime forces and those of our allies and friends around the world. Additionally, this strategy was developed through the consent and input of the American people. Through major events in seven cities across America, our citizens spoke. We listened, learned and educated, and subsequently infused important themes into the document.

Our citizens made it clear to us that they expect us to protect them and their property, while working with others around the world to prevent war. Our strategy keeps mindful of these principles, while taking homeland defense a step further. We believe that homeland defense starts thousands of miles from our shores, through globally-persistent, mission-tailored maritime forces. The fact is that U.S. seapower will always exist primarily to fight and help win our nation's wars; but we believe we can do more. I encourage you to read the strategy and let us know what you think.

TNR

U.S. Navy photos by:
Mass Communication Specialist
2nd Class
Matthew Bash
Mass Communication Specialist
Seaman Apprentice
Shannon Garcia
Mass Communication Specialist
2nd Class
David Didier

Soft Power Enhances Maritime Cooperation

The Navy-Marine Corps-Coast Guard team recently completed a Global Fleet Station (GFS) deployment aboard the High Speed Vessel (HSV) 2 Swift. Headed by Commander Task Group 40.9, members of the joint maritime service team shared their knowledge with members of partnership countries of Belize, Dominican Republic, Guatemala, Honduras, Jamaica, Nicaragua and Panama. The sharing involved a broad spectrum of topics including leadership, small boat operations, port security and small unit tactics from the Navy, Coast Guard, Marine Corps and Department of State training team.

During the GFS deployment - the task group of seamlessly integrated active and Reserve Sailors, Marines and Coast Guardsmen shared knowledge of topics such as maintenance management, combat lifesaver medical training, Marine Corps small unit training, port security and vulnerabilities assessment, leadership principles, and outboard motor maintenance.

"Not only did the GFS deployment help build a bridge to security, but it opened a forum for people helping people," Capt. Douglas Wied, Commander Task Group 40.9 said. "We're working with our partner nations in the Caribbean Basin and Central America, exchanging ideas and strengthening ties."

Story by
Office of Global Maritime
Situational Awareness
Public Affairs



ABOVE: Capt. Douglas Wied, Commander, Task Group 40.9, talks with Rear Admiral Juan Santiago Estrada, Chief of Nicaraguan navy, and Lt. Col. Juan Ramon Morales, 2nd Chief of Nicaraguan army public relations.

BELOW: Master-at-Arms 1st Class Hector Cardona, Task Group 40.9 interpreter, demonstrates the proper way to insert a syringe into a vein to members of the Dominican defense force during the Combat Medical Life Savers course.

U.S. Navy photos by Mass Communication Specialist 1st Class David Hoffman





LEFT: Chief Boatswain's Mate William Partington, Coast Guard International Training Division, and Storekeeper 2nd Class Alfonso Anglada, U.S. Navy interpreter, conduct small boat training with the Dominican military near High Speed Vessel (HSV) 2 Swift.

U.S. Navy photo by
Mass Communication Specialist
1st Class Brien Aho

"Terrorism, narco-trafficking and piracy don't care what nationality you are."



ABOVE: Storekeeper 2nd Class Alfonso Anglada, Task Group 40.9 interpreter, explains symbols used on a chart to Honduran navy, marine force, and port authority personnel during navigation subject matter exchanges.



BELOW: Marine Corps Staff Sgt. Oscar Cruz, assigned to a U.S. Marine Corps Training Team, assists a member of the Belize defense force with executing the proper steps for a controlled fall during small unit tactics training at the Price Barracks.

U.S. Navy photos by Mass Communication Specialist 1st Class David Hoffman



Wied, a mobilized Navy Reservist, is continuing the work he oversaw during the GFS deployment - but now on the national level at his current position at the interagency Office of Global Maritime Situational Awareness (OGMSA). By coordinating efforts jointly with the Navy, Coast Guard and Marine Corps - and now at the interagency level with the U.S. Departments of Commerce, State and Transportation, he is continuing the cooperative partnerships with the regional maritime partners and paving the way for future participating nations to openly share information.

"Through our subject matter exchanges we've learned just as much from our partner forces as they have from us. Terrorism, narco-trafficking and piracy don't care what nationality you are. These aren't problems we can solve alone, but together as a team, we can," Wied said.

The efforts of OGMSA and GFS exemplify key concepts of A *Cooperative Strategy for 21st Century Seapower*, like the coordination of the Navy-Marine Corps-Coast Guard team and use of "soft power" - the movement toward proactive humanitarian assistance. Aside from the shared training, the maritime service team also coordinated with the State Department, U.S. ambassadors, and participated in Project Handclasp activities in the visited countries.

Task Group 40.9, consisted of a command element, the crew of HSV 2 Swift, integrated active and Reserve training teams from Navy Expeditionary Training Command and U.S. Coast Guard International Training Division and the U.S. Marine Corps Mobile Training Team. It was under the operational control of U.S. Naval Forces Southern Command in Mayport, Fla. **TNR**

RC Phone Directory

Chief of Navy Reserve (703) 693-5757	Raleigh, N.C. (866) 535-8393	Pensacola, Fla. (866) 452-1341	Nashville, Tenn. (615) 228-6893	San Jose, Calif. (408) 294-3070	Tactical Support Wing (TSW) (678) 575-6830	Fleet Air Mediterranean 011-39-081-568-4184
Office of the Chief of Navy Reserve (703) 614-3047	Richmond, Va. (866) 527-6598	Puerto Rico, P.R. (787) 707-2335	Oklahoma City, Okla. (405) 733-1052	Tucson, Ariz. (520) 228-6282	VAQ-209 (240) 857-7828	Navy Information Operations Command (757) 417-4100
Commander Navy Reserve Forces Command (504) 678-5313	Roanoke, Va. (540) 309-2563	San Antonio, Texas (210) 381-2297	Omaha, Neb. (402) 451-2098	Region Northwest RCC (425) 304-3338	VAW-77 (678) 655-6382	Fleet Forces Command (757) 836-3644
Force Equal Opportunity Advisor & EO Hotline Senior Chief Margaret Hoyt 1-877-822-7629	Rochester, N.Y. (585) 247-6858	Shreveport, La. (318) 746-9657	Peoria, Ill. (309) 678-1157	Kitsap, Wash. (360) 627-2203	VFA-204 (504) 678-3491	Fleet Intelligence Training Center Pacific (619) 524-5814
	Syracuse, N.Y. (315) 455-2441	St. Petersburg (Clearwater), Fla. (727) 531-7033	Rock Island, Ill. (309) 782-6084	Billings, Mont. (406) 248-2090	VFC-12 (757) 433-4919	Headquarters US Marine Corps DSN: 278-9360
	White River Junction, Vt. (802) 295-0050	Tallahassee, Fla. (850) 576-6194	Saginaw, Mich. (989) 233-5712	Boise, Idaho (866) 278-4390	VFC-13 (775) 426-3645	Joint Chiefs of Staff (703) 697-3397 (703) 693-9753
Naval District Washington RCC (240) 857-4880	Willow Grove, Pa. (215) 443-6331	Tampa, Fla. (813) 828-1971	Sioux Falls, S.D. (605) 336-2402	Cheyenne, Wyo. (307) 773-6500	VFC-111 (305) 293-2178	Joint Forces Intelligence Command (757) 836-7211
Adelphi, Md. (301) 394-5800	Wilmington, Del. (302) 998-3328	Waco, Texas (254) 776-1841	Springfield, Mo. (417) 869-5721	Eugene, Ore. (541) 342-1887	HSC-85 (619) 545-7218	Judge Advocate General (202) 685-5187
Baltimore, Md. (410) 752-4561	Wilmington, N.C. (910) 762-9676	West Palm Beach, Fla. (561) 687-3960	St. Louis, Mo. (314) 954-1052	Everett, Wash. (425) 304-4764	HCS-84 (757) 445-0861	Logistics Group Western Pacific 011-65-6750-2645
Region Mid Atlantic RCC 1-866-444-7295	Worcester, Mass. (508) 259-7103		Toledo (Perryburg), Ohio (419) 666-3444	Fort Richardson, Alaska (907) 384-6491	HSL-60 (904) 270-6906	Marine Forces Reserve (504) 678-0470
Albany, N.Y. (518) 489-5441	Region Southeast RCC 1-800-201-4199	Region Mid West RCC 1-847-688-4916	Tulsa (Broken Arrow), Okla. (918) 258-7822	Helena, Mont. (406) 449-5725	Operational Support Offices and Reserve Force Operations	Merchant Marine Reserve Program (504) 678-0590
Amityville, N.Y. (631) 842-4850	Amarillo, Texas 1-866-804-1627	Akron, Ohio (330) 376-9054	Wichita, Kan. (316) 683-3491	Portland, Ore. (503) 285-4566	Allied Command Transformation (NATO) (757) 747-3314	Military Sealift Fleet Reserve Support Command (202) 685-5149
Avoca, Pa. (570) 407-1086	Atlanta, Ga. (678) 655-5925	Battle Creek, Mich. (269) 968-9216	Youngstown, Ohio (330) 609-1900	Spokane, Wash. (509) 327-3346	Amphibious Group One 011-81-611-742-2377	Mine and Anti-submarine Warfare Command Corpus Christi (361) 961-4858
Bangor, Maine (207) 942-4388	Augusta, Ga. (706) 733-2249	Chattanooga, Tenn. (423) 698-8955		Whidbey Island, Wash. (360) 257-2922	Expeditionary Strike Group Two (757) 462-7403 x 110	Naval Air Force US Atlantic Fleet (757) 444-8400
Brunswick, Maine (207) 522-1064	Austin, Texas (512) 590-1634	Chicago, Ill. (847) 688-3760	Region Southwest RCC 1-866-744-1735		Amphibious Group Three (619) 556-1178	Naval Air Forces/ Naval Air Force US Pacific Fleet (619) 545-2734
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Buffalo, N.Y. (716) 807-4769	Charleston, S.C. (843) 743-2620	Columbus, Ohio (614) 492-2888	Albuquerque, N.M. (505) 292-4141	VP-69 (360) 257-2522	Center for Naval Aviation Technical Training (850) 452-9700	Navy Criminal Investigation Service Espionage Hotline (800) 543-6289
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Eleanor, W. Va. (304) 586-0326	El Paso, Texas (915) 565-3993	Fargo, N.D. (701) 232-3689	Pearl Harbor, Hawaii (808) 471-0091	VR-46 (678) 655-6333	Defense Logistics Agency (877) 352-2255	Naval Facilities Engineering Command (202) 685-9355
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Fort Dix, N.J. (609) 723-7160	Greenville, S.C. (864) 423-5889	Green Bay, Wis. (920) 336-2444	Lemoore, Calif. (559) 998-3778	VR-51 (808) 257-3289	Employer Support of the Guard and Reserve (ESGR) (800) 336-4590	Naval Hospital Bremerton, Wash. (360) 475-4375
Greensboro, N.C. (336) 254-8671	Gulfport, Miss. (866) 502-1271	Indianapolis, Ind. (317) 924-6389	Los Angeles, Calif. (310) 241-2100	VR-52 (215) 443-6553	First Naval Construction Division (757) 462-8225 x 222	Naval Hospital Camp Lejeune, N.C. (910) 450-3282
Harrisburg, Pa. (888) 879-6649	Hanlingen, Texas (956) 425-0404	Kansas City, Mo. (816) 923-2341	Moreno Valley, Calif. (951) 656-1199	VR-53 (240) 857-9029	Fleet Activities Chinhae, Korea 011-82-55-540-2852	Naval Hospital Camp Pendleton, Calif. (760) 725-1288
Lehigh Valley, Pa. (610) 264-8823	Houston, Texas (713) 795-5202	Knoxville, Tenn. (865) 545-4720	North Island, Calif. (619) 545-2610	VR-54 (504) 678-3700	Fleet and Industrial Supply Center Jacksonville, Fla. (904) 542-1000 x144	Naval Hospital Charleston, S.C. (843) 743-7000
Manchester, N.H. (603) 537-8023	Jacksonville, Fla. (904) 542-3320	Lansing, Mich. (517) 482-9150	Phoenix, Ariz. (602) 353-3002	VR-55 (805) 989-8755		
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Naval Hospital Oak Harbor, Wash. (360) 257-9991	Naval Support Activity, Bahrain 011-973-17-85-9019	COMSUBPAC (808) 473-2517	Reserve Intelligence Area Four San Diego, Calif. (619) 524-6432
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Naval Hospital Yokosuka, Japan 011-81-6160-43-9549	Naval Surface Forces/ Naval Surface Force US Pacific Fleet (619) 437-2342	Submarine Group Ten (912) 573-3733	Reserve Intelligence Area Six Fort Worth, Texas (817) 782-6462
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Naval Meteorology and Oceanography Command (228) 688-4531	Navy Installations Command (202) 433-4978	US Fifth Fleet 011-973-724-383	Reserve Intelligence Area Eleven Marietta, Ga. (678) 655-6380
Naval Network and Space Operations Command (540) 653-5001	Navy Munitions Command (757) 887-4541	US Fleet Forces Command (757)-836-4180	Reserve Intelligence Area Twelve Norfolk, Va. (757) 444-1352
Naval Network Warfare Command (757) 417-6750	Navy Office of Information (504) 678-6055	US Joint Forces Command 757-836-6570	Reserve Intelligence Area Thirteen Willow Grove, Pa. (215) 443-6651
Naval Operational Logistics Support Center (717) 605-5790	Navy Personnel Command 1-877-807-8199	US Naval Forces Central Command 011-973-724-383	Reserve Intelligence Area Fourteen DeVens, Mass. (978) 796-2610
Naval Operations (703) 601-1744	Navy Region Europe 011-39-081-568-4636	US Naval Forces Alaska (907) 463-2248	Reserve Intelligence Area Fifteen Andrews AFB (240) 857-2030
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Navy Support Activity, Washington, D.C. (202) 433-3963	Navy Region Japan 011-81-468-16-4467	US Naval Forces Marianas (671) 339-5432	First Naval Construction Division (757) 462-8225 x 222
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NOIC Pensacola, Fla. (850) 452-0400	Navy Region Singapore 011-65-57-50-2594	US Northern Command (719) 554-4120	
NOIC Misawa, Japan 011-81-3117-66-2834	Navy Region Hawaii (808) 473-1168	US Pacific Command (808) 477-2322	
Naval Service Training Command Great Lakes, Ill. (847) 688-5410	Navy Region Midwest (847) 688-2884	US Pacific Fleet (808) 474-8415	
Naval Special Warfare Command (619) 437-2848	Navy Region Northwest (360) 315-5609	US Second Fleet (703) 696-6676	
	Navy Region Southwest (619) 532-1239	US Seventh Fleet 011-81-6160-43-7440 x4090	
	Office Naval Intelligence (301) 669-4602	US Sixth Fleet 011-39-081-568-1267	
	Office of Naval Research (703) 696-6676	US Southern Command (305) 437-2987	
	Puget Sound Naval Shipyard (360) 476-7683	US Strategic Command (402) 294-8141	
		US Third Fleet (619) 524-9537	
		US Transportation Command (618) 229-7084	



Damage Controlman Fireman James Ebert enters a compartment space as part of a visit, board, search, and seizure (VBSS) training scenario. Amphibious dock landing ship USS Gunston Hall's (LSD 44) VBSS team is training with the U.S. Coast Guard in support of maritime operations.

U.S. Navy photo by Mass Communication Specialist Seaman Tristan Miller



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