

TNR

The
Navy
Reservist

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No. 9

Mike Rowe of
"Dirty Jobs"
Dirty Interview

NAVY
DIRTY
JOBS

It's A Dirty Job...but Someone's Gotta Do It!

A Letter from the EDITOR



"Several times, people would come up to me and say, 'What can I do? How can I help?' ... At first, I couldn't find work for all the people who wanted to help. I can't give enough praise to the Sailors I supervised. They fought the fire and did all the dirty jobs ... These kids worked all night, 24-28 hours, containing the fire... I've nothing but praise for the American Sailor."

-Ens. Robert R. Schmidt
USS Forrestal (CV-59)
During the attack and resulting ship-wide fires on July 29, 1967.



Hello Readers,

We've got a lot of surprises for you in this issue of TNR magazine, including tales of trash, a firsthand view of a Reservist deployed and a visit from a celebrity.

First let us say that this issue is dedicated to those of you out there who do all the dirty, disgusting and thankless jobs that ensure combat readiness and keep our Navy Reserve Force running smoothly. We hope you enjoy what we have lined up for you.

Before we get into all the dirty stuff, we have an in-depth story about your new Chief of Navy Reserve, Vice Adm. Dirk J. Debbink. TNR was fortunate enough to get some time with the new CNR in his Pentagon office. You don't want to miss this story.

Then it's time for some dirt. With the theme of this issue being dirty jobs, we included some feature pieces on Reservists who do the dirty jobs no one else wants to do. We have aircraft maintainers, shipboard painters and urinalysis coordinators represented in this issue.

We are also very proud to introduce the first part of an ongoing series we call "Boots on the Ground." This is a very real look at the life of a Reservist deployed to the Middle East. Beginning with training in Fort Jackson, S.C. to the experiences of life in the desert, we will follow Capt. Larry Jackson's journal-style entries as he describes the good, the bad and the ugly of being deployed at the tip of the spear.

Last but certainly not least is a bit of a surprise we have for our readers. With the theme of dirty jobs, it only makes sense that we have the host of TV's "Dirty Jobs" as seen on the Armed Forces Network help us out. That's right, Mike Rowe himself lent us his expertise on the realm of refuse in both a column and an interview segment. We'd like to thank Mr. Rowe for taking the time to help us out in giving recognition to those that do the dirty tasks for our Navy Reserve team.

So sit back and enjoy this special edition of TNR. But keep some cleaning supplies handy, because we're about to get dirty.

Mass Communication Specialist 2nd Class Ryan Hill

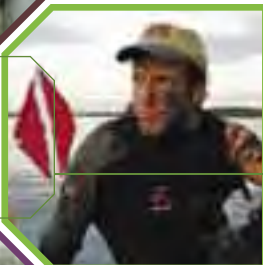
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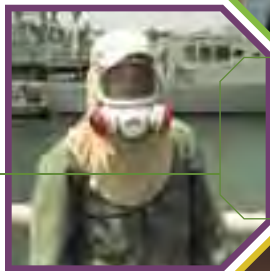
Dirt, jet exhaust and sweat makes Strike Fighter Attack Squadron (VFA) 204 "River Rattlers" aviation maintenance department very grimy.

"Dirty Jobs" host Mike Rowe gets down to the nitty-gritty in an exclusive TNR interview about how dirty he likes it.



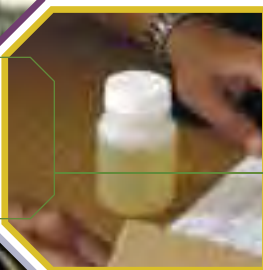
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Michelangelo, Picasso, van Gogh and Smothers? Another poor starving artist suffers for his craft as this Boatswain's Mate artfully keeps the ship ship-shape!

Urinalysis Program Coordinator, not the most glamorous Navy job, but results in reduced drug use among Sailors keeping them safe and secure.



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Reservists have more power over career options thanks to unit and Command Career Counselors and CMS/ID.

Reservist Capt. Larry Jackson's Middle East journal entries, gives a realistic account of what it's like to be deployed at the tip of the spear.

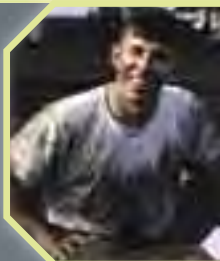


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Our Cover:

Aviation Boatswain's Mate 3rd Class Arvel Hammonds earned his money aboard USS Theodore Roosevelt (CVN 71).

US Navy photo by Chief Mass Communication Specialist (AW) Eric A. Clement



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Onboard, on course and onward with Vice Adm. Dirk J. Debbink.



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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 need to provide updates to the NSIPS (Navy Standard Integrated Personnel System) via their NOSC Personnel Office.



Vice Adm. Dirk J. Debbink
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September 08

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Sailors Do Matter

Mike Rowe

Host, *Dirty Jobs*

Seen on Armed Forces Network



To the Men and Women of the U.S. Navy

When I heard *The Navy Reservist* was dedicating its September issue to those of you with dirty jobs, I immediately decided to quit my career in entertainment and enlist. What better way to express my gratitude to the men and women who truly make our Navy the finest on the planet, than to join them in their service?

Unfortunately, there were some issues at the recruitment office regarding my background check and a fitness test. I have since been told by top brass that our country will be safer with me on the sidelines cranking out another season or two of *Dirty Jobs with Mike Rowe*. Oh well, I tried. So instead, I will attempt to express my appreciation with this letter. It's a poor substitute for enlistment, but at least it will pose no risk to our national security, or the reputation of the U.S. Navy. More importantly, it will be very brief and very sincere. Here it is:

Thank you, very much. Thank you for serving. Thank you for enlisting.

And thank you for putting the interests of your country in front of your own.

I am personally grateful to each of you for making that decision, and humbled by your sacrifice, especially those of you with dirty jobs. Like the people I meet and work with on my show, your contribution to this country's greatness is both critical, and all too often, unsung. Enough already with those Top Gun guys. They might get all the glamour and all the press, but let's be honest, without anyone turning the wrenches, hammering the bolts, driving the convoys, diving and salvaging in the mud, cleaning out the bilges, and mopping up God knows what, it all comes to a halt. Everything stops; just like that.

As with the country, the success of this Navy rests squarely on the shoulders of those men and women who aren't afraid to get dirty. Your willingness to get dirty has allowed the rest of us to pursue a career of our choosing, and that is a debt I

simply can't repay. So again, I thank you.

Perhaps one day, The Pentagon will see fit to issue a special commendation for those of you with dirty jobs? I'd say it's high time. The Navy Cross is all well and good, but really, isn't it time for something new? I think so. Something simple and understated that speaks to the everyday commitment shown by those elite Sailors currently decorated with little more than a smudge of grease, a spatter of mud, or God forbid, a smear of poo. I encourage the powers that be to come up with an appropriate commendation for those men and women who keep us free by getting dirty. Until then, I salute you, and hope that one day our paths will cross - preferably, someplace disgusting.



New CPO Evaluation Takes Effect

Written by
*Senior Chief Mass Communication Specialist (SW/AW) Bill Houlihan,
Master Chief Petty Officer of the Navy Public Affairs*

WASHINGTON — The Chief of Naval Personnel announced the Chief Petty Officer Mission, Vision and Guiding Principles will form the basis upon which chief, senior chief and master chief petty officers will be evaluated.

Vice Adm. Mark E. Ferguson directed via NAVADMIN (176/08) that commanding officers employ a new E7-E9 Evaluation and Counseling record (CHIEFEVAL), starting with the Sept. 15 chief petty officer and senior chief petty officer evaluation cycles.

For the past decade, chiefs, senior chiefs and master chiefs had been evaluated on a fitness report (FITREP) form identical to that used by the officer community. The new CHIEFEVAL clearly separates the two, incorporating the guiding principles as the performance traits.

"The CHIEFEVAL ensures our chiefs are evaluated based on the expectations we've traditionally had of them. The guiding principles reaffirmed those expectations. Incorporating them as performance traits was the next logical step in a process we started almost two years ago," said Master Chief of the Navy (MCPON) (SW/FMF) Joe R. Campa Jr.

The guiding principles — deckplate leadership, institutional and technical expertise, professionalism, loyalty, character, active communication and a sense of heritage — replace the previous performance traits. Earlier traits included professional expertise, command or organizational

climate/equal opportunity, military bearing/character, teamwork, mission accomplishment and initiative, leadership and tactical performance.

"This bold initiative led by MCPON Campa proves again the adage, 'chiefs run our Navy,'" said Rear Adm. Sonny Masso, commander, Navy Personnel Command (NPC).

Masso played an integral role in the transition from the FITREP to the CHIEFEVAL, as personnel at NPC have engineered the new form, which will use Adobe as a platform rather than the previous NAVFIT 98A program. Masso said shifting from one software application to another was not difficult due to the fact that much of the language transferred over verbatim.

"The form itself changed little," said Masso. "In fact, 75 percent of the language from the FITREP was transferred over to the CHIEFEVAL, only now it complements the new performance traits."

Campa said that language used for the first time in the CHIEFEVAL may technically be new, but the

responsibilities and expectations have been around for 115 years.

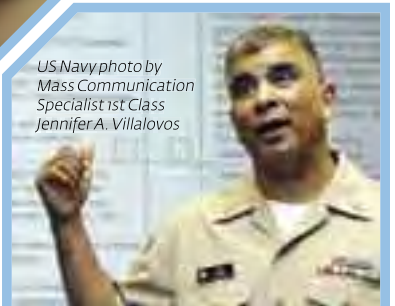
"The 25 percent of the form that's different is critical," said Campa. "It's there that we formally introduce phrases like 'engaged on the deckplate,' 'total loyalty to mission,' 'driving mission accomplishment through the chiefs' mess' and 'actively uses the CPO mess as an open forum to act on command issues.'"

Campa delivered the CHIEFEVAL to NPC in March. Since then testing has been ongoing, and changes to the form were the norm as personnel in Millington worked with Adobe representatives to ensure the new platform was even more user-friendly than the FITREP form.

The CHIEFEVAL is now ready for download from the NPC Web site, www.npc.navy.mil. Personnel downloading the form will also have access to a user reference guide, which will give step-by-step instructions. If questions persist, COMNAVPERSCOM (PERS-311) customer service is available to provide clarification at (901) 874-3313/4881/DSN 882.



US Navy photo by Mass Communication Specialist 3rd Class Nancy diBenedetto



US Navy photo by Mass Communication Specialist 1st Class Jennifer A. Villalobos

Insurance: Term or Whole Life?

Written by
Leslie Rhodes Jr.,
FFSC Financial Specialist

For most consumers, the right type of life insurance can be summed up in a single word: term. Before I explain why, it is important to understand the differences between the most common types of insurance available.

The basic difference between term and whole life insurance is very simple. A term policy is life coverage only. On the death of the insured it pays the face amount of the policy to the named beneficiary. You can buy term for periods of one to 30 years. Whole life insurance, on the other hand, combines a term policy with an investment component. The investment could be in bonds and money-market instruments or stocks. The policy builds cash value that you can borrow against. The three most common types of whole life insurance are traditional whole life policies, universal and variable.

Term: Where the Value Is

To get a real sense of the value of term, let's compare a term policy and a universal life policy. For example, a 40-year-old nonsmoking male has a choice between a \$250,000 universal policy with a \$3,000 annual premium and a same amount of renewable term coverage with a 20-year fixed premium of \$350. At the end of one year, the universal policy, assuming it paid 5.7 percent per year, tax-deferred, would have a cash value of exactly

zero (cash value is the amount you would get back if you canceled the policy). But say he had instead invested \$2,650 (the difference between \$3,000 and \$350) in a no-load mutual fund that averaged a total return of 10 percent annually. At the end of the first year, he would have \$2,841, accounting for taxes on the earnings at a 28 percent rate. At the end of 10 years, he would have accumulated more than \$46,000 in after-tax savings in the mutual fund. Over the same period, the cash value of the policy would have climbed only to \$31,819.

can always contact the insurance company and ask about its ratings, but it is best to get this information independently. In general, go with an insurer rated A or better; the most financially sound insurers are rated AAA, though some rating agencies use slightly different letter grades.

The premier free Web site in terms of detail and ease of use is www.insure.com where you can get ratings online from Standard & Poor's as well comprehensive reports on individual as insurers. The AM Best site at www.ambest.com has

a huge database, but there is a fee. While you can access ratings free of charge, a detailed company report will cost you \$35.

Make sure any report you get is current within the last six months. Be extra mindful to confirm that the ratings you find on many of the online quote services are up-to-date.

Conclusion

When seeking insurance, do not rush into buying expensive permanent life

insurance before considering if term life insurance sufficiently meets your needs. In many cases the fees charged for policies with investment features far outweigh the benefits.



US Navy photo by Mass Communication Specialist 2nd Class Anthony Pugliani

How to Check an Insurer's Ratings

Fortunately, information on the credit worthiness of insurance companies is easy to obtain. You

Written by
Pat Nicholson,
Force Family Support Program Manager

Now that your service member has been mobilized, you may have a lot of time on your hands. It is important to stay active to help you deal with your emotions. While feelings can be difficult to control, you can still manage your thoughts and attitude during this time of separation. Attitude affects how you look, what you say and what you do. It also affects how you feel both physically and emotionally.

Approaching life with a positive attitude is healthier for you and those around you. Make a list of goals you can achieve during this separation and what steps you need to take to reach them. Set mini goals to achieve throughout the separation. Completion of goals gives you a sense of satisfaction and confidence to achieve more. Also, completing goals brings you that much closer to when your service member will return.

Much research has been done to understand the common feelings Sailors and families experience when separated due to military orders. There is no such thing as a "right" or "wrong" feeling. If you find your feelings are getting in the way of doing daily events like caring for children, going to work or school, or taking care of the house, do not hesitate to contact Military OneSource. In addition to face-to-face counseling services, Military OneSource now offers short-term telephone counseling. This new expanded service provides

a telephone counseling option for those who are unable to attend face-to-face counseling. Counseling may help you better deal with stress, communication, decision making and parenting. Telephone counseling provides up to six sessions of consultation per person, per issue. To find out more go to www.militaryonesource.com or call stateside: 1-800-342-9647 or collect from overseas 1-877-888-0727.

your needs no matter where you live.

The ombudsman program was introduced to the U.S. Navy September 14, 1970, by then Chief of Naval Operations Adm. Elmo Zumwalt. He adapted this program from a 19th-century Scandinavian custom originally established by the King to give ordinary private citizens an avenue to express their grievances to high government officials.



Airman Rod Ebersberger hugs his girlfriend goodbye on the pier before departing for a scheduled deployment aboard the aircraft carrier USS Ronald Reagan (CVN 76).

U.S. Navy photo by
Mass Communication Specialist 3rd Class
Benjamin Brossard

During this time of separation, remember you are not alone. There are many resources available during these difficult times. Contact your local command ombudsman for assistance. The ombudsman is a critical link between the command and command families. The ombudsman is a trained volunteer that is dedicated to assist and help families with issues that arise anytime. They have a toolbox full of resources and can provide you with information and referrals to most of

Ombudsman Appreciation Day is Sept. 14. Do you know your command ombudsman? If you have the opportunity, let your ombudsman know how much you appreciate what they do for you and your family. These volunteers dedicate countless hours assisting families.

A special thanks to all our Navy ombudsmen for everything you do for families.

Your efforts are greatly appreciated.

You Are What You Eat

Maintaining or losing weight often comes down to how we eat, not what we eat. You can exercise with weights and do cardio for hours, but you will still gain weight if you eat more than you burn. The first law of thermodynamics states energy can neither be created or destroyed; it can only be transformed. If we look at calories as energy: energy in is the food we eat and energy out is our daily activities, including exercise. So if you are trying to maintain your weight, you have to burn what you eat. If you are trying to lose fat, you need to burn more than you eat. It's that simple. Really.

If energy in = energy out, then there is no change in mass.

If energy in > energy out, then there is an increase in mass, or weight gain.

If energy in < energy out, then there is a decrease in mass, or weight loss.

Understanding the first law of thermodynamics makes it very clear that carbohydrates, fats and proteins by themselves are not behind anyone's growing waistline – excess calories are. The reason people gain weight is because there is an energy imbalance. It's not the type of food you eat, it's how much.

An excess of 500 calories a day adds up to 3500 calories at the end of the week – that's one pound of body fat.

Portion Control: It's Not Your Fault

Even if you are eating healthy,

you still may be getting too many calories.

What is a serving of (lean) protein? Can you look at a scoop of rice or bowl of pasta and tell how many servings of grain there are? Don't feel bad if you can't. A typical restaurant meal is two-to-four times larger than the government's recommended serving size and often has at least 60 percent more calories than the average meal made at home.

One size does not fit all

The number of servings you need each day from each food group depends on your calorie needs and is based on age and sex. Check out the MyPyramid Web site, www.Mypyramid.gov to determine your calorie needs and servings. Below are some general recommendations.

Focus on Fruits

2-3 cups of a different variety of fruits

Example: 1 cup = small apple, 8" banana, ½ cup orange juice

Vary Your Veggies

2.5-3 cups of dark leafy greens, orange veggies, beans and peas

Example: 1 cup = raw spinach, baked sweet potato, ½ cup cooked black beans.

Calcium Rich Foods

3 cups low-fat or fat free milk low-fat yogurt, low-fat cheese

Example: 1 cup = 1.5oz cheese, 8oz yogurt.

Whole Grains

3 oz whole grain cereals, breads, rice, pasta

Example: 1 oz = 1 slice of bread, 1 cup cereal, ½ cup rice or pasta.

Lean Protein

5-6 oz meat, poultry, dry beans, eggs, and nuts

Example: 1 oz = 1 oz meat, poultry, fish, 1 egg, 12 almonds.

Visualize it

A medium apple or orange is the size of a tennis ball.

A medium potato is the size of a computer mouse.

A cup of rice is the size of a tennis ball.

An average bagel is the size of a hockey puck.

A cup of fruit is the size of a baseball.

Three ounces of meat is the size of a deck of cards.

A cup of pasta is the size of a tennis ball.

Three ounces of grilled fish is the size of your checkbook.

One ounce of cheese is the size of four dice.

One teaspoon of peanut butter is the size of the tip of your thumb.

There's no magic to eating healthy.

Mass Communication Specialist 1st Class Scherman has a B.S. in Kinesiology (Nutrition and Wellness). He's a certified personal trainer with National Exercise & Sports Trainers Association, certified personal trainer and Corrective Exercise Specialist with National Association of Sports Medicine, certified nutritionist with Foodworks Nutrition System and works for 24 hour Fitness as a personal trainer.

PROFILES IN PROFESSIONALISM

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, ryan.hilh@navy.mil, for the submission form if you'd like to nominate a Sailor. Please include a high-resolution (300 dpi) 5"x7" digital photo of the candidate.

Hometown: Jacksonville, Florida.

Brief description of your job: Operations Yeoman, which entails the following taskings: Rescheduling drills for Reservists, updating aircrew logbooks, processing message traffic, coordinating airlifts, First Class Association Vice-president, mentor program coordinator.

What has been your greatest Navy achievement: Making first class.

Who has been your biggest influence since joining the Navy: Chief Aviation Ordnanceman Sheets. From the beginning, he taught me all the steps in doing my job and taking care of the people around me. He provided the necessary tools I have used while moving up through the ranks in how to conduct myself professionally and influence others in the same manner.

Why did you join the Navy: To receive money to go to college. I have my associate's degree in culinary science and am currently working towards my bachelor's degree.

What do you enjoy most about the Navy: The lifestyle, stability, traveling, lifelong friendships, discipline and the benefits the Navy provides. The Navy is an organization that assembles a group of individuals from all walks of life to complete a task. The end result is a family atmosphere. When you travel to foreign countries, you are pretty much a group of outsiders having to stick together and take care of each other.

Most interesting place visited since joining the Navy: Curacao, Netherland-Antilles.

What are you hobbies: Cooking, spending time with my husband and two children, riding motorcycles, reading and traveling.



Aviation Maintenance Administration 1st Class (AW) Rachael J. Reece

U.S. Navy photo by Chief Yeoman (AW) Julie A. Perkins

Hometown: Greensboro, Florida.

Brief description of your job: Clerical administrator, computer related entries for pay, instructions, correspondence for the commanding officer and leave tracking program.

What has been your greatest Navy achievement: Making first class, traveling to different places and meeting and making new friends.

Who has been your biggest influence since joining the Navy: My family and my daughter, Aviance.

Why did you join the Navy: To travel, meet new people, form lasting friendships and to better myself.

What do you enjoy most about the Navy: Traveling, the benefits and the pay.

Most interesting place visited since joining the Navy: Acapulco because of the culture, food and the people. It was the most scenic place that I have been to.

What are you hobbies: Traveling, having fun with new friends and enjoying what life brings me.



Yeoman 1st Class Clarice P. Williams

U.S. Navy photo by Chief Yeoman (AW) Julie A. Perkins

We Are Ready



story and photos by **Mass Communication Specialist 2nd Class Ryan Hill**
additional photos by **Mass Communication Specialist 2nd Class Leslie Long**
CNRF Public Affairs

On a warm July summer day in Washington D.C. newly appointed Chief of Navy Reserve (CNR), Vice Adm. Dirk J. Debbink, looks out the window of his Pentagon office. His window overlooks construction on a memorial being built to honor the 184 victims of the Sept. 11, 2001, attack on the building where he now keeps his office. There are 184 benches placed throughout the memorial, and each has a name of one of the victims engraved upon it. The benches are placed on an age timeline throughout the memorial. The timeline shows the age of each individual victim, ranging from 3-year-old Dana Falkenberg to 71-year-old John D. Yamnicky. Fifty-nine of the benches face one direction while the other 125 face the opposite direction. This distinguishes the victims on board American Airlines Flight 77 from those who were inside the Pentagon.



Perhaps it's the somber memorial located outside his window. Perhaps it's the sobering fact that if he had been in the very same office seven years ago, his name may have very well been imprinted on one of those benches. Maybe it's simply the expectations of holding the new title that makes him responsible for some 69,000 Reserve Sailors. More than likely, it's a combination of many

things that lead Debbink to taking on his new job with the utmost dedication and humility. It most likely also leads to the admiration he has in the Sailors he now leads.

"I am truly and honestly in awe of the daily sacrifice and the commitment our Sailors are making. Our Force is doing great work for our Navy and our nation. My initial sailing directions are: Steady on course,

increase speed when and where able; direct liaison authorized at all times with your supported command," Debbink said. "I look forward to getting out to the fleet and visiting our Sailors. I look forward to listening to them, to learning from them, what they see as our challenges and what they see as their barriers to continue to serve. It's a great time to be in our Navy Reserve and it's a privilege to be

the CNR."

With privilege, of course, comes responsibility. Part of this responsibility is to ensure his Sailors are fully supported.

"I take to heart that each and every one of our Sailors has at one point raised their right hand and promised to support and defend the constitution of the United States against all enemies foreign and domestic," Debbink said. "We call that their covenant to us, so my covenant back to them is to do everything I can to make that service truly meaningful, truly significant and truly rewarding for them."

"My belief is that Sailors will do almost anything you ask of them," Debbink said. "We're seeing it every day in Iraq and Afghanistan especially, and many other places around the world. But they also have an expectation that we're going to take care of their families while they're serving, and I think that's a fair expectation. If we're not taking care of their families, it won't be long before their service is going to be severely degraded as it would for any one of us. If we're worrying about what's happening back home, we're taking our focus off the very important job that they are doing right there that in


some cases is a life or death struggle. As Sailors, we deserve to have the confidence that somebody is taking care of our families back home."

Debbink's plan for supporting Reservists' families takes a proactive approach. This includes talking to families in advance before their Sailor deploys and sitting with them to make sure they know how to get the help they need on Navy Web sites and in family help groups.

Deployments to the Middle East are still a main concern for Reservists and their families. The future of this trend remains to be seen.

"We're hearing good news out of Iraq right now," Debbink said. "We're hearing there are some challenges in Afghanistan. It's hard to predict numbers. We don't get to make all the decisions ourselves. There's a very real enemy over there and I think they'll keep coming at us and we'll keep responding. Having said that, I think we are doing a much better job now of making sure every requirement is validated. When we're sending our Sailors forward, they're going to a job that matches their skill sets into a billet where they are needed."

Feeling needed is something that Debbink has seen the Reserve Force struggle with in the past. He has seen



"I am truly and honestly in awe of the daily sacrifice and the commitment our Sailors are making."

Part of defending the constitution includes deployments to the Middle East in support of the Global War on Terror (GWOT). More than 50,000 Navy Reservists have mobilized to support the GWOT in the past few years. With so many Reservists supporting our country and the Navy, Debbink thinks it only makes sense that the Navy in turn supports our Reservists and their families.

this change in his 25 years as a Selected Reservist.

"I think many times it was us holding ourselves back because we considered ourselves 'just Reservists,'" Debbink said. "There's no such thing as 'just a Reservist.' We are all Sailors in the world's greatest Navy. We no longer have Reserve Centers; we have Navy Operational Support Centers. Those words were carefully chosen."

Part of the movement from being known as 'just a Reservist' includes a change in thinking and perhaps policy. Debbink views the possibility of a future where they no longer speak of Active-Reserve Integration (ARI) and instead speak of continuous service and a total force. This would include an easier transition from Active to Reserve status and vice versa.

"Total Force takes us into the next step," Debbink said. "We're really talking about the ability for a Sailor to flow back and forth between the components. Maybe it won't be possible depending on the needs of the Active Component (AC) or the needs of the Reserve Component (RC) so you have to recognize that when you make a decision to transition between components. There might be consequences to that decision: will promotion rates or opportunities

be the same for you? They might be better. You might go off into the RC and get a Masters or a Doctorate and then come back [to the AC] and your skill sets will be in greater demand. This is where we're going to with continuous service and total force versus Active-Reserve Integration. We want to integrate the AC, the RC and our civilians in the Navy to try to arrive at the best total-force solution to any manpower challenge we might have."

Fitting the needs of the Navy with the needs of the individual Sailor is not an enviable task, but Debbink seems excited to take it on. Perhaps it's the respect and admiration he has for the Sailors under his command that lead to his excitement. The Navy Reserve Force is continually readying themselves for whatever lies ahead. Debbink is ready to lead them.

"Every day I am talking to Sailors

who are working directly for their supported commands, doing real and meaningful work that is directly relevant to the war we're fighting now," Debbink said. "The Navy Reserve is the most ready of any component. Chairman of the Joint Chiefs of Staff, Adm. Mike Mullen called the Navy Reserve the envy of the other components because we took to heart what President Bush said September 12, 2001: 'Be Ready.' By any metric, we are ready."

Ready to put themselves in harms way. Like some of the victims memorialized outside of Debbink's window, ready to pay the ultimate sacrifice if need be. Much like he watches over the fallen Shipmates outside his window, Debbink is ready to watch after the Shipmates he now leads. **TNR**

"There's no such thing as 'just a Reservist.'"

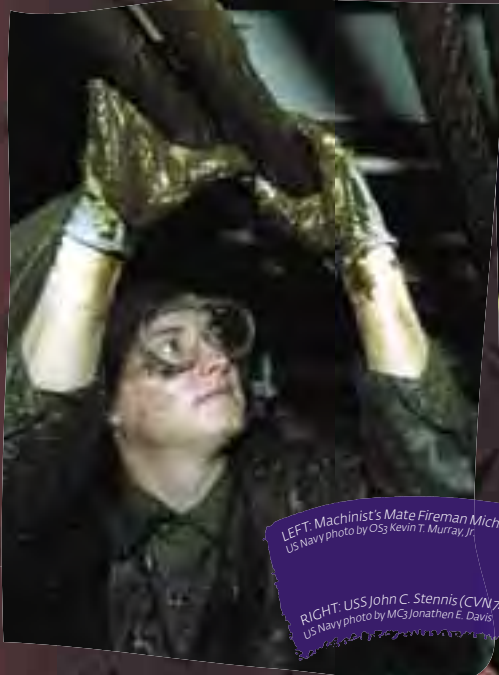


The Filthy Few

The TNR staff would like to recognize all the hard-working Sailors who put up with the **grime, grease, dirt and squalor** in their everyday duties. These unsung heroes keep the U.S. Navy at the forefront in world-wide combat readiness. Therefore, we don't wish to **besmear** or pull **rank** here, but these **putrid** patriots humble us and it is with our thanks we dedicate this **foul** and **gross** issue!



ABOVE: Information Systems Technician 3rd Class Gero "Spec"
US Navy photo by MC3 Eric S. Powell



LEFT: Machinist's Mate Fireman Michael Morgan
US Navy photo by OS3 Kevin T. Murray, Jr.



RIGHT: USS John C. Stennis (CVN 74) Sailors
US Navy photo by MC3 Jonathan E. Davis



RIGHT: Av...
US Navy photo by...



LEFT: Airman Samuel Menning
US Navy photo by MC3 Natalie Nolen



RIGHT: Personnel Specialist Seaman Eric Gerkin
US Navy photo by MC3 Patrick Grieco



ABOVE: Naval Mobile Construction Battalion (NMCB) 1
US Navy photo by MC3 Mark Logico

NAVY DIRTY JOBS

Aviation Survival Equipmentman Airman Daniel Toves climbs inside the intake of an F/A-18 "Hornet" to inspect the blades and ensure there is no debris there.

Greasy Does It

Story and photos by
Mass Communication
Specialist 1st Class (SW/AW)
Rebecca Kruck

Anyone who has spent time on a hot flight deck or tarmac can attest to the amount of dirt one can accumulate in any given day. At the Joint Reserve Base Belle Chase, La., where, during the summer months, the temperatures approach 90 degrees as early as 9 a.m., dirt, jet exhaust and a constant film of sweat can leave those in the aviation maintenance department of the Strike Fighter Attack Squadron (VFA) 204 "River Rattlers" feeling pretty grimy.



Aviation Electronics Technician 2nd Class Julie McNeese looks on as **Aviation Electronics 3rd Class Tiza Delcombre** performs release and control checks on a F/A-18 "Hornet" as part of the pre-flight check.

It is Aviation Machinist Mate 1st Class (AW) Scotty Cleary's job is to make sure the engines are running right and that the fuel systems are delivering fuel. He described the kinds of grime he deals with on a regular basis.

"When the fuel system is leaking we have to pull it apart and we get fuel all over us. If the exhaust system needs any repair or replacement, we get the exhaust soot all over us. Whenever we service the engine with oil, we also get oil on us," Cleary said.

Aviation Support Equipment Technician 1st Class (AW) Paul Parker, a plane captain for VFA-204, comes in after the maintenance team to get the jets ready for launch and recovery.

"I'll inspect them before they leave and when they get back to make sure nothing happened during flight," Parker said. "I'm looking for anything from missing fasteners to low strut or tire pressures and cracked panels."

The Sailors who work in the aviation support equipment technician rating are often some of the dirtiest. The different systems they are accountable for include powerplants, armament and ordnance, liquid and gaseous oxygen, nitrogen and aircraft ground support equipment.

"We use tow tractors to pull the aircraft and we use a nitrogen cart to inflate the tires," said Parker. "We use nitrogen because it doesn't have as much moisture in it, so we don't have to worry about water corroding the tires from the inside out."

Every 14 days, the "River Rattlers" aircraft maintenance department has a special inspection so the aircraft can be thoroughly checked for discrepancies. The aircraft is also given a good scrubbing.

"When we do the aircraft wash down, it's not exactly dirty, you just get wet," said Parker. "Though, this time of year that's kind of nice."

Plane captains in any squadron spend



Aircrew Survival Equipmentman Airmen Daniel Toves gives plane captain training to **Store Keeper 2nd Class Mayra Fletes** on the F/A-18 "Hornet".

"On the flight deck there is [catapult] grease everywhere."

several hours a day with their assigned aircraft. In addition to the constant inspections, they check fluid levels, prepare the cockpit for flight and ensure there is no foreign object debris that could damage the plane. Prior to handing over the aircraft to the pilot, the plane captains act as the final set of eyes.

At VFA-204, the importance of being responsible for a multi-million dollar aircraft has been put on all E-5 and below personnel, not just those who are associated with aviation ratings. Aviation Electrician's Mate 3rd Class Verdarel Moore, a plane captain in training, explained why.

"Having more people qualified as a plane captain is a great benefit because you don't have to depend on just one person. If there is a shortage in personnel for some reason you can pick anyone and know they have the skills to do the job," said Moore.

Lt. Cmdr. Andrew Plummer, aircraft maintenance officer for VFA-204 described


the overall mission of the squadron as well as their upcoming trip to Naval Air Station Fallon, Nev.

"We go to Fallon about five times a year for adversary support," Plummer said. "That means that the pilots use enemy tactics, techniques, and procedures to give a realistic simulation of air combat. We go out and fly against the fleet guys. All of the carrier squadrons have to complete these qualifications before they go on deployment."

During other training, the "River Rattlers" get to experience not only one of the dirtiest places on earth, but also one of the most dangerous.

"About every year and a half, we go out and train on the deck of an aircraft carrier," Plummer said. "This way the pilots can maintain their shipboard qualifications and the maintainers can re-qualify their flight deck qualifications."

Parker, who once deployed with the



Members of the VFA-204 aircraft maintenance department inspect the landing gear during pre-flight checks.

aircraft carrier USS Nimitz (CVN 68), experienced the filthiness first hand.

"On the flight deck there is [catapult] grease everywhere. You get that all over your hands and during inspection you try not to get it on the aircraft, so it ends up all over your clothes," said Parker.

On top of the grease, oil, hydraulic fluid and whatever other petroleum-base products maintainers handle routinely, anyone who works around jets is perpetually covered in a film left by the jet exhaust. This film is paired by another of sweat which is baked on your skin by a combination of the exhaust heat and the heat radiating from the tarmac. For the aircraft maintenance department at VFA-204 "River Rattlers" a shower is probably a welcomed respite after a long day at their dirty job. **TNR**



Aviation Machinist's Mate (AWM) Scotty Cleary screws in fasteners into a panel on the outside of an F/A-18 "Hornet".

CNRF PUBLIC AFFAIRS BACK TO BASICS

Fathom These Links

Written by
Mass Communication Specialist 1st Class (SW/AW) Rebecca Kruck

This issue of **TNR** is dedicated to dirty jobs. Anyone who has ever manned the forecable can attest to what a dirty job cleaning and caring for the ship's anchor chain can be. This month's "Back to Basics" takes a closer look at each part of the anchor chain.

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.

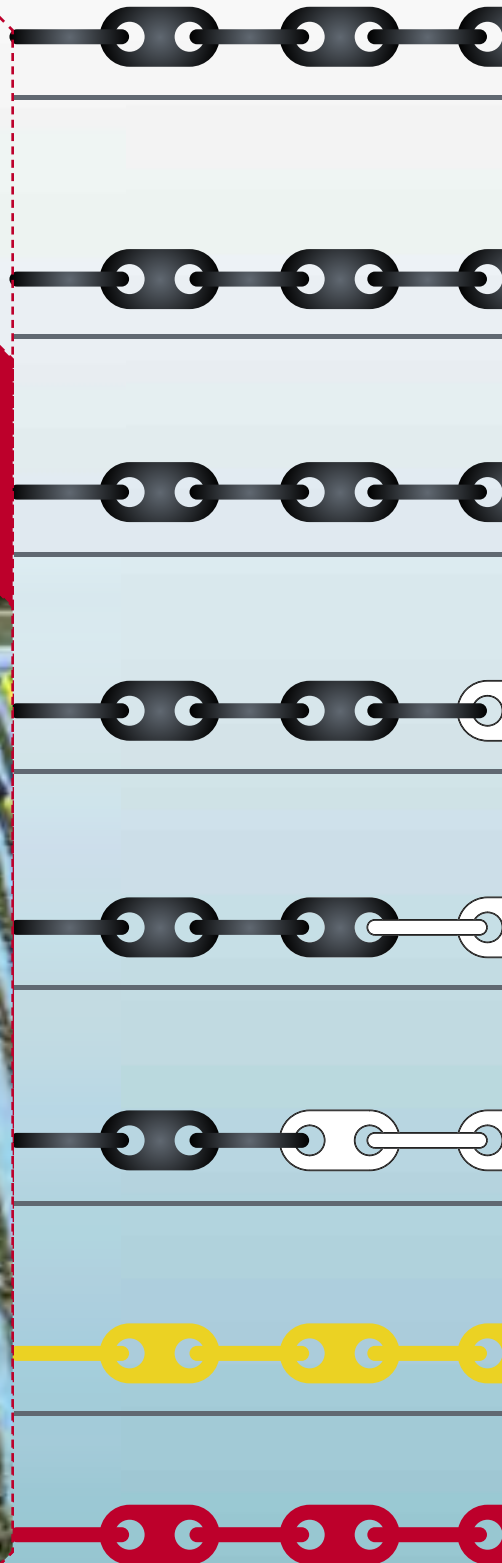
Shots are attached to one another by detachable links.

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.

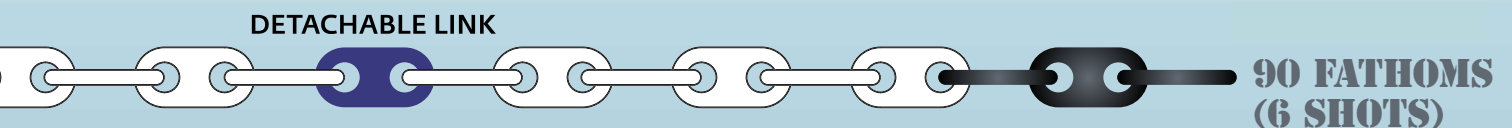
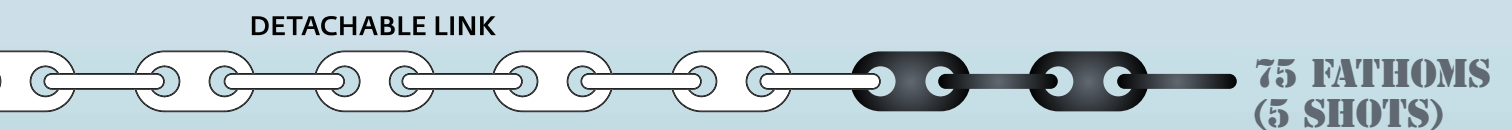
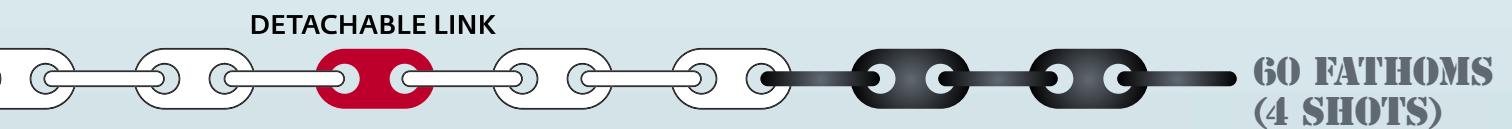
Each of the detachable links that marks the beginning of another shot of chain is painted red, white, or blue. The links on either side are painted white (the number of links corresponding to the number of shots) and pieces of wire are also twisted onto the last white link to further aid in identification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

Boatswain's mates paint the anchor chains aboard the guided-missile destroyer USS Stethem (DDG 63), while the ship is in the dry dock.

U.S. Navy photo by
Ens. Danny Ewing Jr.



PULL-OUT





In The Dirt with Mike Rowe

Interview conducted by
Mass Communication Specialist 2nd Class **Ryan Hill**,
CNRF Public Affairs

We are talking with Mike Rowe (**MR**), host of the famous show "Dirty Jobs" shown on the Armed Forces Network (AFN).

First off, we at *The Navy Reservist* (**TNR**) magazine would like to thank you for taking the time out of your busy and dirty schedule to help us out with our "Dirty Jobs" issue. With your show running on AFN, you have quite a following in the military. As you can probably imagine, the whole idea of doing filthy, thankless jobs is something many military folks can identify with.



When one thinks of "dirty jobs" in the Navy, they most likely conjure up images of Sailors swabbing decks or cleaning heads (bathrooms). Here's another interesting tidbit of how "dirty" has directly affected Navy personnel: We are currently going through a uniform change in which we will be changing over from the summer white working uniform to a much darker combination of black pants and a khaki colored top. Part of the reason for this change is due to how incredibly quick the summer whites become filthy, so Sailors were having to constantly clean them to look sharp and presentable at work. What kind of tales do you have of wearing clean-sharp looking clothing that may have ventured too far into the world of grime?

MR: I have really thick genuine khakis and I like them a lot, I've had them for about 30 years. Not a great pair of pants, but just the kind you fall in love with. I had a t-shirt too, that I had from college that I like. I wound

up wearing these things to a bat cave in Austin, Texas, when I was doing a story on a researcher who basically analyzed bat guano. We go into this cave, and spent about three hours in it. It's truly one of the most dangerous environments in the world. The toxic stink that's created by the bat crap gets in your hair and on your clothes. You have to wear a gas mask and there are 20 million bats in the cave. The guano is full of these flesh-eating beetles. [The bats are] constantly just peeing on you and crapping everywhere and giving birth. I can't even describe what the scene was like and the stink that was on me when I got out of there.

I get back to the hotel and I smell about as bad as anyone has ever smelled in the history of the planet. I peel off my clothes which are just soaked in the worst of the worst and I couldn't bring myself to throw them out so I just packed them and I flew home the next morning. When I got to the airport in Dallas, my bags went through security and sometimes they'll dust them to make sure there's no trace of gun powder. Well all alarms went off, things started beeping and howling and people ran over and the people were like, "Sir, what's in the bag?" and I'm like, "Nothing's in the bag, it's just my clothes." Well, they open the bag and the stink that came out of this thing was so bad. Everybody jumped away from this thing and everyone was scared. They didn't know what I had in the bag. And I was like "Guys, honestly it's just bat [guano]. I'm sorry, but that's how I roll."

After that first one, I knew I was entering a world of disposable clothes. It's been five years since I wore

“You guys have the ultimate dirty job. When it comes right down to it we’re talking about combat. And I don’t take that lightly, no serious person does.”



anything on the job I cared about.

TNR: You’ve got an impressive and varied career in television and stage. I imagine you may have had other opportunities to follow other than the “dirty” one. What made you want to join the fellowship of the filthy?

MR: Well, I grew up on a small farm outside of Baltimore. Everything and everybody around me was dirty jobs. One side of my family were fishermen and the other side were farmers. So, I grew up with a front row seat to all kinds of dirty work. Plus I had a grandfather who was a genius. He was hard-wired at birth mechanically. He could do anything, fix anything, and he could build a house without a blue print. Whatever it was, he could do it with an eighth-grade education.

So, I was exposed to a lot of things you see me do on the show at a very young age. The thing was I didn’t get my grandfather’s gene. I couldn’t do a lot of those things, so I got into entertainment basically to get away from that whole world. It’s not that I loved entertainment; it’s just that I wanted to do something I was good at. I went through a whole long list; I mean my resume in entertainment is really strange. There are probably 200 jobs on it.

“Dirty Jobs” happened because I was trying to make an overall deal with the network to be a specials guy. We made that deal which meant I was going to go to Mt. Everest, Titanic and Egypt and places as kind of a correspondent. But to launch the deal they needed a three-hour special, or three one-hour episodes of “Dirty Jobs.” And, I did it because I just

wanted something to shut my father up and show him, you know here’s a show about the kinds of things we grew up around.

So it was kind of a tribute to my grandfather and my dad. Nobody was supposed to watch. It wasn’t supposed to be a hit. It wasn’t even supposed to be a show - it was just supposed to be a few specials. It got out of hand and that’s what happened.

TNR: It’s kind of like the ironic circle of life. You join T.V. to get away from it, and it ends up bringing you back there.

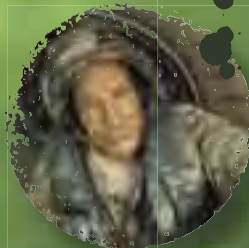
MR: Well, for me the big irony is ... I’m mean I had some success in my career, but not a lot. And I really wasn’t looking for a lot, but with “Dirty Jobs” - you know the thing is on in 137 countries, it’s a big deal. The funny thing for me is - to get that kind of success - the only thing I had to do was embrace what I spent my whole life running from. So go figure.

TNR: You mentioned all the countries your station plays in. And a lot of that has to do with AFN, possibly, because it plays all over the world. Like I mentioned before, you’ve got a strong military following. We know you’ve done episodes featuring the Army and the Air Force. Do you have any future plans to experience the dirty jobs of the Navy?

MR: Standing by Ryan, make me an offer.

TNR: Alright, I’ll keep that in mind.

MR: I mean seriously, I’ve got every intention of spending time with every branch. The Navy has





“I just left a maggot farm, so – I took four showers and I still stink. It’s going to be on me for a while.”

obviously been on the list for a while. In fact, I got a letter from the Blue Angels, and I think the next time they’re over here in San Francisco we’re going to go for a ride. It’s not a dirty job, but sooner or later if I can get on one of your ships, we’ll find something to do.

TNR: Oh yeah, there’s lots of dirty jobs there, believe me. Like you mentioned in your column for TNR, without the dirty jobs, important Navy missions would not get done. What other motivations would you find for Sailors trying to see some light at the end of the grease covered tunnel? For instance, what kind of satisfaction do you find in some of the most disgusting tasks you’ve found yourself involved with?

MR: I’ll tell you this – I’m suspicious of taking advice and giving it in general. But, I’ve learned a lot of things in the last few years from working on this show. I’ve done about 200 different dirty jobs and I’ve started to see certain themes emerge – things that a lot of these people have in common. One of the big ones is the idea that you shouldn’t necessarily follow your passion. You should bring it with you wherever you go.

I don’t know about you, but growing up, me and my friends remember being told by parents and teachers “follow your passion and it’s all going to work out.” People with dirty jobs seem to know better. Some of the most successful people in the country, people that run giant companies you’ve never heard of that make plumbing supplies, heating supplies – these people didn’t get into those businesses because they were passionate about ... toilets. They got into the

business because they were looking around and they saw that no one else was doing it and said, “Ya know what, there’s no one else doing this and obviously there’s a market and there’s opportunity. So my responsibility is to figure out how to have a good time in the process.”

That’s really what it’s all about as I look back at most of the people on this gig - at the people who are successful and having a good time getting dirty. It’s because they identified an opportunity first and then they figured out a way to be good at it. And then they figured out a way to have fun with it.

Today, whether it’s the military or the private sector, so many people start the prospect of making money with the belief and the expectation that it has to be super rewarding and super lucrative and a really good time. That’s just not realistic. The best way to prosper at a dirty job is to go into it knowing that it’s going to be [difficult]. But if you figure out how to do it right, you’re going to have the last laugh.

TNR: Were you an especially filthy child?

MR: No, actually I was a neat freak. I stuttered and I didn’t like dirt. I was very shy; my parents were really worried about me. If I saw a mud puddle I’d walk around it. Which is hard to do on a farm because it’s muddy everywhere.

I mean I wasn’t really freaked out by dirt, but I would avoid it if given the choice. I wasn’t drawn to it, but I certainly didn’t mind working. It just didn’t come easy to me. There was nothing about my childhood that makes any sense at all in terms of who I am today.

“They’re constantly just peeing on you and crapping everywhere and giving birth. I can’t even describe what the scene was like and the stink that was on me when I got out of there.”



Not to be philosophical about it, but I really don’t think the past is pro-logged. The past does not equal the future.

TNR: I’m actually quite the opposite. I was pretty dirty as a child, but I’ve become quite a neat freak as I’ve gotten older.

MR: Exactly, you know. We’re more complicated than that. People change as they go.

TNR: Going back to your column, you joked about trying to enlist in the Navy after we got in touch with you about this issue. If you WERE to enlist in the Navy, what job do you think you’d be doing?

MR: Well, Ryan I believe the correct answer to that question is whatever the hell I was ordered to do.

TNR: That’s pretty much what we all do I think.

MR: You know I get it. If I’m going to go down that road, that’s what I’m going to do. I’m going to listen to the boss and I’m going to do the best job I can. And then, I’ll hopefully make it clear to everyone around me, including him or her that it’s time for a promotion. There’s really only one way to do it, just work your butt off.

TNR: In the Navy there’s a running joke on ships about people who take “Hollywood showers.” These are people who take too much time in the shower when others are waiting their turn to clean up. After a typical episode of “Dirty Jobs,” how long does it take to wash up before you feel like you’re completely clean? If you were stationed

on a Navy ship, would you be one of those “Hollywood shower” guys?

MR: Um, well that depends entirely upon the temperature of the water. As far as cleaning up after a dirty job, that depends entirely upon the specifics of the job. I just left a maggot farm. So I took four showers and I still stank. It’s going to be on me for a while. It’s like the bat cave. I did one yesterday, where I went to a condemned mobile home park and tore apart double-wides and hauled half of it away. A hot, sweaty job, but a couple hot showers later and I was good to go. There’s no magic formula, but typically I stay in one-and-a-half star hotels because we’re normally on the road in tiny towns that people don’t even know exist.

TNR: So you’re not staying at the Ritz?

MR: No man, I get in, I get out.

TNR: Speaking of magic solutions, bath, shower or sandblasting?

MR: Yes

TNR: I thought that might be your answer.

MR: I try and keep a level of flexibility to suit the job at hand.

TNR: We in the Navy get our fair share of inoculations. How many tetanus shots have you had?

MR: I started the day with tetanus and a gamma globulin. At lunch I take a Hepatitis A [vaccination], dinner starts with another tetanus and I round off

dessert with an immune booster.

TNR: Yeah, delicious.

MR: Yeah, I get one a year. Something rusty breaks my skin once a month so I stay on those.

TNR: You beg for dirty story ideas at the end of your show. Have you ever been proposed something that you just said “no way” to? If so, what was it?

MR: I get proposals you wouldn't believe. Many of which we can't put on the air. As far as jobs go - the only things I've actually passed on are things I know the network wouldn't let me air. Those are really stories that I don't think are right for the show. We have a lot of kids that watch the show - a lot of families. I'm the furthest thing away in the world from a prude, but I want the show to be fun. I want the people who watch the show to see hard work and humor go hand in hand.

I really think we don't see much of that in the media, in Hollywood, or on Madison Avenue. Hard work has become this thing that kind of had the nobility sucked out of it. We've replaced it with drudgery and you see it all of the time when people are portrayed doing various kinds of traditional work. For that reason I pass on shows like body-farm technician or crime scene cleaner.

To a certain degree, it's been challenging with the military. You guys have the ultimate dirty job. When it comes right down to it, we're talking about combat. And I don't take that lightly, no serious person does. It's hard to talk about combat in any way other than deadly serious. But, there are so many jobs, there's so much behind the scenes that [wouldn't] allow you guys to go out and fight the fight if the guys in the trenches weren't out doing their thing.

As far as opportunities that I've passed on, its those jobs that don't allow the opportunity to be portrayed as fun.

TNR: I understand that. You want to keep it light-hearted and funny, something people will laugh at.

MR: Exactly, it doesn't matter how bad it is. I've shot 16 hours on a railroad in 105 degree heat, swinging a sledge hammer and laughed my [butt] off. That's because I'm with people who are in on the joke and who realize that you can have fun really doing just about anything - except working on a body farm.

TNR: Yeah that's a little morbid.



“I get proposals you wouldn't believe. Many of which we can't put on the air.”

MR: A little bit.

TNR: Do you save your clothes at the end of a show or do you just stick them in an incinerator? Have you ever thought of selling them on the internet?

MR: I've donated more than a few items to any number of charities, but God help the people that bid on them, because after these shows you wouldn't want them anywhere near you. It's like I was telling you before, with the story of the bat crap. It's nothing you want in your house. Early on, I was bringing home clothes and my girlfriend was like “I change the locks, or you leave the clothes behind.” So, I leave the clothes behind.

TNR: Wise choice.

MR: Yeah - you go to [the store], you get a \$6 pair of pants, who cares. I leave 'em there with a nice letter of apology to the maid.

TNR: In the Navy, superiors sometimes ask a group of subordinates for volunteers without first telling them what the task entails. These tasks are usually the most disgusting and/or thankless jobs. If enlisted, how often would you see yourself blindly volunteering for these tasks?

MR: Everytime. You gotta volunteer first, you gotta volunteer loudest. That's the thing. What I've learned, I mean I've never been in the service, but doing this job for the last five years and from

watching people. Look, you have a party, you have 30 people come over – there's always going to be one or two people who stick around and help you clean up – always. Those people are the ones who end up singing at your wedding or speaking at your funeral. They're the people you keep close – that's just the way it is. On this planet, there are always people who will stick around to help you clean up. It doesn't matter Army, Navy, Air Force, Marines. Find those people and sooner or later, they'll be the one's running the company.

TNR: That answer was a little more profound than I was expecting. Who are your filthiest inspirations?

MR: Let's see, there's my grandfather, who I mentioned. He was really it for me. He's the perfect combination of intelligence, wisdom, not education – 'cause he really didn't have any, but he had amazing smarts. My earliest memories of him are of a guy waking up clean, then going off somewhere in the neighborhood to take care of something. It could be a sewer line broken in a neighbor's yard, or an electrical problem, or insulation in the attic, or a problem in the

spring cellar. Whatever the problem was, he'd start off clean and come home dirty. Somehow during the course of the day, the problem was fixed and that was it. I was like "Okay, guy gets dirty, problem solved."

TNR: Well, this has been a boatload of filthy fun. We'd like to thank you so much for taking the time to indulge us with your tales of trash. I think there are many Sailors working disgusting and thankless jobs that find your humor positively inspiring.

MR: Thank you and all my best and appreciation to our Armed Forces.

TNR

Listen to this entire interview on www.navyreserve.navy.mil.



Q Did you know that the Navy Reserve has a school house that will deliver training to YOUR location?

A The Navy Reserve Professional Development Center located in New Orleans can!

A few of the exported courses delivered to your command are:

- Reserve Pay and Personnel Management (1 week)
- Navy Reserve Order Writing System (2 days)
- Reserve Medical Administration (1 week)
- Supply and Fiscal Support (3 weeks)
- Career Information (2 weeks)

Our Website is located on www.navyreserve.navy.mil, click on commands, then click on find a command and look for "Professional Development Center."

If you have any questions, please contact Personnel Specialist 1st Class (SW) David Rast at david.rast@navy.mil or 504-678-9246.





STEEL IS MY CANVAS

story and photos by
Mass Communication Specialist 3rd Class
Sean Allen



THE APPEARANCE OF ANY U.S. NAVY SHIP IS AN IMPORTANT THING TO BOTH THOSE WHO VISIT IT AND THOSE STATIONED ON BOARD. A WELL-GROOMED SHIP IS A PROUD TRADITION FOR SAILORS IN THE NAVY, BUT KEEPING A SHIP LOOKING SHARP CAN BE A VERY DIRTY JOB. ONE OF THE WAYS SAILORS KEEP THINGS LOOKING “SHIP-SHAPE” IS PAINTING.

Sailors stationed aboard the USS Klakring (FFG-42) recently underwent a rehabilitation period, during which they completed a number of tasks to improve the ship's appearance.

“Painting the outside of a ship is difficult and laborious. Painting the interior of a ship offers an even greater degree of difficulty,” Boatswain's Mate 3rd Class Clinton Smothers (Full Time Support) said.

Smothers was tasked with



painting a berthing space on board Klakring, using a spray painting gun. Berthing areas present many challenges because they are generally a very tight space. Lockers and racks inside the berthing area become obstacles because they can't be painted.

As with any painting job, things that won't be painted must be taped and covered.

“In an area as big as a berthing, covering and taping things off takes longer to complete than the painting itself,” Smothers said. “It only took





LEFT:
Boatswain's Mate 3rd Class
Clinton Smothers

RIGHT:
Deck department personnel
assigned to the guided missile
frigate USS Ford (FFG 54),
complete re-painting the ship
from a scaffold barge while
moored at the pier aboard Naval
Station Everett.

U. S. Navy photo by Mass
Communication Specialist 2nd Class
Eli J. Medellin



three hours to finish the painting, but it took two days to tape and cover everything."

Also, since the ship's air conditioning system is secured during rehabilitation, there is little to no ventilation, requiring Smothers and his shipmates to wear a respirator.



"One of the greatest challenges lies in the fact that we can only paint for 20 minutes, and then must exit the space due to safety issues regarding ventilation," Chief Boatswain Mate (SW) John Wilson said.

Wilson, who was in charge of the painting evolution, went on to say "another reason for leaving the space after 20 minutes is because vision becomes a problem, the mist created by the sprayer makes it difficult to see."

After three hours of painting, Smothers was completely covered in a white haze.

"It is a dirty job. My coveralls were finished, but I was happy to help get everything completed," Smothers said.

"Once the painting is finished, we still have to remove the tape and paper and use paint thinner to clean up any paint messes," Wilson said.

After a few hard days of work, a



group of Sailors aboard Klakring will have a good looking berthing to move into. Hopefully they will appreciate the work of Sailors like Smothers who don't mind getting a little dirty so others can have a nice place to sleep.

"This is a difficult evolution," Wilson said. "Which is why Smothers was given the responsibility, and why I never had any doubt that it would be completed and done well." **TNR**



OPERATION: GOLDEN FLOW

story and photos by
Mass Communication Specialist 1st Class Jose Lopez, Jr.

The U.S. Navy has many jobs that require personnel to get "down and dirty." Sailors like hull maintenance technicians enter the ship's collection, holding and transfer tanks to repair piping that handles human waste. Just about every Sailor in Air Department probably has a pair of coveralls with a stain that just won't go away. However, getting down and dirty is not limited to shop workers. One dirty job that can go unnoticed is the Urinalysis Program Coordinator (UPC).



RIGHT: Sailors from Navy Operational Support Center North Island, Calif., await their turn to donate urine in support of the Navy's zero-tolerance policy.

LEFT: Bottles containing Sailor's urine samples await to be sent to the Navy Drug Screening Laboratory.

BOTTOM LEFT: Urinalysis Program Coordinators Yeoman 1st Class(SW) Christopher Brown and Storekeeper 1st Class Jennifer Almero has a urine donor verify his information before it is sealed.



"It seems gross, but knowing we contribute to the safety of our shipmates makes it worth it."

"You're dealing with people's urine, so it is a pretty dirty job, but it has to be done," Storekeeper 1st Class Jennifer Almero, UPC for Naval Operational Support Center (NOSC) North Island, Calif., said. "We don't want to retain Sailors who use drugs."

The program, which is designed to deter the abuse of drugs by Sailors, has been in effect for more than 20 years. Since its inception, the program has reduced drug abuse in the ranks. With the improvement in testing technology the Navy is better able to catch recreational drug users.

Selecting a member for screening is simple. A member's name is picked at random, regardless of rank, by the UPC computer. The member must then report to the UPC and provide a urine sample for drug testing.

"We test anywhere from 50 to 60 people a drill weekend," Yeoman 1st Class Christopher Brown said. Brown, a Full-Time Support Sailor, recently took over the collateral duty of UPC at the North Island NOSC. "We don't pick them; the computer does. That way there is no warning for those who have to provide a sample."

The UPC is a collateral duty handled by enlisted personnel. They are joined by observers chosen at the beginning of the drill weekend to assist the UPC. Observers are responsible to ensure the delivery of the sample and prevent any tampering.

"This is the first time I have been on this end," Operations Specialist 1st Class Francisca Alaniz said. "It's a little... you know. But it has to be done. We want people, especially on ships, to have a clear mindset."

When the Sailor receives the bottle, he or she must inspect it to ensure its cleanliness. The observer follows the donor to the restroom to guarantee that nothing but the required sample enters the bottle.

"If they cannot give, they have to leave their identification card with us," Brown said. "They also have to put the bottle back in the box, that way there is no chance of tampering."

"It may seem like an inconvenience, but Sailors recognize that the program is needed to ensure the safety of all personnel," Brown said.

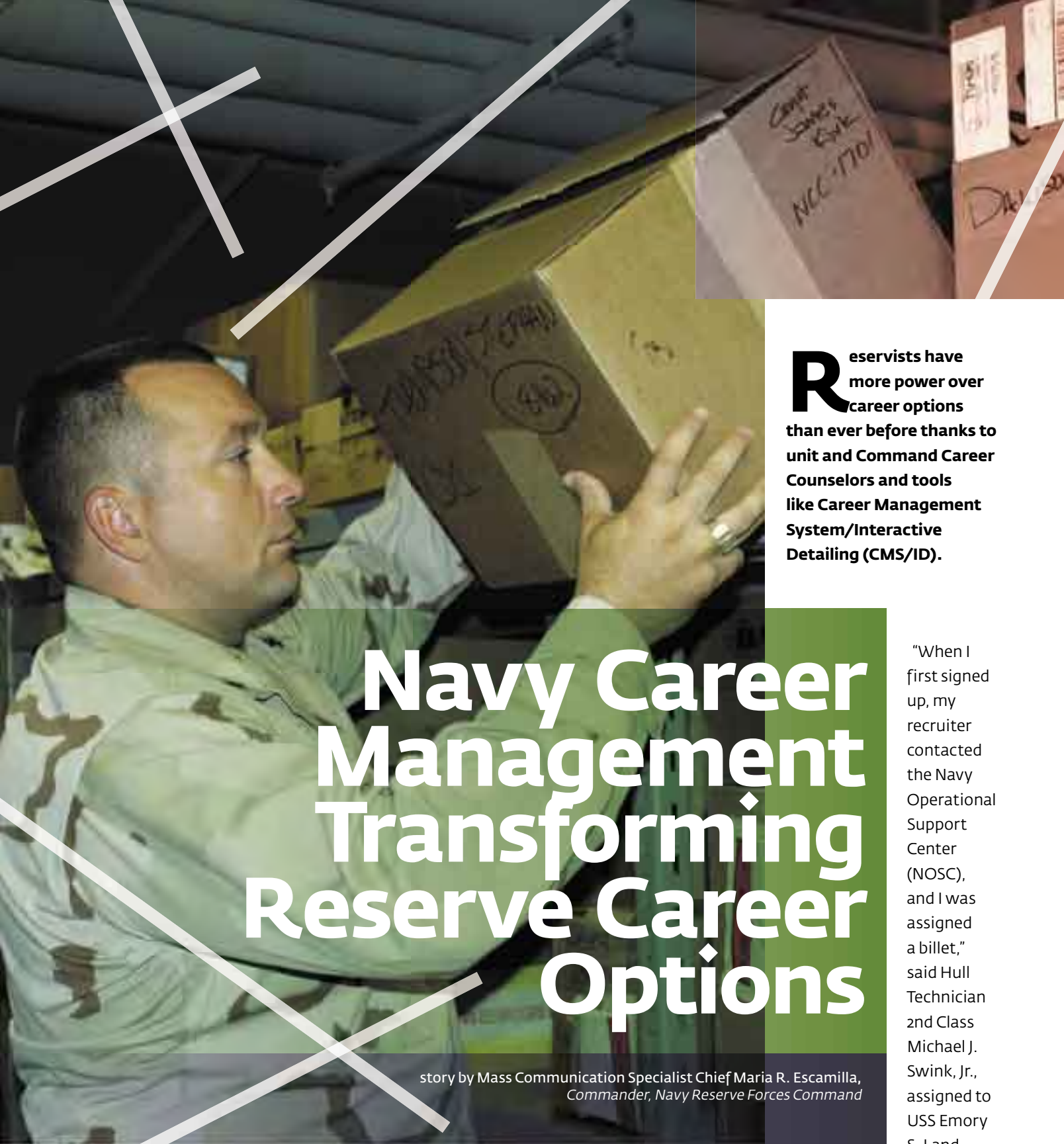
"I was like, 'awww man,'" said Culinary Specialist 1st Class Robert Brueggmann, of Tactical Air Control Squadron 11, after finding out his name was randomly selected. "Then I remembered that it is an important part of the safety process. After all, I used to be a UPC myself when I was on active duty."

Once a sample has been collected, the member must return to the UPC to verify the information on their label is correct. A red seal is placed over the bottle by the UPC and the member submits their signature, verifying it is his or her sample in the bottle. Once a box is filled with samples, it is secured and sent to the Navy Drug Screening Laboratory where all samples are tested for drugs.

"When a person signs in their sample, we ask if they are taking any prescribed medications," Brown said. "This way the screening lab is already aware during testing."

"It may be a dirty job, but it's an important one," Brown said. "It seems gross, but knowing we contribute to the safety of our shipmates makes it worth it." **TNR**





Navy Career Management Transforming Reserve Career Options

story by Mass Communication Specialist Chief Maria R. Escamilla,
Commander, Navy Reserve Forces Command

Reservists have more power over career options than ever before thanks to unit and Command Career Counselors and tools like Career Management System/Interactive Detailing (CMS/ID).

"When I first signed up, my recruiter contacted the Navy Operational Support Center (NOSC), and I was assigned a billet," said Hull Technician 2nd Class Michael J. Swink, Jr., assigned to USS Emory S. Land

(AS 39) Detachment F, Fort Worth, Texas. "I didn't have much choice over which job I would have. The way things used to be, I could've just stayed in the unit until I got

Hull Technician 2nd Class Michael J. Swink, Jr., assigned to USS Emory S. Land (AS 39) Detachment F, keeps stock in order at the Navy Operational Support Center (NOSC) Fort Worth. Swink, a mobilized Reservist, supports the NOSC supply department and base security while awaiting deployment to Iraq.



"Not only can I see the jobs available at my NOSC, but I can see them force-wide and apply for the best ones."

promoted or the unit closed down. I really wasn't in the loop, and I didn't know what all my options were."

Today, with online career management tools and guidance from career experts, Sailors have more control managing their careers. Reservists like Swink can now see all job options available to them and have more power in making their own career choices.

Like active-duty Sailors, drilling Reservists have Projected Rotation Dates (PRD) assigned with their jobs. PRDs serve as a reminder for Sailors and counselors to review their job assignments. Within nine to five months of the PRD, Reservists can look for a new job, or reapply for their current assignment with CMS/ID.

"Tools like CMS/ID let Reservists see all the jobs that are currently open," said Swink, who is also assistant career counselor for his unit. "Not only can I see the jobs available at my NOSC, but I can see them force-wide and apply for the best ones."

Reservists can also count on their unit or command career counselors for

guidance on job selection. "Unit counselors and Command Career Counselors are the career experts," said Storekeeper 1st Class Javier Trevino, supply rates Enlisted Assignment Coordinator assigned to Commander, Navy Reserve Forces Command. "Enlisted assignment coordinators, formerly called detailers, work with families of ratings and know exactly how many and what jobs are available

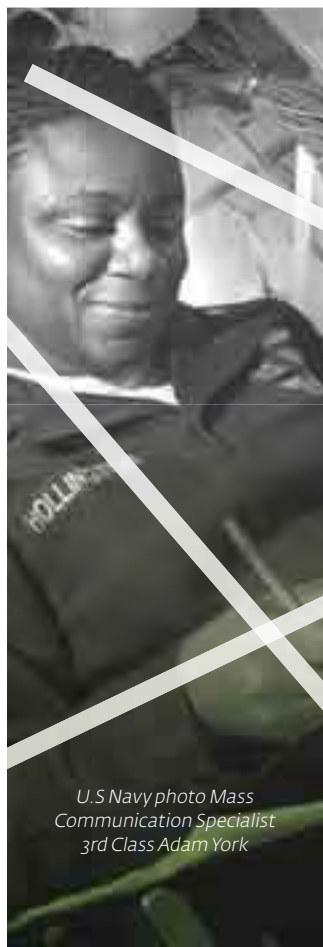
at any given time. The career counselors advise Reservists on their best job choices."

There are a variety of tools available for Reservists to plan their careers.

"With the career counselors, CMS/ID and the assignment coordinators, I can find the best job for me that works with my career goals," Swink said. "My dream job is to find a command where I can earn my Enlisted Surface Warfare

Specialist pin."

Today's Navy career management team and career tools can help make this goal a reality. Reserve Sailors can access CMS/ID via Navy Knowledge Online, the Navy Reserve Web Site or directly at **https://www.cmsid.navy.mil**. Your common access card is needed to log in, with the "DoD CA-XX" certificate selected (not the e-mail certificate). **TNR**



U.S Navy photo Mass Communication Specialist 3rd Class Adam York



U.S Navy photo by Mass Communication Specialist 2nd Class Amanda Clayton



U.S Navy photo by Mass Communication Specialist 3rd Class Geoffrey Lewis

BOOTS

by Capt. Larry Jackson

on the GROUND

The following is the beginning of a new continuing feature story, which are written through journal-type entries from Capt. Larry Jackson, a Navy Reservist who is currently stationed in the Middle East. Its purpose is to give our readers a realistic account of what it's like to be deployed - from the preparation in the states to being stationed in the desert and experiencing what life is like there.

These entries begin with training alongside fellow Reservists in Fort Jackson, S.C., some months ago. In this excerpt we begin with the Reservists receiving some Navy to Army cross-training (hence the term "NARMY" used in this piece).



LOG ENTRY ONE

Reserve Friends,

I'm in NARMY training on a remote corner of Fort Jackson, outside of Columbia, SC. "Spartan" would be a polite way to describe Camp McCrady: open-bay berthing for O-5's and below in WW-II era buildings. O-6s get a room the size of a jail cell, but

with no insulation in the walls I can hear the guy in the room next door snoring as if he were in here with me. If there were any more captains in this class, I'd be sharing my cell with someone.

A typical day starts between 0445 and 0600, including Saturdays and holidays. During the first week, most of our days were at least 12 hours long, but that seems to be easing up now that most of us have qualified with the weapons. We spent nearly all of week one on the firing ranges, standing around freezing our butts off.

We march a little—probably not as much as our drill instructors would like—and carry our weapons everywhere. We stand around a lot. Most days we spend a few hours wearing our helmets, body armor, knee and elbow pads, plus a camelback filled with water, a pistol (M9) and a rifle (M16). It weighs a lot. I take ibuprofen a lot. One of

the captains who is about my size weighed himself with all his gear and said he was more than 60 pounds heavier.

Thinking about running through the desert or up mountains with that weight on your back, plus additional weight for food, an entrenching tool, and other gear, has given me even more reason to respect our Soldiers and Marines who are fighting in Afghanistan and Iraq.

Adjusting to all that additional weight takes some time and a bit of practice. You're very top heavy and have a lot more momentum than you're used to. One guy washed out when the weight compressed



his spine to the point where his left leg quit functioning. He did a face-plant out in a drill field and was sent home the next day. Another officer tripped while doing the M16 stress shoot and did a face-plant on asphalt, requiring nine stitches on his forehead and splint for his elbow.

Also requiring adjustment is the Army culture. Many of you may not have realized that the Army has culture. Well, it does--and it's very, very different from Navy culture. This has caused a bit of friction between us and our Army instructors, who occasionally treat us as if we were brand-new enlistees.

The Navy personnel here are a mix of active and Reserve, officer and enlisted. I am struck by how many of our active duty Sailors come off of a six-month deployment aboard their ship, only to learn that they will be going to Iraq, Afghanistan, or Djibouti for another six to nine months in support



of Central Command. Quite a few of the Reservists are on their second tour. Many are intelligence types, quite a few of who will end up assigned to special operations forces. They will go off to Fort Bragg for more training before they deploy, but the rest of us will be boarding a DC-10 next Saturday for an early morning takeoff to Kuwait.

Between now and then, we'll have a convoy and simulated attack, as well as some building-clearing exercises. The point of these exercises isn't to make us proficient at these largely Army/Marine Corps tasks, but to give those of us working in staff jobs an understanding of these operations.

Once we're in Kuwait, we'll go for our final live-fire qualifications. Three days living in a shelter with no running water. (All of a sudden, I'm pretty happy I got called up in December instead of June.) After that, we fly to Baghdad where, as one vet put it, "you'll be greeted by rude people after you have been up all night."

As long as I don't have to come back to McCrady, I'm fine with it.



-CONTINUED NEXT MONTH-

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Ebensburg, Pa. (814) 472-5083	Columbus, Ga. (706) 322-4670	Grand Rapids, Mich. (616) 363-6889	Lemoore, Calif. (559) 998-3778	VR-52 (215) 443-6553	Expeditionary Strike Group Two (757) 462-7403 x 110	Naval Construction Forces Command (757) 462-3943
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Naval Surface Force
US Atlantic Fleet
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Service Espionage Hotline
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Navy Expeditionary
Logistics Support Group
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011-81-3117-66-2834

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NIOC San Diego, Calif.
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Navy Region Guam
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Navy Region Southeast
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US European Command
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US Fifth Fleet
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US Joint Forces Command
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US Naval Forces Alaska
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US Naval Forces Central
Command
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US Naval Forces Europe
011-44-207-514-4605

US Naval Forces Japan
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US Naval Forces Korea
011-822-7913-5795

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

US Naval Special Warfare
Command
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US Northern Command
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US Pacific Command
(808) 477-2322

US Pacific Fleet
(808) 474-8415

US Second Fleet
(757)443-9850

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

US Sixth Fleet
011-39-081-568-1267

US Southern Command
(305) 437-1109

US Strategic Command
(402) 294-8141

US Third Fleet
(619) 524-9537

US Transportation Command
(618) 229-4278

Naval Reserve Intelligence
Command

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

Regional Intelligence
Area Northwest
Silverdale, Wash.
(360) 315-6001

Reserve Intelligence
Area Southeast
New Orleans, La.
(504) 678-3411

Reserve Intelligence
Area Southeast
Fort Worth, Texas
(817) 782-6464

Reserve Intelligence
Area Southeast
Jacksonville, Fla.
(877) 882-7396

Reserve Intelligence
Area Southwest
San Diego, Calif.
(800) 873-4139

Reserve Intelligence
Area Southwest
Aurora, Colo.
(720) 847-6240

Reserve Intelligence
Area Midwest
Great Lakes, Ill.
(847) 688-6273

Reserve Intelligence
Area Midwest
Minneapolis, Minn.
(800) 353-4011

Reserve Intelligence
Area Fourteen
Marietta, Ga.
(678) 655-6380

Reserve Intelligence
Area Mid-Atlantic
Norfolk, Va.
(757) 444-1352

Reserve Intelligence
Area Sixteen
Willow Grove, Pa.
(215) 443-6651

Reserve Intelligence
Area Eighteen
Devens, Mass.
(978) 796-2610

Reserve Intelligence
Area Washington
(240) 857-2030

Navy Expeditionary Combat
Command
(757) 462-7400

Explosive Ordnance Disposal
Group One
(619) 437-3700

Explosive Ordnance Disposal
Group Two
(757) 462-8453

First Naval Construction Division
(757) 462-3658

Naval Coastal
Warfare Group

Maritime Expeditionary Security
Group One
(619) 437-9475

Maritime Expeditionary Security
Group Two
(757) 396-0513

Chief of Naval Air Training

CAOSO
(361) 961-2409

CNRF CNATRA/FRS PM
(504) 678-1072

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
ryan.hill1@navy.mil
or call (504) 678-1240.

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