

# TNR

THE NAVY RESERVE

SEPTEMBER 2011

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# Ready Now!



*One Team, One Fight:  
Active and Reserve  
Seabees secure and  
fortify a combat  
outpost together in  
Diwar, Afghanistan.*

Volume 3, Issue 9

Total Force Mix

September 2011

Shipmates,

As our Nation observes the 10-year anniversary of the 9/11 attacks, we have the opportunity to remember the fallen and honor those who have stepped forward to serve. We are humbled by the dedication of our fellow Navy Reserve Sailors, all of whom have either enlisted or reenlisted since 9/11 knowing mobilization and deployment into a war zone was possible and probable.

Our Reserve Component Sailors have answered the call, and our Navy has truly embraced Total Force thinking. As our CNO, Admiral Gary Roughead, has testified before Congress, we are today one Navy, with an Active Component (AC) and a Reserve Component (RC). The Navy knows it can count on the Reserve Component to deliver a ready and accessible force that provides valued capabilities. What does this mean for the future of the Navy Reserve?

While we have no crystal ball, we do know we live in a world with many threats to peace, stability, trade, and prosperity. Naval power is particularly well-suited to addressing these threats. While demand for our Navy's capabilities is unrelenting, our budgets are finite. Because Navy Reserve provides capabilities at exceptional value, RC Sailors will play an important role in helping the Navy deliver the right capabilities at the right time for the right cost. We can help preserve vital capabilities and take on entirely new missions.

There is no magic formula to determine the Total Force mix of AC and RC Sailors; each mission and capability has different requirements. Fortunately, our force is flexible. Today's Navy Reserve provides both a strategic and an operational force. Depending on the mission, we are able to mirror or complement the AC.

We mirror the AC and provide rotational forces for those missions where it makes operational and fiscal sense – our 12 Reserve Seabee Battalions, which rotate in cycle with our nine Active counterparts, is an example of mirroring. We complement the AC by providing unique capabilities in other areas, such as our VR (Fleet Logistics Support) squadrons. And on an even higher level of integration, both components can augment one another, with RC Sailors serving as part of AC units, and AC Sailors augmenting Reserve units.

The correct Total Force mix varies with each of the Navy's wide variety of missions and required capabilities. As new missions emerge and current missions evolve, Total Force mix solutions are carefully and continuously examined. What does this mean for Navy Reserve Sailors?

It means if you keep learning and stay engaged, you can have an exciting and rewarding career. You will have the opportunities to serve with both strategic and operational units as an integral part of a Total Force team. When the Navy calls you, it will be for real and meaningful work essential to our national security.

Our vision of the Navy Reserve is to be a provider of choice for essential naval warfighting capabilities and expertise, strategically aligned with mission requirements, and valued for our readiness, innovation, and agility to respond to any situation. We are achieving our vision and a vital part of our Total Force because our Sailors are Ready Now – Anytime, Anywhere!

VADM Dirk Debbink  
Chief of Navy Reserve

FORCM (AW) Chris Wheeler  
Navy Reserve Force Master Chief



# TNR

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

The Navy Reserve is always looking for good action photos of Navy Reservists (minimum 300 dpi) that tell a story of Reserve training or support to the fleet. Please provide full identification of all individuals in the photograph, including their respective rating, rank and command. Photos should also include a visual information record identification number or VIRIN. Information about VIRINs is available online at [www.mediacen.navy.mil/vi/virin.htm](http://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 Reserve current and past issues can be accessed online at <http://navyreserve.navy.mil>. Navy Reserve News Stand, a Web site featuring Navy Reserve news and photos, plus links to Navy fleet pages, can be viewed at [www.news.navy.mil/local/nrf](http://www.news.navy.mil/local/nrf).

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

This Issue: September 2011

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cover photo: Photo montage by Chief Yeoman(SS/SCWS) Geno Hernandez.

# Letter from the Editor



Shipmates,

As you see from this month's front and back covers of TNR, we are remembering a day 10 years ago that none of us will ever forget. On September 11, 2001, eight of our Reserve brothers and sisters lost their lives. Since then, 26 more have paid the ultimate sacrifice defending our nation in overseas contingency operations.

I remember 9/11 vividly, as I am sure you all do. The terrible tragedy of that day has impacted Americans in many different ways. The first memory I have of that day is watching the news while at my civilian job. I stood there with hundreds of my co-workers as we shared our thoughts and emotions on that most tragic of days. Yet, my emotions had a different perspective because I was also in the Navy. I didn't know what that day would lead to, but I knew the military would be involved.

This issue is unlike any TNR I have been associated with over the past four years. It is our small way to honor and remember 34 Navy Reserve heroes.

While this letter will be brief, I can't sign off without thanking a talented member of the TNR staff who will be leaving us this month. Mass Communication Specialist 2nd Class Ryan Hill will be

transitioning into the Navy Reserve after nine years in the active component. MC2 Hill was the editor-in-chief prior to my coming aboard and has been the editor ever since. He is also an expert at producing video and audio products for Navy Reserve Public Affairs. His talents, sense of humor and friendship will be missed. I am thankful that he decided to affiliate with the Navy Reserve. In fact, he will be joining the Reserve unit I just left, Navy Public Affairs Support Element-East. Fair winds and following seas Petty Officer Hill and thank you for your service!

Sincerely,

Jim



Jim Vorndran  
Editor-in-chief  
The Navy Reserve Magazine

## CULTURE OF FITNESS

# Changing Attitudes Now For a Better Tomorrow

Written by Lt. Wil Wooten and Chief Hospital Corpsman Tremaine Luster

The year is full of opportunities to give gifts with birthdays, anniversaries and holidays. This year, try giving your family and friends something different, something worthwhile, and something that will last for years. Try giving them a healthier you!



There are invariably many ways with which we all can become healthier. One way is to control our diets. Not specifically to lose weight, but to adopt a healthier lifestyle. The goal here is to strive for longevity and add good years to your life. The life expectancy for men is 74.7 years and 80 years for women. This is a long time to have to suffer for poor habits that can be controlled today. Some ways to control our diet are to consume more colorful fruits and vegetables, learn how to establish portion control, and to become a more nutritionally educated consumer.

Special care needs to also be paid to the preparation of our food. A small amount of butter is fine on steamed vegetables, but don't overdo it. Hopefully, incorporating these and other small changes can help prevent heart disease, diabetes, hypertension, high cholesterol and obesity.

Another way in which we can become healthier is to break the harmful habit of smoking tobacco. Curbing the nicotine habit may be beneficial to increasing your overall level of activity. This will allow you the energy to play ball with your son, throw a frisbee with your daughter, or roll around in the yard with your grandchildren without being totally out of breath. The negative effects of this drug are widely known but many of us still choose to ignore them. Smoking cessation classes are a valuable tool a smokers can use in their quest to becoming a healthier person.

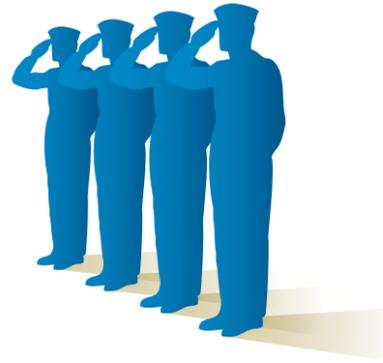
As most of us know, the Navy has placed strong emphasis on physical fitness. Staying physically fit plays a vital role in maintaining your health as you continue to age. In the days of fast food, video games, and internet, many of us are living a sedentary lifestyle that is very difficult to change. It is time for people to create an environment of fitness within their households so their spouses, partners, and children benefit from the advantages of being active. Some advantages include a better ability to deal with stress, a sense of accomplishment, improved self confidence, and a sense of togetherness when partnered with a friend or family member. Activities can include walking to your local grocery store, taking the stairs at work, or signing up for that special dance class you always wanted to take. Small steps lead to big things so don't be discouraged if your goal is not achieved quickly. Perseverance is key when dealing with setbacks, no matter how difficult the goals appear to be.

Even though we all get caught up in our careers, we must remember family is the most important part of our lives. So, the next time you decide to give a gift to a loved one, remember you are more important than any material possession. Time, affection, and dependability are more important to family than many realize. We all should continue to inspire, continue to evolve, and continue to motivate through our actions.

## LEADERSHIP

# Managing the Active and Reserve Force Mix

Written by Cmdr. Stephen P. Ferris



Throughout the last decade, the Navy Reserve has changed from a purely strategic force to an operational Reserve, with on-going global involvement in exercises and operations. One major challenge for unit leadership is how to facilitate the active and Reserve Force mix and ensure Reservists are successful when mobilized. There is much leaders can do prior, during, and following mobilization to improve the quality of the active/Reserve mix.

## Prior to Mobilization

**Liaison:** It is critical unit leadership establish contact with commands their Reservists will be supporting. What skills will they need? What missions the Reservists will be asked to support? What are the command's future needs? This is an important information gathering effort by leadership.

**Modify/Accelerate/Customize Training:** Unit training programs should be modified based on what leadership learns from its liaison with the supported commands. This might mean accelerating existing training, adding new training modules, or eliminating obsolete training. Leadership might need to customize its training to focus on pre-deployment training.

**Brief/Teach Sailors:** Leadership must communicate to Sailors the missions they will support.

## During Mobilization

When someone is deployed there are a number of things leadership can do to enhance the quality of the deployment. Maintaining contact with Reservists and families can enhance morale, identify potential problems, and provide useful advice when issues emerge. Leadership should also solicit feedback from their Sailors while deployed. Determine what training was useful, what might help Sailors be mobilization ready, and what recommendations Sailors can offer from the field.

## Post Mobilization

Responsibilities for managing the force mix do not end with the return of the mobilized Sailor. Leadership needs to debrief the returning Reservist and learn what requires improvement. This debrief should be structured in stages.

**Individual:** What can the individual do personally to better serve on active duty? What preparations can the individual undertake to endure the demands of deployment? The emphasis at this level of inquiry is solely on the individual's efforts.

**Unit:** What can the unit do to better prepare its Sailors for active service? This involves a discussion of all activities, personalities and resources within the unit. This is an opportunity to learn a unit's strengths and weaknesses.

**Navy Operational Support Center (NOSC):** Leadership should not shirk from asking hard questions about the quality of support provided by the Sailor's NOSC. The emphasis is on process improvement. Leadership needs to learn from its returning Sailors what NOSC processes are effective and which require changes. It is important to learn why a process needs improvement and what the elements of a solution are.

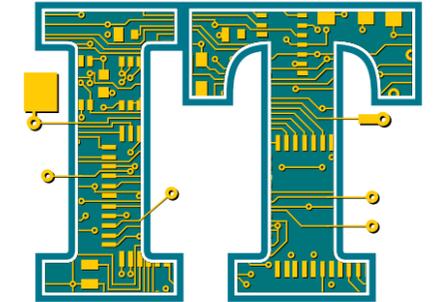
**Navy:** Leadership must ask its Sailors what are the lessons learned for the gaining command or the Navy at large. Leadership can assess this feedback and provide Sailors with guidance on how to forward their comments in a constructive manner. The focus should be on process improvement of command or Navy wide activities.

Improving the quality of active and Reserve Force mix is a fundamental responsibility of leadership. It is a continuing process, even when the unit has no Sailors mobilized. The result will be a more effective and capable total Navy Force.

## GETTING IT TO THE SAILOR

# SharePoint and You

Written by CNRFC N65



Commander, Navy Reserve Forces Command (CNRFC) developed the Navy Reserve Homeport (NRH) web portal using Microsoft SharePoint. CNRFC recognized SharePoint reduces training and maintenance costs and saves time and effort. The capabilities of SharePoint will help to quickly respond to changing mission requirements.

## Automated Business Processes

SharePoint allows you to automate common business processes like scheduling and Managing project tasks, and providing automated alerts. Application files in Microsoft Word, Excel, Project and others can be used for these processes. As the process progresses, SharePoint will help you route information up and down the chain of command. By creating shared pages (dashboards) you will be able to quickly gauge the progress of any process throughout its life cycle.

## Enhanced Document Management

Document sharing is a key feature of SharePoint. By creating document libraries to hold files in defined categories, you will save time by having files available and up to date. As documents are edited by other people, check-in/check-out procedures manage the editing process without losing input from individuals. Control versioning assures the most recent version and historical changes can all be accessed, if needed. If standardized documents are required, templates can be developed and saved to ensure uniformity. You can also establish standard content approval by setting up work flow and approval processes.

## Better Collaboration

Team sites provide a place for people to work together on documents, critical tasks, and events. This allows teams to share thoughts in interactive areas. They can post timelines, documents for review, links, references, and anything else required for collaboration between team members, regardless of location. Allowing site access to team members assures only they will have access to it. You can scale a site to match present day needs and then modify it to include more people and larger parts of an organization. Due to the ease of creating and maintaining collaborative sites, information technology specialists are not required. With minimal training, anyone can create a collaborative website. This training is available in

three forms: in person at each region, via video teleconferences, or through the SharePoint training site on the CNRFC NRH portal.

## Improved Reporting and Integration

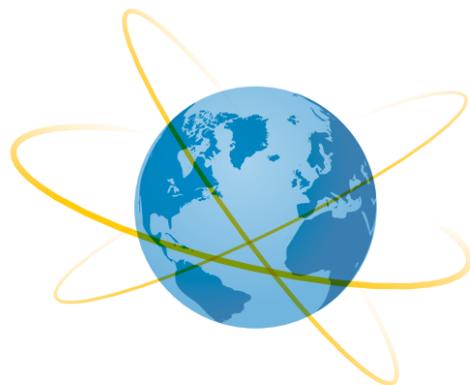
SharePoint allows you to quickly assemble dashboards using the data sources available across SharePoint and other Microsoft Office applications. You can then store that content in SharePoint lists. Dashboards are easily designed to provide red/yellow/green status, key

performance indicators, and charts. SharePoint is easily integrated with non-Microsoft enterprise systems and legacy reporting tools.

SharePoint allows your unit to reduce training and maintenance costs, save time and effort, and focus on higher mission priorities. A SharePoint designed homeport, properly installed and maintained, will help to quickly respond to changing mission requirements.

“ONE OF THE PRIMARY KNOWLEDGE MANAGEMENT TOOLS IN OUR COMMAND IS SHAREPOINT. WE USE IT PRETTY EXTENSIVELY THROUGHOUT NAVAL INTELLIGENCE RESERVE COMMAND.” -- SHAWN SMITH, KNOWLEDGE MANAGEMENT OFFICER

## TRAVEL SMART



# Defense Travel System

Written by Yeoman 1st Class (SW/AW) Audrey Jennings

The Navy Reserve is the first Reserve component in history to implement the Defense Travel System (DTS). The Navy Reserve completed implementation in April. DTS benefits include the ability for members to make their own travel arrangements, including flights, hotels and rental cars. DTS has a faster turnaround time for payment of vouchers, which is typically three to five days after the voucher has final approval.

## The following reasons can prevent vouchers from being processed in a timely manner:

1. Missing records to substantiate travel claims in the DTS trip record. Records needed include endorsed NROWS orders, final Schedule Airline Ticket Office itinerary, all lodging expenses (itemized daily), rental car receipt, and all original receipts for individual reimbursable expenses of \$75 or more. For outside the contiguous United States travel, the currency conversion rate must be supplied.
2. Reserve Sailors ordered to a U. S. installation (as opposed to a geographic location like a town or city) need to provide a certificate of non-availability (CNA) if lodging is not provided by the government.
3. Claiming expenses that are not authorized on the NROWS orders. Some types include laundry, haircuts, rental car GPS, and prepayment of gas.
4. Not attaching the reimbursement letter (CNRFCINST 1571.1 series appendix 4, Guidance for Ticket Reimbursement) when an airline ticket is purchased without prior approval from N33.

## Keep Your DTS Profile Up to Date

If your DTS profile does not match your NROWS profile, the voucher will be rejected in DTS. (This can happen when one profile has a maiden name and the other has a married name). Also, it is important you ensure your electronic funds transfer (EFT), home address, and government travel charge card (GTCC) information is current in your DTS profile. If this information is not kept up to date, travel reimbursements may be affected. You should periodically check your profiles in order to

update other information like rank, organization, phone number, emergency contact and other traveler information.

## When should I update my profile?

1. When your GTCC expires or is reissued.
2. After a move or permanent change of station PCS
3. When receiving a promotion or getting a new job.

## Steps for Updating Your Profile Information in DTS

1. From your DTS homepage (after login), hover over "Traveler Setup" on the top menu bar and select "Update Personal Profile."
2. On the "My Profile" screen, click on each section to verify your information (My Preferences, My Additional Information, My TSA Information, My Account Information).
3. Save changes, and then select the "Update Personal Information" button at the bottom of the screen.

As a reminder: DTS currently cannot support PCS orders, other appropriations and back-to-back orders. In addition, when you submit authorizations using DTS you must complete and submit travel vouchers through DTS upon completion of travel. There is no need to file with a servicing personal support detachment. If you require assistance with DTS, first contact your unit/command. If they are unable to help, you should contact the NROWS/DTS help desk at (800) 537-4617, option 1.

## MONEY MATTERS



# Reaping the Benefits from your NEX and Commissary

Written by Cmdr. CAROLINE S. TETSCHNER

When I first joined the Navy Reserve in the late 1980's, I was issued a commissary paper "pink card." This, along with my military I.D., entitled a Reserve member to two commissary visits a month. Without the card, a Reserve member could not shop at the commissary. Today, Navy Reserve Sailors enjoy unlimited visits to their commissary and Navy Exchange (NEX), including on-line shopping at their NEX.

## Commissaries – They're Not Just On-Base Anymore.

Commissaries offer a Guard and Reserve "on-site sales program" which provides the grocery benefit to Reserve members and their families who are geographically removed from an existing commissary. In other words, the commissary comes to you. These portable sales are not just for the Reserve members, they're for any authorized shoppers including dependents (with a valid I.D. card). A recent perusal on their website [www.commissaries.com](http://www.commissaries.com) showed on-site sales through the end of summer in such cities as: Chattanooga, Tenn., Riverton, Utah, Topeka, Kan., and Niagara Falls, N.Y. The savings at these military grocery stores are substantial. Commissary shoppers save roughly 30 percent from a typical grocery bill. For a family of four, this amounts to around \$2,000 savings per year. However, there is a small difference. Because the items in commissaries are generally much less expensive compared with civilian counterparts, commissaries are mandated by congress to charge their patrons a five percent "upcharge," or surcharge fee tacked onto the grocery bill. Still, with a net savings of 25 percent it "pays" to go out of your way for a commissary or on-site commissary program.

## Navy Exchange – Shop Anytime \*and\* Support MWR .

The Navy's "department store" counterpart is our Navy Exchange or NEX. Located wherever there's a major Navy installation and onboard 157 ship's stores, NEX's are Navy commands run under the auspices of the Naval Supply Systems Command. A domino benefit to shopping at your NEX, whether at the bricks and mortar store or on-line, is a portion of what you spend goes directly back into the Navy

community. NEX's contribute 70 percent of their profits to support Navy Morale, Welfare and Recreation (MWR) quality of life programs, which contribute to military and family readiness. One of the best benefits Navy Reserve families have is access to the NEX web-based store, [www.myNavyExchange.com](http://www.myNavyExchange.com). Recently revamped, the on-line outlet offers electronics, baby items, Navy uniforms, Navy pride items and other department store goods.

Yet one of the biggest consumer benefits to shopping at the NEX, is items are generally much less expensive, especially compared to your high-end department stores. For instance, the NEX carries many name brand items including so-called luxury brands such as Coach purses. I recently comparison shopped for a particular style Coach handbag at my local department store versus on-line at NEX. The exact same bag that sold for \$150 at the civilian store, was available for \$99 at the NEX Website.

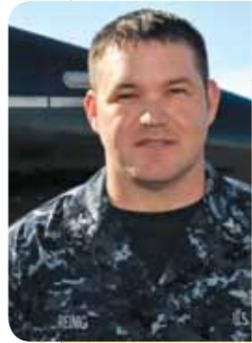
In addition to the year-round savings, NEX also does not charge any sales tax. So while, most of us have to wait for that one or two weeks a year our local stores offer "back to school tax-free savings," NEX's offer this benefit year-round. For most of us, that's an additional five to eight percent savings! It all adds up.



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

# PROFILE IN PROFESSIONALISM

We have many talented people in our Navy Reserve. Each month we highlight our stellar Sailors and some of the unique careers, skills and services they provide to the fleet. To nominate a Sailor, e-mail the editor, james.vorndran@navy.mil, for a submission form. Please include a high-resolution (300 dpi) 5"x 7" digital photo of the candidate.



## Brent Reinig

AVIATION STRUCTURAL MECHANIC 1ST CLASS(AW)

**Hometown:** Charleston, S.C.

**NOSC:** Norfolk

**Unit:** VFC-12

**Brief description of your Navy job:** I perform aircraft systems servicing, and quality assurance inspections pre-flight, post-flight, conditional, and special.

**Brief description of your civilian job:** I am a production manager for Boeing on the new 787 Dreamliner, commercial airplane. I am responsible for systems installations in the mid-body fuselage, including electrical racks, hydraulics, environmental control ducts, and various electrical components.

**What has been your greatest Navy achievement?** One of my greatest Navy achievements was providing operational support on the flight deck of the USS Harry S. Truman (CVN 75). I provided support to the jets of VFA-105 that were launched into harm's way in support of Iraqi Freedom and Enduring Freedom.

**Who has been your biggest influence since joining the**

**Navy?** There is not one single person—all of my family has provided guidance and support throughout my Navy career. They know I am making a sacrifice as a Reservist to ensure we can continue to enjoy the same freedom our active duty Sailors and service members are defending every day.

**What do you enjoy most about the Navy?** The travel opportunities. The thrill of working with a very dynamic and diverse team on the flight line. I also enjoy the quick paced environment the flight schedule offers.

**Most interesting place visited since joining the Navy?** My career has taken me to a variety of ports overseas and several bases stateside. Each offered their own adventures. Above all, I would have to say my recent trip to Joint Air Base Elmendorf-Richardson in Alaska was the most interesting. The area offered diverse culture, great food, and an abundance of outdoor activities.

**Current hobbies:** In my free time I enjoy spending time with my family.



## Kim Heidemann

INTELLIGENCE SPECIALIST 1ST CLASS

**Hometown:** Chugiak, Alaska

**NOSC:** NOSC Anchorage

**Unit:** Operational Support Unit

**Brief description of your Navy job:** My job consists of mentoring junior Sailors; assisting Sailors with NROWS, CMS, NKO, CANTRAC, and other programs that are utilized in the Navy world.

**Brief description of your civilian job:** I am an administrative Secretary in the Mathematical Sciences Dept. at the University of Alaska, Anchorage. I provide information about the degree programs and inform students of academic policies, services, and procedures.

**What has been your greatest Navy achievement?** My greatest Navy achievement, so far, has been the opportunity to work as a program advisor for Iraqi law enforcement in Baghdad, Iraq.

**Who has been your biggest influence since joining the Navy?** Intelligence Specialist 1st class Bethany Marcum was the first person I spoke to when I joined. She was very enthusiastic and had a great attitude.

**What do you enjoy most about the Navy?** Meeting people from all around the world. The last two years I had the opportunity to participate in several different Navy exercises and schools.

**Most interesting place visited since joining the Navy?** I found Baghdad to be interesting because I had the opportunity to learn about the customs of the people I worked with throughout my tour. The environment was so different than what I've ever experienced before. It was the first time I'd lived in a desert location with the unbearable heat. The architecture was impressive because of the intricate details that were worked into the designs of some of the massive buildings and palaces. Although I don't speak Arabic, listening to prayers, throughout the day, was also very interesting. Meeting people from around the world (i.e. British, Australians, Italians, Czechs, Georgians, and the local population) was a bonus.

**Current hobbies:** I enjoy traveling, reading, movies, and outdoor activities like hiking, boating, swimming.

## COMPARTMENTS

# Reserve Chiefs Press for More DOD Call-Up Authority

Written by Donna Miles, American Forces Press Service

Reserve-component leaders made the case for legislative changes that would give Defense Secretary Leon E. Panetta more flexibility in using Guard and Reserve members to support theater security cooperation and other military missions around the world.

Testifying before the House Armed Services Committee's military personnel subcommittee, the Army, Navy, Air Force, Marine Corps and Coast Guard leaders cited the Reserve components' vast experience supporting a broad array of contingency missions.

Particularly in light of looming budgetary constraints, they said, it's foolhardy not to enable the Defense Department to take full advantage of these capabilities.

DoD has asked for authority to mobilize up to 60,000 Reserve-component members involuntarily for 365 days to support unnamed operations other than war.

Under current law, Guardsmen and Reservists must use annual training days for these missions. This, officials said, limits not only what operations they are able to support, but also how effective the engagement can be.

Air Force Gen. Craig R. McKinley, the National Guard Bureau chief, said changing current call-up authorities will provide DoD "assured access" to Reserve-component forces. "This proposal would ensure the secretary of defense can support combatant commanders' needs for missions other than war," he told the panel.

State adjutants general are staunch supporters of the plan, Army Maj. Gen. Raymond W. Carpenter, Chief of the Army National Guard, told the panel.

"It will allow for the continued critical contributions of our soldiers and units and the effective use of soft power that is theater security and cooperation in the hope of reducing the

possibility of a mobilized military response in the future," he said.

The proposal "signifies a fundamental shift in the use of the Reserves," noted Vice Adm. Dirk J. Debbink, chief of the Naval Reserve. It recognizes, he said, the "high level of expertise resident in our Guard and Reserve forces," as well as Reserve-component members' desire to "continue performing real and meaningful work within the ... total force."

Lt. Gen. Jack C. Stultz, the Army Reserve chief, said the measure also will help retain members not content to sit on the sidelines.

Reservists say they want three things: predictability so they can balance their civilian and military responsibilities, meaningful training, and relevant missions, Stultz told the panel.

"Use me. Don't put me back on the shelf," he said his soldiers tell him. "And that's why this access issue is such a key issue. ... We've got to continue to use them in a meaningful way, or otherwise we'll lose them and we can't afford to lose that national treasure."

In light of the Reserve components' increasing role in global operations — a role likely to expand if Congress makes the legislative changes requested — Air Force Reserve Chief Lt. Gen. Charles E. Stenner Jr. said it's critical that these forces have sufficient manpower and resources to stay mission-ready.

"In a time of constrained budgets and higher costs, in-depth analysis is required to effectively prioritize our needs," he said. "We must all appreciate the vital role that Reserve components play in supporting our nation's defense and concentrate our resources in areas that will give us the most return on our investment."



# REMEMBERING RESERVE HEROES

## **Lt. Cmdr. Robert R. Elseth**

After graduating from the Ohio State University in 1987, Lt. Cmdr. Robert Elseth received his commission. He was first assigned to the engineering department on the USS Claude V. Ricketts (DDG 5) from May 1988 to October 1989. He then served as the gunnery officer on the USS Donald B. Beary (FF 1085) from November 1989 to June 1991. Both ships were stationed at Norfolk, Va. Bob qualified as a surface warfare officer in April 1990. He subsequently served as an instructor in boiler water/feedwater at the surface warfare officer school in Newport, Rhode Island from July 1991 to August 1994. While at Surface Warfare Officer School, he was recognized as the 1994 junior officer of the year for Newport Naval ashore commands. He was certified as a master training specialist in October 1992 and graduated from the Naval War College in June 1995. His final active duty assignment was as chief engineer on the USS John Rodgers (DD 983) from May 1995 to May 1997, stationed at Mayport, Fla.



Elseth left active duty in July 1997 to spend more time with his family. He continued to serve in the Navy Reserve in the Supervisor of Shipbuilding Conversion and Repair Detachment 306, from February 1998 to September 2000. For his last year in the unit he served as the executive officer. He then served in the Naval Command Center beginning in October 2000.

Elseth was active in his church as a Sunday school teacher and also coached girls' soccer. In 2000, along with friends, Elseth was a founding partner of Delta Resources Inc., a defense consulting firm.

## **Lt. Cmdr. Patrick J. Murphy**

Lt. Cmdr. Patrick Murphy was performing a three-week assignment with the Navy Command Center, standing duty when the Sept. 11th attack occurred.



Masako Nagasawa.

Following nuclear power plant training, Patrick served on USS Sand Lance (SSN 660) as leader of electrical, reactor control and damage control divisions.

A 1981 graduate of Marian Catholic High School, he signed up for Reserve Officer Training Corps and completed a B. S. in chemical engineering at the University of Mississippi in 1986. He was commissioned an ensign in the Navy on May 21, 1986, in the nuclear propulsion program. That same year, he married his wife,

In 1991, Patrick left active duty to pursue a career in chemical engineering. He worked for a few firms, including Brach's Confections, Inc. and the Alberto Culver Company in Chicago. Shortly before Sept. 11th he received an M.B.A from the University of Chicago. He completed a course of study at the Naval War College in International Relations and Strategic Studies in 1999. His decorations include the Navy Achievement Medal (two), the Navy and Marine Corps Commendation Medal, the Navy Commendation Medal, the Meritorious Service Medal, and the Purple Heart (posthumously awarded).

Patrick was a man of many interests, well traveled, and a student of history. He had visited many countries in Europe and Asia, and enjoyed meeting people and learning about different cultures. Most importantly, he loved spending time with his family. He was a loving, devoted and loyal husband, father, son, brother and uncle. Patrick believed strongly in family, God and country. He gave his life for those beliefs. He is sorely missed by his family, friends and fellow countrymen.

Patrick is survived by his wife of 15 years, Masako; his two children, Mitchell, and Casey, and his mother, Joan Miller of Glenwood, Ill.; his mother-in-law, Toyoko Iida of Tokyo, Japan; his step-mother, Joyce Murphy of Pinehurst, N. C.; two brothers, John J. Murphy of Flossmoor, Ill., and David J. Ames of Evanston, Ill.; stepbrother and sister-in-law, Rodger Miller and Delores Williams of Crete, Ill.; three sisters and two brothers-in-law, Kathleen M. Schweikart and Jay Schweikart of Naperville, Ill., and Susan G. Johns and Christopher Johns of Louisville, Ky. and Gwynne L. Murphy of Pinehurst, N.C.; sister-in-law and brother-in-law, Takako Fukuda and Yuji Fukuda of Tokyo, Japan; four nephews and five nieces, Sachiko Fukuda, Makiko Fukuda, Naoko Fukuda, Celia Johns, Timothy Schweikart, Reece Johns, Jamie Schweikart, Orion Johns and Joseph Schweikart; his godfather, Dr. William Slavin and his godmother, Mrs. Mark Salenk; two uncles; two aunts; and numerous cousins, friends and military colleagues.

## **Lt. Cmdr. Ronald J. Vauk**

Lt. Cmdr. Ronald James Vauk, 37, was a resident of Mount Airy, Md. Vauk died Sept. 11, 2001 at the hands of terrorists as he was performing his duty as watch commander in the Naval Command Center at the Pentagon.

He was born Jan. 25, 1964 in Nampa, Idaho; the youngest of the nine children of Dorothy and Hubert (Cubby) Vauk. He attended St. Paul's Catholic School and Nampa High School, graduating in 1982. He earned an appointment to the United States Naval Academy, graduating with a commission and a B.S. in political science in 1987. After nuclear power school training, he served on the submarines



USS Glenard P. Lipscomb (SSN 685) and the USS Oklahoma (SSN 723), attaining the rank of lieutenant commander. He left active duty for the Navy Reserve in 1993. He was serving the second day of his annual training at the Pentagon when terrorists flew the plane into the building.

Vauk worked for several years as a project manager at Delex Systems and RSIS, Inc., before joining the submarine technology department of the Johns Hopkins University Applied Physics Laboratory outside Columbia, Md. While there he earned a master's degree in business from the University of Maryland in 1999, and rose quickly to become an assistant group supervisor and task leader for a number of diverse projects.

The love of his life was his devoted wife, Jennifer (née Mooney), whom he met while at the U.S. Naval Academy. They were married Aug. 29, 1987. Their pride and joy are their children: a son, Liam, born Oct. 14, 1997, and a daughter, Meaghan, born Nov. 7, 2001, two months after the attack.

Although Vauk's civilian and military activities and schedules were often demanding, he always found time to devote to his Idaho family, extended family in Baltimore, and friends. He was truly respected by all as a devoted husband and father. He would make it a priority to take his family back to Idaho, at least yearly, to visit with his parents and siblings. In Baltimore, his wife's family – parents, Carol (née Manning) and Pat Mooney; sister, Alissa; and brother-in-law, Chris DeBoy; and niece, Saoirse – were part of regular weekly gatherings for Sunday meals and social activities. Vauk was like a brother and was close with all of the Manning and Mooney families in and around Baltimore.

Just before his tour of duty at the Pentagon, Ron was with Jennifer and Liam and family and friends at the beach in Fenwick Island, Md. He enjoyed taking his son to play in the sand and on rides at the amusement park. He even found rare time for one round of golf with family and friends. Ron's leisure activities were usually spent honing his skills with woodworking. Shortly before Sep. 11th he completed the basement level of his home in Mount Airy. Friends and family raved about how he had transformed the area into a warm and cozy family room and bedroom with large closets and bath.

Ron is also survived by his siblings: Charles Vauk of Boise, Idaho; Teri and Bill Masterson of Carson City, Nev.; Celia and Ken Shikuma of Huntington Beach, Calif.; David and Suzie Vauk of Nampa, Idaho; Lynn and Alan Caba of Nampa, Idaho; Cary and Julie Vauk of Grapevine, Texas; Patricia Vauk and Paul Wilson of Minneapolis, Minn.; Dennis and Donna Vauk of Houston, Texas; and 18 nieces and nephews.

**Lt. Darin H. Pontell**

Lt. Darin Howard Pontell, a 26-year-old native of Columbia, Md., was finishing his 12-hour shift when terrorists attacked the Pentagon.



"Darin was one of those people who you hope to run across in life," said his wife, Devora. "He was thoughtful and generous and wanted to make everyone around him happy. He would do whatever it took to make his family and friends smile."

A dedicated officer, Darin was determined to serve his country.

He received his commission from the U. S. Naval Academy in 1998. Designated as an intelligence officer, he reported to the Navy and Marine Corps Intelligence Training Command in Dam Neck, Va.

After completing his training, he received orders to Carrier Air Wing Seven as the collections officer. Stationed in Norfolk, Va., he deployed to the Mediterranean Sea and the Persian Gulf aboard the USS Dwight D. Eisenhower (CVN 69). While deployed, Darin assisted in strike planning and was responsible for providing intelligence information to the pilots carrying out dangerous missions.

In his Naval career, he received the Armed Forces Expeditionary Medal, the Naval Commendation Medal, the Navy Achievement Medal, and the National Defense Service Medal. He was posthumously awarded the Purple Heart Medal.

In his 26 short years, he could always be relied on to bring a warm, infectious smile that would brighten any room. Married to Devora Sue Wolk of Highland, Md. in March 2001, the couple resided in Gaithersburg, Md. In addition to his wife, he is survived by his parents, Gary and Marilyn Pontell of Columbia, Md.; his brother, Michael Pontell of Brookeville, Md.; and his grandparents, Louis Pontell of Columbia, Md. and Lillian Makoroff of Cleveland, Ohio. His oldest brother, Ens. Steven Pontell, was killed in a plane accident in 1989.

**Information Systems Technician 1st Class Julian T. Cooper**

Julian Theodore Cooper, known as 'Coop' to some, was born in Washington, D.C. April 20, 1962. He departed this life on Tuesday, September 11, 2001.

Julian graduated from Bladensburg High School and went on to attend the University of Maryland for a brief period. He left college to join the U.S. Navy, where he served on active duty for 13 years. Following



active duty he joined the Navy Reserve. He was employed by Litton PRC as a senior computer analyst and had worked full time in the U.S. Navy Command Center at the Pentagon for five years.

Julian attended Hughes Memorial United Methodist Church throughout his childhood and was baptized there before departing for his military duties abroad. Julian met Melinda S. Washington in February 1995. They were married in New Jersey in September 1997. His first child, daughter Juliannah, was born March 2002.

Anyone who knew Julian would agree he was a gentle, sweet soul. His dry sense of humor and mischievous smile would get you every time. Julian was a loving person, always willing to help those around him. He was a great mentor and example to many of his family members. Julian was a loving, devoted husband, a protective son and supportive brother. He was an honest man who stood up for what he believed. Never wavering, never faltering, he was respected by all who knew him. Julian simply loved life and lived it to the fullest. His favorite saying was "Yesterday is history, tomorrow is the future, but today is the present so cherish it and enjoy."

Julian leaves to cherish his memory: his wife, Melinda S. Cooper; his daughter, Julianah Marie Cooper; and his mother, Rose Marie Cooper.

On that fateful day of Sept. 11, 2001, we truly lost a great individual, a great spirit. Julian was a true American, a true patriot. Few words can express how much he meant and no words can express how much he is missed. Truly...gone too soon.

**Lt. Jonas M. Panik**

Lt. Jonas Martin Panik was a consummate Naval Officer, an



outstanding intelligence professional, a true shipmate, a great friend, and a devoted and loving uncle, brother, son and husband. Jonas passed into the presence of God on Sept. 11, 2001 at the Pentagon in Arlington, Va., as the result of a terrorist attack. He was 26 years old.

Jonas was born in State College, Pa. on Nov. 1, 1974, All Saint's Day. He grew up in Pennsylvania where he is still remembered as an outstanding student, a superb athlete, an upstanding citizen, and devout member of the Catholic church. Growing up, Jonas was active in sports. In high school he participated in varsity football, basketball and track. He graduated from Bellefonte High School in 1993.

On July 1st, 1993, Jonas entered the U.S. Naval Academy. During the next four years, he worked incredibly hard. He was a member of the football team and the power-lifting team. Despite the time these activities required, Jonas also became an exemplary leader within the brigade of Midshipmen. In addition, Jonas was a strong student and is well remembered by the faculty of the history department. Because of

the kind of person he was, the upbringing he had, and the strength of his character and convictions, his peers universally respected him. Jonas graduated from the United States Naval Academy in 1997 with a Bachelor of Science degree in History and was commissioned as an ensign in the United States Navy Reserve.

Shortly after graduation, on June 14, 1997, Jonas married the love of his life, the former Jennifer Dallas of Hanover, Md. The couple lived in Hanover while Jonas was temporarily assigned to the Office of Naval Intelligence. In September 1997, Jonas started the Naval Intelligence Officer's basic course in Virginia Beach, Va. After completion of that course, Jonas and Jennifer moved cross-country and were assigned to Patrol Squadron (VP) 46, "the Grey Knights" in Whidbey Island, Wash. In the two years at VP-46, Jonas completed deployments to the Western Pacific and the Arabian Gulf.

Following their tour in Whidbey Island, Jonas and Jennifer moved to their assignment on the staff of the Chief of Naval Operations Intelligence Plot. While there, Jonas was selected to be a flag intelligence briefer because of his superior skill and dedication. Jonas was fulfilling those duties when he passed into the presence of God. Despite the demands of his job, Jonas had begun a graduate degree program through the Naval War College.

Jonas loved medieval history and lore, travel, sports and fitness. He was warm and gregarious; a friend to all who knew him. He was universally respected by subordinates, peers and superiors as an outstanding Naval officer who cared for his people, his job and his country. His personal awards included the Navy and Marine Corps Achievement Medal, the National Defense Medal, and the Armed Forces Expeditionary Medal. He is survived by his parents, Martin and Linda; his sister, Martina; his wife, Jennifer; and their dogs, Jasper and Logan.

**Lt. Mari-rae Sopper**

The subject line of Mari-rae Sopper's last email to her family and friends summed it all up. She wrote: "New Job New City New State New Life."



That's where the 35-year-old was headed when she boarded American Airlines Flight 77. She was on her way to the University of California at Santa Barbara (UCSB) to the job of her dreams: women's gymnastics coach. She had accepted the post in August 2001, knowing the school intended to phase out the team after the upcoming season. That didn't deter the tenacious five-foot-two gymnast and lawyer. She planned to persuade the school to keep the team alive.

"One thing she taught me is, you never settle for less than you're capable of," said Sopper's high school gymnastic's coach, Larry Petrillo. He met her 20 years earlier on his first day at William Fremd

High School in Palatine, Ill. She was only 15 at the time, but she was brash (“Bullheaded,” says her mother, Marion Kminek). Sopper walked into the gym and told Petrillo what he should do to turn around the ailing gymnastics team. Then she helped him do it. She was named an all-American in four events, the school’s athlete of the year and the state’s outstanding senior gymnast of the year. She garnered more honors at Iowa State University.

Sopper earned a law degree from the Denver University School of Law while working as an assistant coach at the Colorado Gymnastics Institute. In 1996 she moved to Washington, where she joined the Navy Judge Advocate General’s Corps (JAG) as a lieutenant. She defended Sailors in their appeals of criminal cases for four years.

The year before the attacks of Sep. 11th, she worked in the franchise litigation section at the law firm of Schmeltzer, Aptaker & Shepard. In her spare time she worked as an assistant gymnastics coach and choreographer at The George Washington University. The UCSB job finally fulfilled her desire to work in gymnastics full time.

On the morning of Sept. 11, as she left for California, she exuded joy.

Her former JAG colleague, Jim Bailey, drove her to Dulles International Airport. He helped her unload her luggage and her kitty crate. He gave her a hug and said, “Call me when you get to Santa Barbara.” He got in his car, honked and she turned around and waved. “She was so excited,” Bailey said.

#### **Gunner’s Mate 3rd Class Thomas Butler**

Gunner’s Mate 3rd Class Thomas Butler, 37, of Kings Park, N.Y., a city firefighter with Squad 1, was last seen entering the south tower.



Butler loved his country. He worked for the New York City Fire Department; he was a part-time Smithtown bay constable, and served in the Navy Reserve.

“He used to say, ‘I want to serve my country, the city and my town,’” said his father, Bill, a retired city fire captain. “He was a big flag waver.”

Adventurous, Butler loved the romance of the fire

department - almost as much as he loved the water.

“When he wasn’t at the fire department he was out on the water,” said his younger brother Stephen, a lieutenant with the Port Authority Police Department.

One of four children, Butler was close to his family. He and his wife, Martha, and their three children, Sean, Kelly, and Patrick, lived only a block away from his parents and the house he grew up in. Two days before his death, the family had gathered together for Patrick’s christening.

Losing that casual closeness has been especially painful for Bill Butler.

“He used to jog past the house,” his father said. “He would pop in and out.”

Both his father and brother spent months at Ground Zero helping to recover remains. His father worked days and Stephen Butler was on the night shift. Butler’s remains, however, were never found.

Bill Butler said he has since been diagnosed with scarred lungs and Stephen Butler has chronic nasal problems and arthritis associated with exposure to heavy metals. Both attribute their illnesses to their time on the pile.

The family each year awards a \$1,000 scholarship in Butler’s name to two Kings Park High School seniors. Butler’s family plans to raise money to put bricks around a memorial to Butler built by the town at the Kings Park bluff, close to his beloved Long Island Sound.

*We shall never forget  
We shall keep this day,  
We shall keep the events and the tears  
In our minds, our memory and our hearts  
and take them with us as we carry on.*

Tonight, I ask for your prayers for all those who grieve, for the children whose worlds have been shattered, for all whose sense of safety and security has been threatened. And I pray they will be comforted by a power greater than any of us, spoken through the ages in Psalm 23: “Even though I walk through the valley of the shadow of death, I fear no evil, for You are with me.”

--President George W. Bush September 11, 2001.

The attacks of September 11th were intended to break our spirit. Instead we have emerged stronger and more unified. We feel renewed devotion to the principles of political, economic and religious freedom, the rule of law and respect for human life. We are more determined than ever to live our lives in freedom.

--Rudolph W. Giuliani. December 31, 2001.

You can be sure that the American spirit will prevail over this tragedy.

--Colin Powell

# WE SHALL NEVER FORGET

As we reflect on the tragic events of September 11, 2001, let us not forget the Navy Reserve heroes who have paid the ultimate sacrifice since.

“A hero is someone who has given his or her life to something bigger than oneself. “  
- Joseph Campbell

Mar. 22, 2003	<b>Lt. Thomas Adams</b>	La Mesa, Calif.	Persian Gulf
Aug. 21, 2003	<b>Lt. Kylan Jones-Hoffman</b>	Aptos, Calif.	Hillah, Iraq
Mar 5, 2004	<b>Master-At-Arms 2nd Class Michael Gray</b>	Richmond, Va.	Kuwait
Apr. 30, 2004	<b>Hull Technician 2nd Class Jason Dwelley</b>	Apopka, Fla.	Anbar Province, Iraq
Apr. 30, 2004	<b>Equipment Operator 3rd Class Christopher Dickerson</b>	Eastman, Ga.	Anbar Province, Iraq
May 2, 2004	<b>Builder 2nd Class Michael Anderson</b>	Daytona, Fla.	Anbar Province, Iraq
May 2, 2004	<b>Equipment Operator 2nd Class Trace Dossett</b>	Orlando, Fla.	Anbar Province, Iraq
May 2, 2004	<b>Construction Mechanic 2nd Class Scott McHugh</b>	Boca Raton, Fla.	Anbar Province, Iraq
May 2, 2004	<b>Builder 2nd Class Robert Jenkins</b>	Stuart, Fla.	Anbar Province, Iraq
May 2, 2004	<b>Steel Worker 3rd Class Ronald Ginther</b>	Auburndale, Fla.	Anbar Province, Iraq
Jan. 29, 2005	<b>Lt. Cmdr. Keith Taylor</b>	Irvine, Calif.	Baghdad, Iraq
May 7, 2005	<b>Hospital Corpsman 3rd Class Jeffrey Wiener</b>	Louisville, Ken.	Haditha, Iraq
Jun. 23, 2005	<b>Culinary Specialist 1st Class Regina Clark</b>	Centralia, Wash.	Fallujah, Iraq
Jun. 5, 2006	<b>Equipment Operator 1st Class Gary Rovinski</b>	Roseville, Ill.	Anah, Iraq
Jun. 5, 2006	<b>Hospital Corpsman 2nd Class Jamie Jaenke</b>	Bay City, Wis.	Anah, Iraq
Jul. 12, 2006	<b>Builder 1st Class Jerry Tharp</b>	Aledo, Ill.	Anbar Province, Iraq
Sep. 4, 2006	<b>Hospital Corpsman 2nd Class Christopher Walsh</b>	St. Louis, Mo.	Anbar Province, Iraq
Oct. 25, 2006	<b>Construction Electrician 2nd Class Charles Komppa</b>	Belgrade, Mont.	Anbar Province, Iraq
Jun. 18, 2008	<b>Construction Mechanic 1st Class Ross Toles</b>	Davison, Mich.	Zerok, Afghanistan
Jun. 24, 2008	<b>Capt. Steven Farley</b>	Guthrie, Okla.	Sadr City, Iraq
Sep. 20, 2008	<b>Cmdr. Albert Diferedico</b>	Fairfax, Va.	Islamabad, Pakistan
May-25, 2009	<b>Cmdr. R. Duane Wolfe</b>	Port Hueneme, Calif.	Fallujah, Iraq
Nov. 19, 2009	<b>Master-At-Arms 2nd Class Brian Patton</b>	Freeport, Ill.	Kuwait
Jan. 23, 2010	<b>Hospital Corpsman 2nd Class Xin Qi</b>	Cordova, Tenn.	Helman Province, Afghanistan
Feb. 16, 2010	<b>Information Technician 1st Class Sean Caughman</b>	Fort Worth, Texas	Kuwait
Jul. 23, 2010	<b>Culinary Specialist 3rd Class Jarod Newlove</b>	Renton, Wash.	Logar Province, Afghanistan

# BACK TO BASICS

## Naval Material Conditions

Written by Navy Reserve Force Information Service

**M**aterial 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 suction, 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



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

**X-RAY:** **X** **(X)**  
 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:** **Y** **(Y)**  
 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:** **Z** **D** **(Z)**  
 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.





Children from the Alaskan village of Newtok curiously examine a U.S. Navy rigid inflatable boat.

*Written by Mass Communication Specialist 2nd Class Jennifer S. Gold, Navy Region Northwest Reserve Component Command Public Affairs*

This joint military Innovative Readiness Training (IRT) mission was different. Set in the southwestern Alaska wilderness, it brought the cohabitation of Blackhawks, remote tundra, Reserve military force, and pesky mosquitoes.

Over the summer, the treeless tundra of Nelson Island is where Reserve personnel from the Navy, Marine Corps, Army and Air Force called home. Their assignment was to build an infrastructure for a new village, its name, Metarvik, means “getting water from a spring.”

The project started two years ago when Alaska needed to relocate the small Yup’ik village of Newtok, which lies beside the Ninglick river.

Erosion, flooding, and rising waters are forcing the village to relocate to higher ground, nine miles upstream. These elements have already destroyed much of the village.

According to the U.S. Army Corps of Engineers, the Ninglick River is eroding toward Newtok village at a rate of 72 feet a year.

Additionally, Newtok residents lack running water, flushing toilets and proper sanitation.

“I think it will be a good move with much healthier living conditions. We will have a better water resource, firmer ground, running water and flushing toilets,” said Grant Kashatok, site administrator and educational leader of Newtok.

Traveling by air or water is the only way to reach this isolated village of approximately 350 people.

“It’s beautiful here,” said Boatswain’s Mate 1st Class Angela Lyford, a selected Reservist (SELRES) assigned to Navy Operational Support Center (NOSC) White River Junction, Vt. Lyford was a coxswain for the small boat team. “It’s so remote you almost feel like you’ve stepped back in time.”

The first wave of troops arrived to set up camp. They faced the Alaskan elements without the comforts of fresh meals, running water, hot showers, beds or heat.

# TRAINING WITH MEANING



*“Officers and enlisted mixed together to get the basics set up. It’s hard work but good training,” said SELRES Cmdr. Amy Rohs, senior medical officer, from the Operational Hospital Support Unit (OHSU) Great Lakes. “When we arrived we were so cold, you could either laugh or cry. We laughed.”*

“Officers and enlisted mixed together to get the basics set up. It’s hard work but good training,” said SELRES Cmdr. Amy Rohs, senior medical officer, from the Operational Hospital Support Unit (OHSU) Great Lakes. “When we arrived we were so cold, you could either laugh or cry. We laughed.”

This attitude set the tone for the exercise. The Reservists worked hard, and they had fun doing it.

“We’ve been through some rough times together with the weather. Enduring the rain and wind together created a bonding experience,” said Reserve Marine Capt. Chad Hailey, project manager, assigned to 6th Engineer Support Battalion.

The luxuries they may have previously taken for granted were nonexistent. A steel chair sitting alone on a hill served as their telephone booth. It’s the only place to get a signal.

“We joke that you have to walk a half mile up hill, stand on your right foot and listen with your left ear to catch a good signal,” said Senior Chief Logistics Specialist Melody Anderson. Anderson was the logistics coordinator for the training this year and is assigned to Military Sealift Command.

Anderson, a reading teacher for at-risk youth, purchased blankets for the Sailors at base camp who were caught off guard by the frigid temperatures.

“I just wanted to make sure my guys were taken care of and had everything they needed,” Anderson said.

Within 36 hours of the team’s arrival all tents were set up including a command operation center, medical and dental facilities, and a chow hall. Petroleum burning stoves were started and two weeks later a turbine water induction protection water system was running.

Regardless of the amenities, or lack thereof, morale was not diminished. “The best part is having multi-services working together.

We have to do more things with less. You see everyone improvising to make things work,” said Rohs.

For example they baked brownies on a pot-belly stove using vanilla pudding instead of eggs. Before the laundry and showers were set up they washed their hair in buckets, and used the soapy water to wash clothes.

“A gallon-sized milk jug cut in half can be used for just about anything,” said Rohs. “We also made shelves out of empty meals ready to eat boxes.”

Rohs truly cares about her Sailors and makes sure they have their basic necessities, but also tries to keep their spirits up.

“We’re one big happy family,” said Hospital Corpsman 2nd Class Nigel Jarvis, a SELRES from NOSC Bronx. Jarvis worked safety, sick call, and medivac services at the medical facility. “We didn’t know each other, but we all came together,” he said.

Air Force Guard Tech Sgt. Trisha Willis, from 176th Subsistence Support Fliilis, one of the base cooks, is currently in culinary school at University of Alaska Anchorage.

“The highlight for me was making the brownie cake for a shipmate’s birthday,” said Willis. “I love the challenge, so I like being able to make something good for them to eat to help keep up morale.”

Roughly 85 joint Reserve personnel traveled to Metarvik during this year’s IRT. Some stayed for the duration, while others were on rotating shifts throughout the exercise.

“I love it here. I would come back here next year,” said Chief Hospital Corpsman Gary Moseley, assigned to NOSC Fort Worth, OHSU. “I’ve been having such a great time. The camaraderie helps. You really can’t help but get close with people living the way we are.”

Each branch has played a key role in different aspects of the IRT making the experience mutually beneficial for all.

“This is a huge project and everyone is working together,” said Hailey. “We couldn’t do it without the joint environment. We need each other. Each branch brings their own set of skills.”

Air Force Airmen ran the chow hall, showed movies, constructed a rock quarry and installed underground pipes. Reserve Sailors supported on-site medical and dental facilities, medivac, and small boat operations.

Boatswains Mate 2nd Class Adrian Diaz, a SELRES assigned to Navy Cargo Handling Battalion 3 in Alameda, Calif. has participated in the Alaska IRT for all three years.

When he drives the boat now he doesn’t need the guide because he knows the route by heart. Diaz has made the same trip from Newtok to Metarvik more than 50 times.

“Every year I learn something new. My boating skills are getting sharpened as well as my patience,” said Diaz.

Facing 20 foot swells in previous years, he conquered his fear of the river.

“This is a real challenge. It’s tough annual training, but thrilling and adventurous too,” said Diaz. “The weather makes it even more challenging.”

He comes back each year because he enjoys the project and has met many great people.

“I’ve made a lot of lifetime friends,” said Diaz. “You really have to rely on each other out here.”

Marines operated heavy equipment, built Southwest Asia huts to store equipment, and dug trenches for underground utilities. They also ran the life functions to keep the forward operating base running. These

functions included potable water, showers, laundry service, trash removal, toilets and sanitation.

Each Reserve component branch not only shared the workload during the training—they also shared camaraderie.

Soldiers provided air and water support with Blackhawk helicopters and landing craft utility boats. They delivered fuel, equipment and supplies and supported Medivac operations.

“We worked hand-in-hand with other services and the state of Alaska figuring out logistics,” said Hailey. “We learned little things make a big difference.”

Windy and rainy weather one day and sunny the next made the unpredictability of the Alaskan environment a true wilderness challenge.

During the peak of summer in Alaska, it stays light for 20 hours a day. This creates an interesting dynamic of longer working hours and erratic sleep patterns.

“It’s just hard work. You can see it is 8:30 p.m. and still bright out,” said Jarvis.

The IRT is mutually beneficial. It provides training for the military and helps the Newtok community.

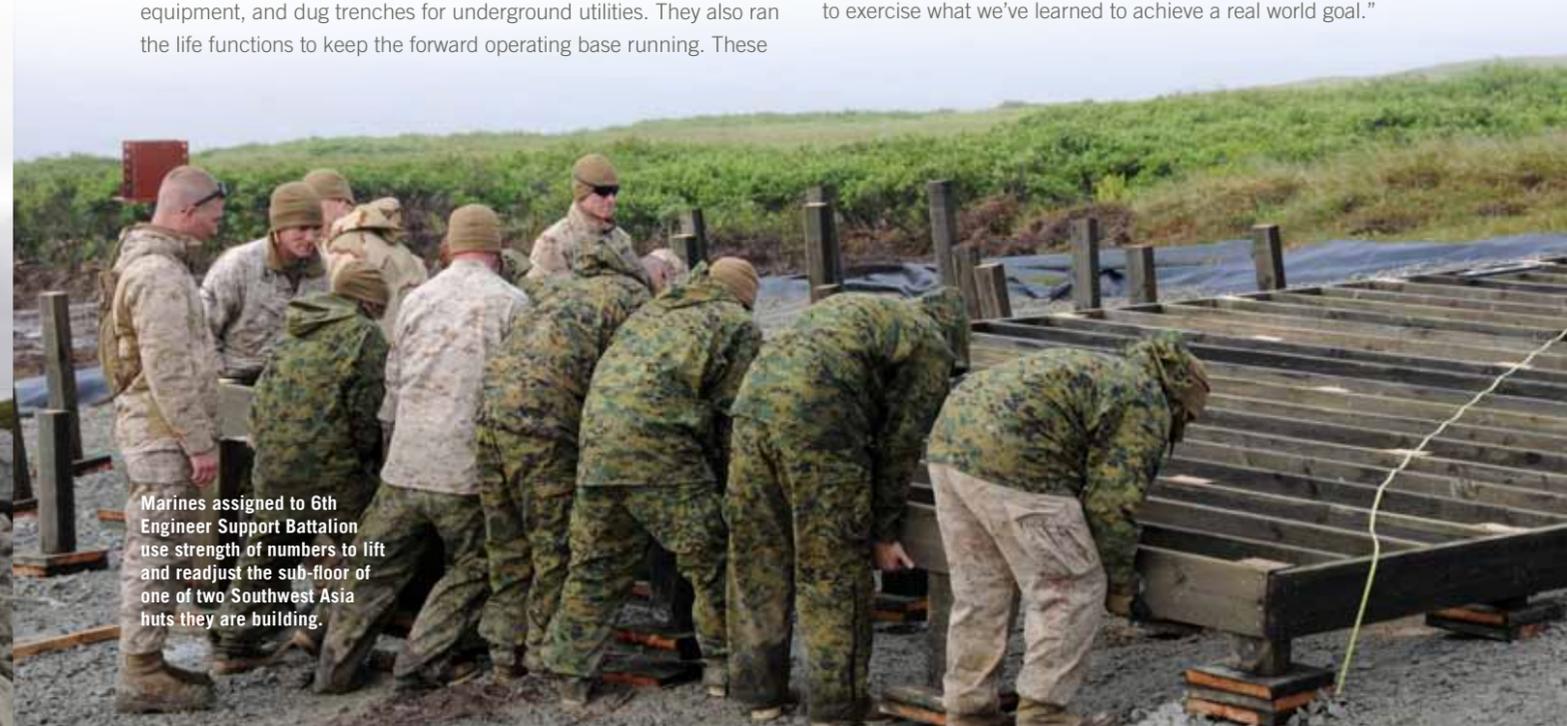
“We really appreciate what the military has been doing. We are grateful to have their help,” said Kashatok. “We couldn’t have done it without their help. It’s win-win for Newtok and the military.”

For many of the Reserve members, it was a rewarding experience to have the chance to work in a unique environment many others don’t get to experience.

“There is an end result to the work we are doing,” said Hailey. “We get to exercise what we’ve learned to achieve a real world goal.”



Marine Heavy Equipment Operators Lance Cpl. Joseph Apostolik and Lance Cpl. Randall Mejia assigned to 6th Engineer Support Battalion.



Marines assigned to 6th Engineer Support Battalion use strength of numbers to lift and readjust the sub-floor of one of two Southwest Asia huts they are building.

# USS Carl Vinson (CVN 70)

The sun rises behind the starboard quarter of the nuclear power aircraft carrier USS Carl Vinson (CVN 70) as she steams at more than 20 knots into the Strait of Hormuz. The Strait is one of the most congested and challenging waters our Navy sails. A haze of wind-blown sand and smoke from nearby oil platforms hang in the air while helicopters from Carrier Air Wing 17 circle the ship in protective cover. With her Strike Group partner USS Bunker Hill (CG 52) less than a mile away, she slaloms through fishing boats, smuggling boats, and enormous merchant vessels to arrive at her final destination in the Arabian Gulf.

On the bridge, the officer of the deck monitors a constant flow of radio communications, look-out reports, navigational data, changing weather conditions, and shipping traffic to navigate the vessel safely through the congestion while avoiding potential threats. Meanwhile, the conning officer scans the radar, nearby traffic, and visual bearing of the Bunker Hill, ordering frequent course and speed changes to stay in formation. This can seem like controlled chaos to some people, but to the highly trained officers and Sailors of the Carl Vinson, it's just another part of the workday at sea.

What makes this bridge scene different from most U.S. Navy warships is on this particular morning, both the officer of the deck and his conning officer are not the usual active duty surface warfare officers; they are full time support (FTS) officers. Cmdr. Christopher Valdivia and Lt. Cmdr. Amy Hunt are two of only a handful of FTS officers who have the opportunity to serve in billets at sea. Piloting the ship through the Strait of Hormuz is just one of many memorable experiences they have encountered during their 2011 Western Pacific deployment.

"Since I was young, I knew I wanted to be in the Navy," said Hunt. "I was commissioned through Navy Reserve Officers Training Corps and became a Navy nurse corps officer. I left active duty to join the Reserve and learned about the opportunities for FTS officers while serving as a Canvasser Recruiter (CANREC) for Navy Recruiting District (NRD) New England. I have never looked back."

Hunt is serving in her first FTS billet, having laterally transferred to the human resources community during her recruiting tour. She volunteered for shipboard assignment as the training officer, one of only 15 department heads.

"It's a challenging yet rewarding position, and I learn something new each day. I asked to stand watch on the bridge because it's the

defining experience of a naval officer. I will be qualified as officer of the deck before we return to San Diego," said Hunt. A former sailboat captain, Hunt has a love for the sea, and jumped at the opportunity to serve on a ship.

"I wanted to ensure I made my service matter, and the experiences I take back to the Reserve after this tour will broaden my understanding of the Navy's total force mission," Hunt said.

Valdivia had already served on the Carl Vinson from 1997 to 2000 as a nuclear power trained division officer. He left active duty shortly after that tour, and affiliated with the Navy Reserve to serve as a CANREC for NRD Minneapolis. After two years of recruiting, he returned to the fleet as chief engineer on a destroyer, and later converted to FTS.

"I had a great tour in recruiting, and respected the people who made the decision to return to the Navy Reserve after leaving active duty, Valdivia said. Our Reserve Sailors have so much to offer to the fleet, I wanted to help translate that to my active duty counterparts so they would understand what Reserve Sailors can bring to the fight."

Cmdr. Christopher Valdivia (right) and Lt. Cmdr. Amy Hunt (left)

Valdivia is now serving as the ship's auxiliaries officer, responsible for millions of dollars of engineering equipment, and also serves as the ship's surface warfare training officer.

"Getting orders back to an aircraft carrier as an FTS officer provided me yet another chance to share my experiences in both the active and reserve component. That continuum of service defines who I am today and has made me successful."

Together, Valdivia and Hunt also co-chair Carl Vinson's "Green Machine," an advisory group set up to make their ship one of the most environmentally friendly ships on the waterfront. They collaborate not only with working groups of Sailors on the ship, but also outside agencies like Commander, Navy Installations Command, Naval Sea Systems Command, and Naval Facilities Engineering Command Southwest, as well as the ship's Family Readiness Group in San Diego.

*"We will be promoting our initiatives in some of the Navy's environmental periodicals soon, so keep an eye out for our environmental accomplishments," said Hunt.*

*As just two of the many FTS officers serving away from home, both Valdivia and Hunt are examples of how the active duty and reserve component have successfully integrated on a deployed warship.*

*"We know we are lucky to be given this opportunity to serve at sea as FTS officers," said Valdivia.*

*"I hope we have shown our active duty shipmates we bring valued capabilities to our mission overseas. My goal is to surprise people when they find out I am an FTS officer. We've set the bar pretty high for the rest of our fellow officers, and we want to continue to represent the Navy Reserve as best we can."*

# NORTHERN EDGE



THE SETTING: AN AMERICAN AIR FORCE BASE IN ALASKA. ON THE TARMAC ARE SIX AIRCRAFT PAINTED IN FOUR DIFFERENT SHADES OF BLUE WITH A RED STAR ON THE TAIL.

Written by Mass Communications Specialist 2nd Class Ron Kuzlik

The setting: An American Air Force Base in Alaska. On the tarmac are six aircraft painted in four different shades of blue with a red star on the tail.

Contrary to what one might think these aircraft are not MiG 29s from a Russian Air Force base across the Bering Sea. They are U.S. Navy F/A-18C Hornets; all-weather multi-mission supersonic fighter aircraft. These aircraft are from the Fighting Omars of Fighter Squadron Composite (VFC) 12, a Reserve adversary squadron based at Naval Air Station (NAS) Oceana, Va.

For two weeks, 27 officers and 76 enlisted of the Fighting Omars made the trek north to Joint Base Elmendorf-Richardson near Anchorage, Alaska. There they joined more than 6,000 other, active, Reserve and National Guard Soldiers, Sailors, Airmen, Marines and Coast Guardsmen during exercise Northern Edge. Designed to improve teamwork among the services, Northern Edge is Alaska's premier joint training exercise designed to practice operations, techniques and procedures.

Northern Edge trains joint forces at sea, in the air and on land, to respond to multiple crises throughout the Asian Pacific region. The Gulf of Alaska, with a large interior landmass of more than 2,400 square miles and weather conditions that range from fantastic to horrible, make this the perfect training site for this exercise.

As an adversary squadron, the Reserve Sailors of VFC-12 provide "Red Air," or portray the bad guys to the "Blue Air," good guys. The Fighting Omars use the radio call sign "Ambush."

"We were there to provide the most realistic threat replication possible," said Lt. Cmdr. Matt Maloney, VFC-12 maintenance officer and Northern Edge detachment officer-in-charge (OIC). "The majority of our F/A-18s are painted to resemble non-U.S. aircraft. Our pilots are specially trained in the capabilities of the aircraft, weapons, and tactics of various foreign air forces. Northern Edge allowed us to exercise our threat simulation capabilities to the fullest, and also to train and work alongside our Air Force counterparts."

During Northern Edge, VFC-12 pilots logged 118 sorties while flying 334.5 mishap-free flight hours.



"The squadron performed very well. We had no safety-of-flight issues, no injuries on or off duty, and completed 98.5 percent of scheduled Northern Edge sorties," Maloney said. "We met or exceeded all internal squadron goals during the detachment. Our tactical performance will be formally evaluated through the coming weeks while exercise data is analyzed. The feedback we received regarding our tactical performance during the event was very positive."

Selected Reserve (SELRES) pilot, Cmdr. Dan Smelik of Norfolk, Va., completed 14 years of flying in the active component, and has been a Reserve Sailor for the past three years. He has more than 2,400 hours flying in the F/A-18C Hornet with 485 carrier landings. He is currently a Boeing 737 first officer with a commercial airline.

"The most rewarding part of playing the adversary role is knowing we provide fleet aviators with the most advanced threat replication they will ever see, short of actual combat against next generation aircraft," Smelik said. "VFC-12 pilots are some of the the world's most skilled aviators, averaging more than 2,000 hours in the F/A-18 Hornet. Nearly every pilot in the squadron has served in combat operations overseas and has graduated from the Navy Fighter Weapons School. "The squadron travels continually throughout the year providing support for multiple exercises, and we pride ourselves on facilitating professional adversary training."

VFC-12 Command Master Chief (AW) Bill Brunner said there are many factors that makes VFC-12 function so well.

"Because we're always providing adversary training for the active duty squadrons, we have the ability to offer our Sailors extended annual training (AT) and other opportunities that might not otherwise be available," Brunner said. "The challenge we face is getting all of our Sailors qualified when we see them only two days a month on the drill weekend. These extended ATs allow Sailors to earn their qualifications.

"We focus on the so-called 'Brilliant on the Basics' and we have a very successful command mentor program. We match junior Sailors with mentors who bring a wealth of knowledge and life experience with them. Each Sailor is not limited to having just one mentor. In fact, if a Sailor has a couple different mentors with different skill sets, then everybody in the squadron benefits. E-4 and below are assigned a mentor, and E-5s and E-6s choose a mentor. It's not unusual for full time support (FTS) or active component Sailors in the squadron to be mentors to SELRES Sailors", said Brunner.

"Many of our SELRES previously served on active duty. They have their military skills combined with their civilian experience that makes them so valuable to the squadron. We have Sailors here that are doing great things in their civilian jobs and bring that value-added experience and leadership to the squadron," Brunner said.

Aviation Structural Mechanic 1st Class (AW) Brent Reinig has been in the Navy for 13 years. He spent eight years on active duty and immediately transitioned to the Navy Reserve. He currently works for

Boeing as a production manager on the 787 Dreamliner.

"It's a great working atmosphere at VFC-12. The interaction between the FTS and SELRES is really beneficial. The senior Sailors are more familiar with the organization and structure of the Navy, regardless of whether it's active duty or Reserve component," Reinig said.

"The chief's mess and the wardroom are committed to making the most of the experience for the Sailors in the squadron. Some people will be in the Navy for only one tour, and yet others will make the Navy a career. "The command is very supportive of the sacrifices that we have to make when we attempt to balance our commitments between our civilian careers, the Navy and our families."

During the VFC-12 detachment to Northern Edge, a change of command ceremony was held where squadron executive officer Cmdr. John Mooney relieved Capt. Zach Henry as commanding officer.

"We are looking forward to sustaining the excellent performance that we have already been doing. The squadron is in awesome shape, at the top of the curve, and we are looking forward to continuing this tradition of excellence," Mooney said.

**"It's a great working atmosphere at VFC-12. The interaction between the FTS and SELRES is really beneficial. The senior Sailors are more familiar with the organization and structure of the Navy, regardless of whether it's active duty or Reserve component," Reinig said.**

Aviation Ordnanceman 1st Class (AW) Corwyn Booker, assigned to the Fighting Omars of Fighter Squadron Composite 12, inspects the fin assembly of an AIM-9 Sidewinder air-to-air missile during final maintenance checks on an F/A-18C Hornet. (left)

An F/A-18C Hornet from the Fighting Omars of Fighter Squadron Composite 12, painted to commemorate the Centennial of Naval Aviation, undergoes maintenance in Hangar 4. (top right)

Aviation Structural Mechanic 3rd Class Sara Melendez, assigned to the Fighting Omars of Fighter Squadron Composite 12, conducts a maintenance inspection while walking along the leading edge extension of an F/A-18C Hornet. (bottom right)



# 'Bees in the Box

Story and photos by Chief Mass Communication Specialist Terrina Weatherspoon

Deployments bring plenty of great experiences. Riding in a helicopter for the first time was awesome. Getting to sit on the ramp of a Chinook while my feet dangled over the side was scary... and awesome. The anxious feeling you get when you are leaving the wire in a convoy—also pretty darn cool. The sinking feeling you get when you load your weapon in hopes there will be no reason to take off the safety—just scary.

One of the best experiences by far was watching First Class Petty Officers become Chief Petty Officers. This process has always been special and eye opening, but nothing compares to watching a person get their anchors in the middle of a war zone during a time when our nation needs leaders the most.

Our regiment had one person selected to become a Chief Petty Officer—Information Systems Technician (IT) 1st Class Teresa Alvarez.

I first met Alvarez during a mock physical readiness test. She was the one I could barely see, running far ahead of me. And she never looked back.

She was notified of the selection before we left for Afghanistan. As if the deployment wasn't cause for enough anxiety, she was wondering what would now be expected of her as a deployed Chief. As one of the senior ITs in the regiment, she left early for deployment so she could ensure communications and email systems would be all ready when the main body arrived.



Selectees march during Chief Petty Officer induction. ITC Teresa Alvarez (left).

Although not a lot can be discussed in this column about the transition process of going from first class petty officer to chief petty officer, I can say her induction was grueling and exhausting. It was a learning process that woke her up early and kept her up late. After the final night of the process, her clothes were barely recognizable. However, the change from Alvarez as a first class to Alvarez as a chief was seamless. And watching it was priceless. Early morning runs in sand storms. Afternoon training sessions you hope aren't interrupted by rocket attacks. Picking up slack for your fellow selectee who is outside the wire disassembling improvised explosive devices. These are the kinds of things you are

dealing with in addition to making sure you know how to run a division and write a proper evaluation.

And trust me when I say this—the Seabees really know how to put these events together.

When all was said and done, Alvarez put on a uniform with anchors and everyone called her chief. But she felt like a chief far before putting on the anchor. And just like that day on the pavement, she never looked back.

She started right away, earning a paycheck she wouldn't see for months. She was selected to be the coordinator for the Sailor of the quarter and Sailor of the year selection, morale, welfare, and recreation advisor and secretary of the base-wide chief petty officer's association. She also volunteered to teach an aerobics class on base six days a week. And she made time to watch four seasons of Dexter with me (which I couldn't have made it through deployment without). All of this in addition to doing her job, which at times would keep her at work well past 10 p.m.

When she would get home at night, her day still wasn't over. She would open up a video chat so she could talk—quietly—to her 5-year-old daughter Amaya. And then, finally, sleep.

I don't know how she did it all. But I can promise you she didn't do it for any awards or accolades. I can honestly say she would have done it whether she had been promoted or not, which is why I feel like her promotion was so well deserved.

I know for a fact the Sailors in her division felt blessed to have had her as their chief. So much so that even when she would try to give them time off they would stick around, just to make sure she didn't need anything. She got them recognized fully and often. She worked hard to get her seabee combat warfare pin, but she didn't stop there. She made sure that everyone in her division interested in getting the pin got it. She also began nightly classes in her office to help other people in the regiment study. It was not something she was ordered to do and not even something she necessarily had time for. But when people would come to her office and ask her for help, she wouldn't say no.

I once had someone come to me during the induction process and say, "I understand everything you all are telling us. I've got it." And I looked back at that person and said, "If you've really got it, you don't have to ever tell me you've got it, I would just look at you and know you've got it."

Alvarez never told me she got it. She never had to.

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

ITC Teresa Alvarez during Chief Petty Officer induction.



# Acronyms

AA - Authorized Absence  
 AAFES - Army and Air Force Exchange Service  
 ABSC - Active Billet Sequence Code  
 AC - Active Component  
 ADSW - Active Duty for Special Work  
 ADT - Active Duty Training  
 AO - Area of Operations  
 AOC - Aviation Officer Candidate  
 AOI - Area of Influence  
 AOR - Area of Responsibility  
 APG - Advanced Pay Grade  
 AT - Annual Training  
 ATP - Additional Training Period

BUDS - Basic Underwater Demolition School  
 BUMED - Bureau of Medicine and Surgery

CACO - Casualty Assistance Calls Officer  
 CAI - Cross-Assigned In  
 CAO - Cross-Assigned Out  
 CEC - Civil Engineering Corps  
 CFC-A - Coalition Forces Command - Afghanistan  
 CFL - Command Fitness Leader  
 CITF - Criminal Investigative Task Force  
 CJSOTF - Combined Joint Special Operations Task Force  
 CJTF - Combined Joint Task Force  
 COB - Close of Business  
 COLA - Cost of Living Allowance  
 CMS/ID - Career Management System Interactive Detailing  
 CNAFR - Commander, Naval Air Force Reserve  
 CNIC - Commander Navy Installations Command  
 CNR - Chief of Navy Reserve  
 CNRC - Commander Navy Recruiting Command  
 CNRFC - Commander, Navy Reserve Forces Command  
 COMRATS - Commuted Rations  
 CONUS - Inside the Continental United States

COCOM - Combatant Commander  
 CSG - Carrier Strike Group

DECA - Defense Commissary Agency  
 DCO - Direct Commission Officer  
 DDS - Direct Deposit System  
 DFAC - Dining Facility  
 DEERS - Defense Eligibility Enrollment Reporting System  
 DEMOB - Demobilization  
 DFAS - Defense Finance and Accounting System  
 DOD - Department of Defense  
 DONTFS - Department of the Navy Total Force System

ECRC - Expeditionary Combat Readiness Center  
 EOS - Expiration Of Service  
 ESG - Expeditionary Strike Group  
 ESGR - Employer Support of the Guard & Reserve  
 ET - Equivalent Training  
 ETA - Estimated Time of Arrival  
 ETD - Estimated Time of Departure

FOB - Forward Operating Base  
 FOUO - For Official Use Only  
 FTS - Full Time Support

IA - Individual Augmentee  
 IADT - Initial Active Duty Training  
 IAG - Information Assurance Group  
 IAP - In Assignment Processing  
 IDT - Inactive Duty Training  
 IDTT - Inactive Duty Training Travel  
 IED - Improvised Explosive Device  
 IG - Inspector General  
 IMAPMIS - Inactive Manpower and Personnel Management Information System  
 IRR - Individual Ready Reserve  
 ISAF - International Security Assistance Force

JCS - Joint Chiefs of Staff  
 JRB - Joint Reserve Base  
 JSAG-I - Joint Services Action Group - Iraq  
 JSOC - Joint Special Operations Command  
 JSOTF - Joint Special Operations Task Force  
 JTF GTMO - Joint Task Force Guantanamo Bay  
 JTF HOA - Joint Task Force Horn of Africa

MCAG - Maritime Civil Affairs Group  
 MESF - Maritime Expeditionary Security Force  
 MILPERSMAN - Military Personnel Manual  
 MIUW - Mobile Inshore Undersea Warfare  
 MNFI - Multi-National Forces Iraq  
 MNSTC-I - Multi-National Security and Training Command - Iraq  
 MOB - Mobilization  
 MRE - Meals Ready to Eat  
 MTT - Military Transition Teams

NAF - Naval Air Facility  
 NAS - Naval Air Station  
 NAT - New Accession Training  
 NAVELSG - Navy Expeditionary Logistics Support Group  
 NAVSTA - Naval Station  
 NAVET - Navy Veteran  
 NCO - Non-Commissioned Officer  
 NCS - National Call to Service  
 NEC - Navy Enlisted Classification (or Code)  
 NECC - Navy Expeditionary Combat Command  
 NEX - Navy Exchange Service  
 NMPS - Navy Mobilization Processing Site  
 NOBC - Navy Officer Billet Classification (or Code)  
 NOE - Notice Of Eligibility  
 NOSOC - Navy Operational Support Center  
 NPQ - Not Physically Qualified  
 NR - Navy Reserve  
 NRIP - Navy Reserve Intelligence Program  
 NROTC - Naval Reserve Officer Training Corps  
 NROWS - Navy Reserve Order Writing System  
 NRWS - Navy Reserve Web Site  
 NSA - Naval Support Activity  
 NSIPS - Navy Standard Integrated Personnel System  
 NSPS - National Security Personnel System

OCNR - Office of the Chief Navy Reserve  
 OCONUS - Outside Continental United States  
 OCS - Officer Candidate School  
 OIC - Officer In Charge  
 OJT - On the Job Training  
 OLA - Office of Legislative Affairs  
 OPNAV - Office of Chief of Naval Operations  
 OPSEC - Operational Security

OPTEMPO - Operational Tempo  
 ORM - Operational Risk Management  
 OSC-A - Office of Security Cooperation - Afghanistan  
 OSO - Operational Support Officer

PAYPERSMAN - Navy Pay and Personnel Procedures Manual  
 PCS - Permanent Change of Station  
 PDFRC - Pre-Deployment Family Readiness Conference  
 PFA - Physical Readiness Assessment  
 POC - Point of Contact  
 POV - Privately Owned Vehicle  
 PRC - Presidential Reserve Callup  
 PRD - Projected Rotation Date  
 PRIMUS - Physician Reservists in Medical Universities and Schools  
 PRT - Physical Readiness Test or Provincial Reconstruction Team  
 PSD - Personnel Support Detachment

RBSC - Reserve Billet Sequence Code  
 RC - Reserve Component  
 RCC - Reserve Component Command  
 RCCPDCS - Reserve Component Common Personnel Data System  
 RCHB - Reserve Cargo Handling Battalion  
 RESFORON - Reserve Force Squadron  
 RHS - Reserve Headquarters System  
 RIAC - Reserve Intelligence Area Commander  
 RIPO - Reserve Intelligence Program Officer  
 RTB - Reserve Transition Benefits  
 RTSS - Reserve Training Support System  
 RUAD - Reserve Unit Assignment Document  
 RUIC - Reserve Unit Identification Code  
 RWW - Returning Warrior Workshop

SAU - Squadron Augment Unit  
 SELRES - Selected Reservist  
 SNCO - Staff Non-Commissioned Officer  
 SOP - Standard Operating Procedure

TOC - Tactical Operations Center  
 TRUIC - Training Reserve Unit Identification Code  
 TSC - Combatant Commanders Theater Security Cooperations

UA - Unauthorized Absence  
 UCMJ - Uniform Code of Military Justice  
 UMA - Uniform Maintenance Allowance  
 USC - United States Code

VTU - Volunteer Training Unit

YRPS - Yellow Ribbon Program Specialists

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



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(989) 754-3091

Sioux Falls, S.D.  
(605) 336-2402

Springfield, Mo.  
(417) 869-5721

St. Louis, Mo.  
(314) 263-6490

Toledo (Perryburg), Ohio  
(419) 666-3444

Tulsa (Broken Arrow), Okla.  
(918) 258-7822

Wichita, Kan.  
(316) 683-3491

Youngstown, Ohio  
(330) 609-1900

**Region Southwest RCC**  
(619) 532-1842

Alameda, Calif.  
(510) 814-2605

Albuquerque, N.M.  
(505) 853-6289

Denver, Colo.  
(720) 847-6205

Fort Carson, Colo.  
(719) 526-2964

Guam  
(671) 339-6724

Las Vegas, Nev.  
(702)632-1455

Lemoore, Calif.  
(559) 998-3778

Los Angeles, Calif.  
(323) 980-7131

Moreno Valley, Calif.  
(951) 656-1199

North Island, Calif.  
(619) 545-2610

Pearl Harbor, Hawaii  
(808) 471-0091

Phoenix, Ariz.  
(602) 484-7292

Point Mugu, Calif.  
(805) 989-7559

Port Hueneme, Calif.  
(805) 982-6106

Reno, Nev.  
(775) 971-6289

Sacramento, Calif.  
(916) 387-7100

Salt Lake City, Utah  
(801) 736-4200

San Diego, Calif.  
(619) 542-2380 x110

San Jose, Calif.  
(408) 294-3070

Tucson, Ariz.  
(520) 228-6289

**Region Northwest RCC**  
(425) 304-3338

Anchorage, Alaska  
(907) 384-6525

Billings, Mont.  
(406) 248-2090

Boise, Idaho  
(208) 422-6236

Cheyenne, Wyo.  
(307) 773-6500

Everett, Wash.  
(425) 304-4777

Helena, Mont.  
(406) 449-5725

Kitsap, Wash.  
(360) 627-2203

Portland, Ore.  
(503) 285-4566

Fleet Logistics, Support Wing  
(817) 825-6438

VR-1  
(240) 857-3410

VR-46  
(817) 782-3420

VR-48  
(240) 857-6814

VR-51  
(808) 257-3289

VR-52  
(609) 754-0908

VR-53  
(240) 857-9029

VR-54  
(504) 678-3061

VR-55  
(805) 989-8755

VR-56  
(757) 433-4065

VR-57  
(619) 545-6920

VR-58  
(904) 542-2380 x110

VR-59  
(817) 782-5411

VR-61  
(360) 257-6595

VR-62  
(904) 542-8557

VR-64  
(215) 443-6400

ETD Pacific  
808-448-9278

ETD Sigonella  
011-39-095-86-5289

Tactical Support Wing  
(817) 782-5295

VAQ-209  
(240) 857-7828

VAW-77  
(504) 390-6288

VFA-204  
(504) 678-3491

VFC-12  
(757) 433-4919

VFC-13  
(775) 426-3644

VFC-111  
(305) 293-2654

HSC-85  
(619) 545-7218

HSC-84  
(757) 445-0861

HSL-60  
(904) 270-6906

VP-30 SAU  
(904) 542-3060

VAQ-129 SAU  
(360) 257-2276

VAV-120 SAU  
(757) 444-5072

VFA-125 SAU  
(559) 998-1841

HSC-3  
(619) 545-8196

HS-10  
(619) 545-6600

VFA-106  
(757) 433-9081

VFA-122  
(559-998-3482

Operational Support Offices and Reserve Force Operations Allied Command Transformation (NATO)  
(757) 747-4071

Amphibious Group One  
011-81-611-742-2377

Bureau of Medicine and Surgery  
(202) 762-3211

Center for Naval Aviation Technical Training  
(850) 452-9700

Comptroller of Navy  
(202) 685-7000

Defense Intelligence Agency  
(202) 231-4044

Defense Logistics Agency  
(866) 204-4850

Destroyer Squadron Two  
(757) 444-1452

Employer Support of the Guard and Reserve (ESGR)  
(800) 336-4590

Expeditionary Strike Group Two  
(757) 462-7403 x 110

Expeditionary Strike Group Three  
(619) 556-1470

First Naval Construction Division  
(757) 462-8225 x 222

Fleet Activities Chinhae, Korea  
011-82-55-540-2852

Fleet and Industrial Supply Center Jacksonville, Fla.  
(904) 542-1000 x144

Fleet and Industrial Supply Center Norfolk, Va.  
(757) 443-1610

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

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

Fleet Air Mediterranean  
011-39-081-568-4184

Fleet Forces Command  
(757) 836-3644

Fleet Intelligence Training Center Pacific  
(619) 524-5814

Headquarters US Marine Corps  
DSN: 278-9360

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

Joint Transformation Command for Intelligence  
(757) 836-7000

Judge Advocate General  
(202) 685-5190

Logistics Group Western Pacific  
011-65-6750-2645

Marine Forces Reserve  
(504) 678-1290

Merchant Marine Reserve Program  
(800) 535-2580

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

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

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

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

Naval Construction Forces Command  
(757) 462-3658

Naval District Washington Headquarters  
(202) 369-7683

Naval Education and Training Command  
(850) 452-4000

Naval Facilities Engineering Command  
(202) 685-9499

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

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

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

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

Naval Health Clinic Charleston

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