

AUG 2013

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# TNR

## THE NAVY RESERVIST

**Vice Adm. Robin R. Braun**  
Chief of Navy Reserve  
Commander, Navy Reserve Force

**Rear Adm. Bryan Cutchen**  
Commander, Navy Reserve Forces Command

**Rear Adm. Douglas J. Asbjornsen**  
Commander, Naval Air Force Reserve  
Deputy Commander, Naval Air Forces

**Lt. Cmdr. Kimberly Brubeck**  
Force Public Affairs Officer

**Johnny Michael**  
Deputy Force Public Affairs Officer

**Lt. Meg Ferguson**  
Naval Air Force Reserve Public Affairs Officer

**Chief Mass Communication Specialist (SW)  
Sarah Langdon**  
Public Affairs Leading Chief Petty Officer

**Mass Communication Specialist 1st Class  
(SW/AW) Corey Lewis**  
Public Affairs Leading Petty Officer

**Mass Communication Specialist 1st Class  
Heather Hines**  
Staff Writer

**Mass Communication Specialist 3rd Class  
Hannah Wilhide**  
Staff Writer

### { Correction }

In the May edition, we ran two photos of an F-4 and F-4 pilot, on pages 13 and 15 respectively. These photos were erroneously credited as U.S. Navy photos. Ms. Adrienne Downing is the correct photographer, and the Navy claims no ownership to these photos.

Also in the May edition we incorrectly identified HSC-85 as the "High Rollers"; however, as of 2011 they are the "Firehawks".

In the June edition an article stated that Chief Master-at-Arms Anthony LaFranier is the first Reservist to earn a place on the U.S. Navy Ceremonial Guard. We have identified at least one Reservist, Chief Engineman (EXW/SW) Pedro Marin, who earned a spot on the team in 2009.

The Navy Reservist 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 johnny.i.michael@navy.mil.

The Navy Reservist is always looking for good action photos of Navy Reservists (minimum 300 dpi) that tell a story of Reserve training or support to the fleet. Please provide full identification of all individuals in the photograph, including their respective rating, rank and command. Photos should also include a visual information record identification number or VIRIN. Information about VIRINs is available online at [www.navy.mil/photo\\_submit.asp](http://www.navy.mil/photo_submit.asp). Submissions should be received eight weeks prior to publication month (i.e. October 1st for the December issue). Material will not be returned.

**NEWS ONLINE:** The Navy Reservist current and past issues can be accessed online at [www.navyreserve.navy.mil](http://www.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 NSIPS (Navy Standard Integrated Personnel System) via their NOSC Personnel Office.



## FOCUS ON THE FORCE

### Vice Adm. Robin R. Braun

► Vice Adm. Robin Braun, Chief of Navy Reserve, is briefed on Littoral Combat Ship (LCS) capabilities during a visit to USS Independence (LCS 2).

*(U.S. Navy photo)*



FOCUS ON THE FORCE

**Shipmates**, this edition of TNR is dedicated to the outstanding support our Navy Reserve provides to the Fleet's surface force, with trained and ready Sailors for fleet, amphibious and waterfront support missions. With new platforms and several emerging mission areas, there are tremendous opportunities available for Reserve Component Sailors.

In May, I had the opportunity to visit waterfront units in San Diego where I had the honor of frocking two of our Navy's newest Master Chiefs at Navy Mobilization Processing Site San Diego. Congratulations to YNCM (SCW/IDW) Kevin J. Murray, LSCM (EXW) Corey Guy and all of our new Master Chiefs and Senior Chiefs! I also visited with some of our Sailors assigned to LCS Squadron ONE, Destroyer Squadron ONE and USS Independence (LCS 2). These motivated Sailors are providing exceptional support to surface forces, including the Littoral Combat Ship (LCS) program where waterfront maintenance, watch standing and security support will be key in the future. As a needed part of the current and future fleet, LCS will deliver enhanced capability compared to the legacy platforms they will replace.

USS Freedom (LCS 1) is currently conducting her maiden deployment to Singapore. One of the unique aspects of the notional LCS deployment plan is the ability to keep the ship forward deployed and utilize the "sea swap" crew rotation option that has proven successful on smaller surface combatants in the past. To provide the most cost-effective swap out, our Fleet Logistics Support Wing is currently working with LCS Squadron ONE and Helicopter Maritime Strike Wing Pacific to provide Navy C-40A lift capability to conduct Freedom's upcoming sea swap of LCS crew and aviation detachment personnel. Clearly, the LCS program will provide increased opportunities for RC Sailors to do meaningful work for the Fleet.

With Navy Reserve Sailors as our most important assets, it's imperative that we ensure the professionalism, accountability and well being of the Force. Throughout the Navy, there have been continuing incidents of alcohol-related misconduct. And there is well documented evidence that alcohol abuse is a contributing factor in off-duty mishaps, domestic violence, suicide and sexual assault. The three most-cited subjects in RESFOR Operational Reports (OPREPS) are suicidal ideation, driving under the influence of alcohol or drugs (DUI) and domestic violence. In response to this impact on readiness, the Navy continues to take steps to promote responsible use of alcohol and has begun deployment of alcohol detection devices (ADD) to all commands, including NOSC's. The ADDs will be employed as education and awareness tools to ensure our Sailors are reporting for work fully able to perform their duties in a safe and professional manner. I support this program and expect the Reserve Force to "take a round turn" on building awareness of alcohol abuse and its destructive effects on personal wellness, unit readiness and cohesion, and the victims of sexual assault and DUI's.

During these last critical days of summer, I hope you are able to enjoy some time off, and ask that you have a plan to maximize your safety, and that of your shipmates and family. Look out for each other! Thank you for your service.

Vice Adm. Robin R. Braun, Chief of Navy Reserve

## Force Master Chief (AW) Chris Wheeler

► Force Master Chief Wheeler addresses mobilizing Sailors at Expeditionary Combat Readiness Center, Fort Dix, N.J.

(U.S. Navy photo)



**Hello fellow Navy Warriors,** I recently visited the great Sailors at NOSC Manchester, New Hampshire where I conducted a town hall on CNO's tenets of *Warfighting First, Operate Forward and Be Ready*, and our Chief of Navy Reserve's focus on *People, Readiness and Resources*. During my presentation, I explained how these are fully aligned and how the CNO's Tenets and CNR's Focus enable us to provide strategic depth and operational capability to our Navy, Marine Corps and Joint Forces.

As I was speaking with these NOSC Manchester Sailors, I asked how many had had active duty time prior to joining the Reserves. Most of the audience raised their hands. Some Sailors had immediately affiliated while others rejoined after a break in service. The reasons varied from Sailor to Sailor why they wanted to continue their journey as a Navy Reserve Sailor. But the one common thread throughout the entire group was that they were excited to still be a part of a team that makes a difference.

Currently our Reserve Force represents 20 percent of the Navy's Total Force. You can be proud of the fact that there is no difference between active or Reserve standards or performance. For the last 12 years we have integrated like never before and have answered the call to every mission and we have done it exceedingly well.

While our Sailors may work part time, there is no such thing as a part-time Sailor. Our Sailors must adhere to the same Navy core values of Honor, Courage and Commitment every day - 24/7, just like our active duty counterparts.

Just as active and Reserve Sailors share the same core values, we also share the same issues and concerns when it comes to the care of our people. Sexual assault and sexual harassment are not confined to just one component.

This problem is not for leadership alone to solve. Direction and guidance starts with Navy leadership, but it is up to every one of us to make a difference. We must look out for each other and support each other whenever and wherever needed.

You are our most valuable asset, therefore I ask you to join me in stepping forward to ensure that we treat each other with respect. We must all have zero tolerance for those who commit this crime. We need to be there for each other, just as we have been there for our country. Let us all work together to eliminate sexual assaults in our Navy.

Bottom line, regardless of community, active or Reserve, we are one Navy, we all share the same glory and suffer the same pain, let's stop sexual assault now so we can all continue to serve - without fear - in the world's finest Navy!

Force Master Chief (AW) Chris Wheeler

FOCUS ON THE FORCE



# Reserve Component Career Waypoint (formerly Fleet Ride) Enhancements

**C**areer Waypoint (formerly Fleet Ride) has recently undergone enhancements to capabilities for Reserve Component (RC) Sailors. As of June 2013 updates to Reserve capabilities have been engaged and are providing the Reserve community with the following improved and or added features.

## **SELRES Rating Conversion process updates**

Applications for RC Sailors requesting a change in rating are now entered through Career Waypoint-Conversion. Applications will be processed monthly by BUPERS-32 (SELRES Enlisted Community Manager (ECM)) in Career Waypoints in lieu of submission through PERS-8. Application results and official letters will be available in Career Waypoints. Letters will direct the Sailor's command with information and instructions for making the change of rating effective as well as guidance for training and or A-schools as required.

- Sailors desiring to expand their conversion choices are encouraged to take the in-service Armed Forces Classification Test (AFCT). The most recent AFCT or Armed Services Vocational Aptitude Battery (ASVAB) scores determine conversion eligibility.

## **Reserve Component to Active Component/Full Time Support (RC2AC/FTS) Augmentation process updates**

RC2AC augmentation announced in NAVADMIN 274/12 and MPM 1326-021 has been incorporated in Career Waypoints-Transition. RC2AC/FTS applications are due no later than 2359 central time, the last calendar day of each month. Once the application is received and in an approved-pending status, additional documentation may be required. Requested additional documentation must be received by the ECM within 60 days or the status of the application may be changed to denied. Navy Reserve Activity Commanding Officers for Sailors applying to RC2AC/FTS opportunities must ensure all requirements are verified prior to submitting an RC2AC/FTS application in accordance with MILPERSMAN 1326-021. Sailors approved for augmentation must reenlist for 48 months unless otherwise specified by the ECM and may begin negotiating orders with their respective rating detailer.

- **Selective Reenlistment Bonus (SRB) eligibility.** Reserve Sailors who augment to active duty may be eligible to receive an SRB based on current active duty SRB authorizations and their amount of continuous active duty service. To ensure all requirements and timelines are met, visit the SRB page

of the Navy Personnel Command website under Career Information, Pay and Benefits, N130 and N130D.

- **SELRES Bonus recoupment. Reserve.** Sailors who received a SELRES Enlistment Bonus (EB) or SRB, and who augment into the AC prior to the completion of their SELRES bonus contract, will incur a debt for the unearned portion of the bonus. Sailors in this situation are highly encouraged to request a remission of indebtedness from the Director, Military Personnel Plans and Policy (OPNAV N13) via CNRFC N1 in conjunction with submitting their RC2AC/FTS application. Guidance for the remission request process and formatted templates can be obtained from the CNRFC Reserve Enlisted incentives website located on the Navy Reserve Homepage website.

Additional RC2AC/FTS program information, including step by step application instructions, can be found at the NPC RC2AC/FTS web page located on the Navy Personnel Command website under Career Information, Reserve Personnel Management, Enlisted.

Point of contact: Career Waypoints help desk at (901) 874-2102 or via email at [career\\_waypoints\\_help\\_desk@navy.mil](mailto:career_waypoints_help_desk@navy.mil). Additional information can be found on the NPC website in the Career Navigator toolbox. ○

## 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.



### **Christopher Vedder, Mass Communication Specialist 3<sup>rd</sup> Class**

**Hometown:** Kansas City, Mo.

**NOSC:** Kansas City, Mo.

**Unit:** Navy Reserve Expeditionary  
Combat Camera Atlantic

#### **Brief description of your Navy job (not your rating but the "duties" you perform):**

I am assigned to the NOSC Kansas City operational support unit, and I provide public affairs support and serve as photographer, covering award ceremonies, retirements, and other special events. I was recently cross-assigned to NR Expeditionary Combat Camera Atlantic located in Norfolk, Virginia, where I have begun training as a Navy combat photographer.

**Brief description of your civilian job:** I am a 4<sup>th</sup> grade elementary school teacher. I teach at the school I attended as a child, which is an honor to return to my school and give something back. Teaching is truly a rewarding experience, because my students show so much enthusiasm for learning, which only inspires me to keep learning all I can to become a better teacher.

**What has been your greatest Navy achievement?** My greatest Navy achievement would be the opportunity I had to speak for my fellow shipmates, as well as all service members when I worked with state lawmakers here in Missouri to pass legislation that protects child custody arrangements for men and women in the military, while they are deployed in service of their country. Being able to assist with the passage of these laws protected our military families. I am very proud of that achievement.

**Who has been your biggest influence since joining the Navy and why?** I enjoy serving my community, whether as a teacher or Navy Reservist, and Yeoman Chief Steven Dennis sets an excellent example for me to follow. He is someone who makes service to community and country a life-long mission. As a Navy Reservist, Chief Dennis leads the operational support unit at our NOSC, and as a civilian he serves as Mayor of Grandview, Missouri, a small community south of Kansas City.

**What do you enjoy most about the Navy?** I enjoy training in my rate. As a reserve member of Expeditionary Combat Camera Atlantic, I am benefiting greatly from the opportunity to widen my skill-set from some of the most highly regarded professionals in the Navy.

#### **Most interesting place visited since joining the Navy:**

I recently traveled to Naval Station Norfolk, Virginia, and I was so impressed by the size of the base, and the indelible mark the Navy has made in that region. Seeing the amazing display of ships reminded how proud I am to serve in the world's greatest Navy.

**Current hobbies:** Staying fit training in Krav Maga, which is an Israeli Martial Art. I also enjoy hiking, mountain biking, or anything that takes me outdoors.



### **Quartermaster 2nd Class Alison Goeke**

**Hometown:** Flowermound, Texas

**NOSC:** Jacksonville, Fla.

**Unit:** NR Commander, U.S. Naval  
Forces Southern Command/  
Commander, 4th Fleet

**Brief description of your Navy job:** As command career counselor, I help mentor the sailors in my unit. Making sure they are getting what they need from the unit as well as the Navy is very important to me. I try to be that person the sailors can come to without seeing rank but as someone who is there to help and guide them.

**Brief description of your civilian job:** I am a stay-at-home mom with an active duty husband and plate full of volunteer work. I am a board member on the PTA at my daughter's elementary school; a Daisy troop leader with the Girl Scouts, with overall responsibility for the troop's cookie sales; and, as team leader, I am helping to get the Navy's Compass Team set up and running at Naval Station Mayport. I am also a full-time student, wrapping up my bachelor of arts in environmental science.

**What has been your greatest Navy achievement?** It is hard to come up with just one achievement. I have been able to see and do so much by being part of the Navy on the Reserve and active sides. Every day I don the uniform is an experience and adventure that I am so excited about. If I had to choose one experience it would be becoming a Navy Reserve career counselor. I love being in a position to help and see sailors around me succeed.

**Who has been your biggest influence since joining the Navy and why?** I have been fortunate to work with some amazing leaders throughout my career. One of my biggest influences is Vice Adm. Carol Pottenger. She was my commanding officer on the USS Bridge. She is a strong and fair leader and is a great role model for women in the military. As a new E3 in the Navy, you can be easily influenced by others, but having her as a role model helped me to stay focused on how I wanted to be viewed as a female Sailor, and gave me a visual reminder of where hard work will take you.

**What do you enjoy most about the Navy?** Everything! I love the structure, the teamwork, the uniform, the job, the discipline and the values taught. There is nothing I do not like about the Navy. There are hard days and days that threaten to break you, but no matter what, tomorrow is a new day with a new adventure. The Navy is not hard. Go in, get your job done right, don't let the stress drag you down and keep a positive attitude, and you will succeed!

#### **Most interesting place visited since joining the**

**Navy:** My favorite place I visited was Australia. I have always been fascinated with Australia, and when we got a port there, it turned out to be everything I hoped: beautiful ocean, nice friendly locals and kangaroos. What else could you want?

**Current hobbies:** Outside of volunteer work, my family and I love to be outdoors, camping, hiking, playing sports, walking our dogs – anything. We also spend a lot of time at the beach. Living in Florida is amazing because we have more than 300 days of sunshine, so there are plenty of days to be outside.

To nominate a Sailor, email the editor, [johnny.i.michael@navy.mil](mailto:johnny.i.michael@navy.mil), for a submission form. Please include a high-resolution (300 dpi) 5"x 7" digital photo of the candidate.

IT



# Email and Security

Written by Information Systems Technician 1st Class (AW/SW) Jonathan Fertig

**T**he Department of Defense requirement to digitally sign and encrypt sensitive emails has been in place since April 2004. This policy was implemented to protect data and to ensure integrity and authenticity of messages sent and received from government resources. Digitally signing emails allows the sender's true identity to be established, while encrypting email provides an effective means to protect Personally Identifiable Information (PII) and other sensitive information.

Not only is the proper handling of PII required by law, but it's an **important safeguard in preventing cases of identity theft.**

## **Protecting electronic PII is vital!**

Not only is the proper handling of PII required by law, but it's an important safeguard in preventing cases of identity theft. Follow these simple steps when sending PII via email:

- 1]** Review your email and attachments. If it is not important to retain the PII in the document, remove it. Note: the PII must be entirely removed and not hidden, as one would "hide" a column in an Excel spreadsheet.
- 2]** Consider password protecting the file you intend to send. The password should be sent to recipients in a separate email.
- 3]** Ensure only members that have a specific "need to know" are included as a recipient to the email.
- 4]** Appropriately mark the email as FOUO in the subject line and the attachment (if FOUO). If the body of the message includes PII ensure the appropriate Privacy Act statement is included.
- 5]** Send as a digitally signed and encrypted email.

**Reserve Sailors often use Outlook Web Access (OWA) to read, draft and send email messages.**

Reserve Sailors often use Outlook Web Access (OWA) to read, draft and send email messages. OWA provides the same digital security as Microsoft Outlook provides on your NMCI workstation. Instructions on configuring OWA to encrypt email messages can be found on Navy Homeport at: <https://www.homeport.navy.mil/support/articles/owa-encrypted/>. If you experience problems your local IT, IAM or NMCI Premier Support Representative can assist.

Sending information securely is the responsibility of the sender. Sending PII or sensitive information unencrypted is never the correct solution. Any personnel that suspects or discovers a loss of PII must immediately report the breach to their supervisor. ○



# Turn Up the Heat with Outdoor Workouts

Written by the American Council on Exercise (ACE)

**W**hether you've trained all winter in the gym or bared the outdoor chill, warmer weather makes for a much more convenient workout. Now, you or your spouse don't have to drive to a gym to get a good workout or worry so much about squeezing in your fitness routine before the sun goes down. Summer makes for longer days and a greater opportunity for you to take your exercise routine outdoors.

Most of the time, you can build a circuit workout that fits your intensity level just by using the equipment in your neighborhood courtyard, park or nearby parking garage.

It's important to keep in mind that regardless of how much exercise you have done in the gym, make sure you watch your intensity outdoors – at least at first. According to ACE Exercise Physiologist Pete McCall, even the most fit clients can have trouble making the transition.

"I once had a client who did indoor cycling classes two to three times a week and had an impressive level of cardiorespiratory fitness," McCall said. "However on her first outdoor ride of the spring she misjudged a turn and suffered a separated shoulder that set her training back a few months."

Start your outdoor training with the three basic exercises outlined below, and then build on them once you get accustomed to working outside.

**Stair runs** – Run your local high school stadium steps, use the stairs of a parking garage or visit your favorite two-story city landmark.

**Step-ups** – Use small walls or benches outside your home for this move. Start by placing your right foot on a platform, aligning your knee over your second toe. Then push off with your left leg to raise your body onto the platform, ending with that foot alongside the right foot. Step backward to place your left foot on the ground in its starting position. Repeat on opposite side.

**Modified pull-ups** – Find a handrail that's about waist high, ensuring it will support your weight. Grab the bar with a slightly wider than shoulder-width, overhand grip and slide under the bar. Extend your legs out in front with your weight on your heels. Start with arms fully extended, then exhale and pull yourself up by bending your elbows. Your upper chest or neck should almost touch the bottom of the bar. Inhale and lower yourself until your arms are fully extended. To lessen the challenge, pull feet closer to your butt.

Try slowly incorporating the three exercises listed above for a few weeks. Once you've mastered the movements, you can use them to sculpt a challenging circuit.

If you're just beginning a workout routine, stick with a low-intensity option

Summer makes  
for longer days  
and a greater  
opportunity for  
you to **take your  
exercise routine  
outdoors.**

that includes running up a flight or two of stairs five times for speed, rotating with walks down; 9-12 step-ups on each leg; and 8-12 pull-ups on a railing.

If you've been training frequently, ramp up your workouts with high intensity intervals. Add 8-12 triangle push-ups on the tail end, then do the entire circuit three times through with no breaks in between exercises. Periods of rest should only be for about 60-90 seconds between each circuit. ○

# Surface Reserve Sailors stand prepared

**A**s part of the ongoing series of TNR issues focusing on the various warfare communities, it's a pleasure to offer a few words about the great work that surface Reserve Sailors do in support of the nation's defense. The opportunities in the Littoral Combat Ship (LCS), Navy Expeditionary Combat Command (NECC) and Military Sealift Command (MSC) in particular are exciting and dynamic.

In support of the Chief of Naval Operations' tenets of *Warfighting First, Operate Forward and Be Ready*, the Navy Reserve focuses on people, readiness and resources aligned to further those tenets, to deliver strategic depth and operational capability to the Navy, Marine Corps and Joint Forces. Surface Reserve Sailors stand prepared to support those tenets.

Currently, Reservists represent about 20 percent of the Navy's total force. The Navy Reserve's strength, however, doesn't rest solely on numbers but also on the men and women who choose to serve. Surface Reserve Sailors serve across the force, in hardware and non-hardware units, ashore and at sea, on active duty and on the drill deck. We are on station around the world, augmenting the fleet 24 hours a day, as an active part of the greatest naval force the world has ever seen.

An exciting new area for surface reserve operational support is the Littoral Combat Ship (LCS) program. The Reserve Component LCS program is currently composed of 13 units with more than 400 Sailors, and is anticipated to grow in the future. There are three types of LCS units in the program: Seaframe units, Mission Module units and Squadron units.

The LCS Squadron unit in San Diego, Calif., directly supports the staff of COMLCSRON ONE. Just as the LCS is not the type of surface ship we served on as ensigns and petty officers, this is not your typical surface squadron. Along with hundreds of active component staff members at the squadron, Reserve Sailors have the opportunity to be members of the specialty training teams for the ships, augmenting various departments on the staff and even qualify as watch standers in the LCS Operations Support Center (LOSC).

Our Chief of Navy Reserve, Vice Adm. Robin Braun, recently visited COMLCSRON ONE and toured USS Independence (LCS-2). As a career aviator, she was very impressed with the



◀ Rear Adm. Christopher J. Paul, Deputy Commander, Naval Surface Force Pacific



hands-on, “fly-by-wire” joystick controls on the LCS’ bridge used to maneuver the LCS underway with its unique water jet propulsion system. That is only one way the LCS differs from legacy surface platforms.

Reserve Sailors in the six Seaframe units have the opportunity to become an integral part of the ship’s success by completing maintenance on the ships. The opportunity for Reserve Component support was realized when the planned maintenance tasks for LCS grew four-fold.

A five member Reserve Maintenance Team recently completed 182 preventive maintenance (PMS) checks on Independence during their May drill weekend. Additionally, while USS Freedom (LCS-1) is deployed, Reserve Component Sailors are an integral part of the Forward Liaison Element (FLE) in Singapore that is supporting the deployment there and are integrated into the Blue Crew onboard Freedom during her maiden deployment—another Reserve Component first. During this deployment, Freedom will demonstrate her operational capabilities and allow Navy leadership to evaluate crew rotation, maintenance and logistics support plans.

The six mission module units have exciting opportunities for support as well. In these units, Reserve Component Sailors are training to be core members of the active surface warfare (SUW) and mine countermeasures (MCM) mission packages. Sailors are training to be visit, board, search, and seizure (VBSS) team members; maintaining and operating the latest 30mm chain guns; and, operating the cutting-edge mine counter measures equipment required in today’s littoral environment.

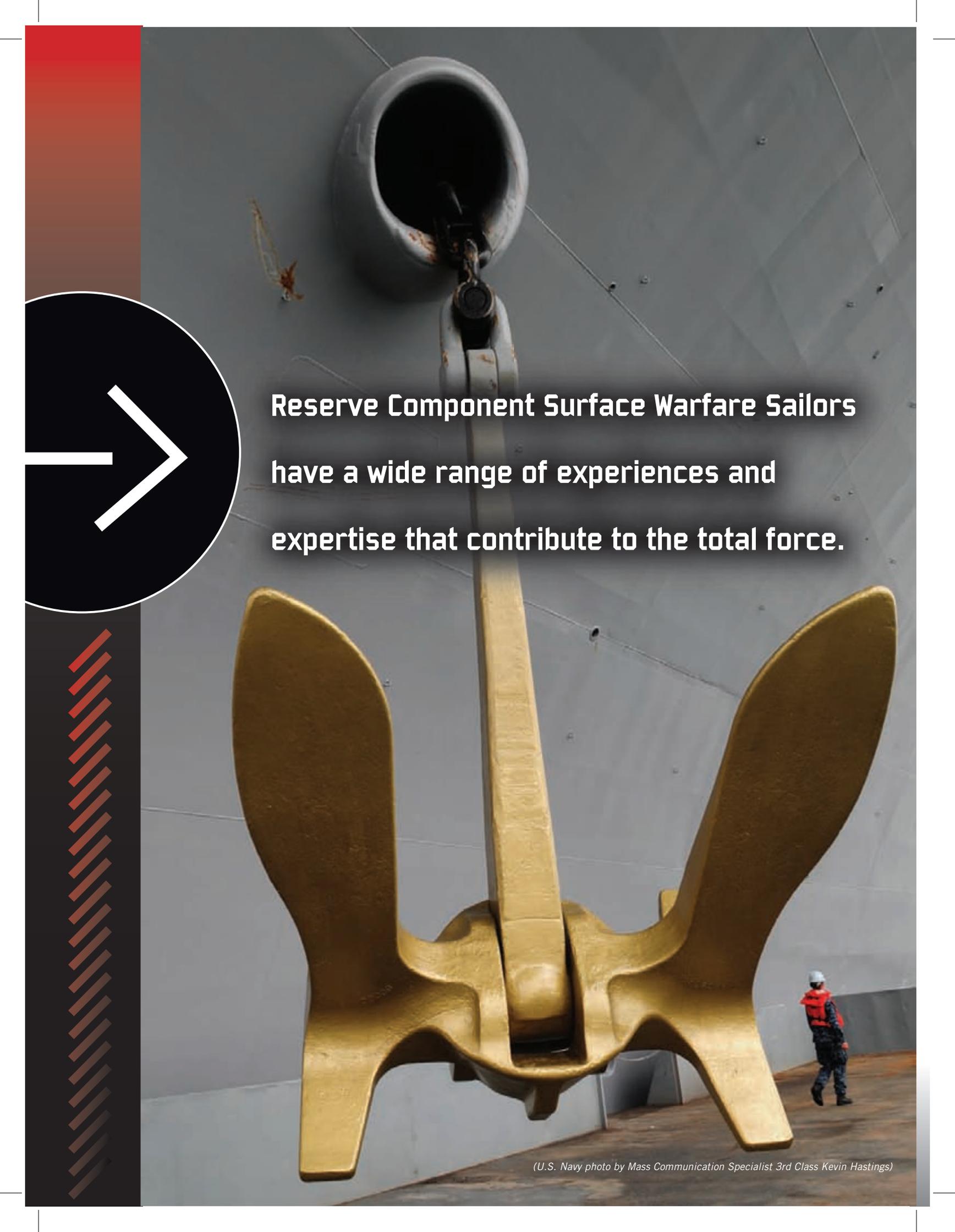
Reserve Sailors are also training to support the LCS class by serving as members of their in-port anti-terrorism and force protection (ATFP) watch teams. To support these mission areas, the Navy Reserve intends to support VBSS training with specialized equipment and rigid hull inflatable boats (RHIBS), as well as small arms trainers for ongoing ATFP qualifications.

I urge all reserve Sailors, not just those who are surface qualified, to read the accompanying articles dedicated to Reserve surface opportunities, and consider supporting one of these exciting and rewarding missions. ○

Rear Admiral Christopher J. Paul  
Deputy Commander, Naval Surface Force Pacific



*(U.S. Navy photo by Mass Communication Specialist 3rd Class Sabrina Fine)*



**Reserve Component Surface Warfare Sailors  
have a wide range of experiences and  
expertise that contribute to the total force.**

*(U.S. Navy photo by Mass Communication Specialist 3rd Class Kevin Hastings)*

# Reserve Component Surface Warriors: Who We Are and What We Do

By Capt. Ken Blackmon, Expeditionary Strike Group 3 NR

**T**he roles and missions of Reserve surface warriors are as diverse and varied as the personnel who execute them. Making up one of the largest populations of Navy Reservists, Surface Warfare trained Reserve Sailors are making a difference by remaining flexible and ready. Although the requirements for support to surface missions from Reserve Sailors continue to evolve as the needs of the Navy and the Combatant Commanders change, there are four primary surface mission areas in which Reservists contribute their leadership skills and experience. They are: Navy Expeditionary Combat Command (NECC), Military Sealift Command (MSC)/Naval Cooperation and Guidance of Shipping (NCAGS), Surface Forces (SURFOR) and Operational Level of War (OLW) units.

Reserve Component Surface Warfare Officers (SWOs) come predominantly from the active component, typically with between four to 10 years of active duty shipboard experience. Sixty percent of RC SWOs are Lieutenants or Lieutenant Commanders recently transitioned from active duty. This gives our leadership immediate credibility on the waterfront as officers who have “been there” before. There are approximately 1,500 RC SWOs serving in units throughout the world.

Reserve Component Surface Warfare enlisted Sailors also have a wide range of experiences and expertise that contribute to the total force. Many of our Sailors left the active duty surface Navy to pursue advanced education and civilian careers in the technical field. Often, you can find a Sailor with an advanced degree working in a civilian job related to their chosen Navy Reserve specialty.



*(U.S. Navy photo by Mass Communication Specialist 1st Class Jay C. Pugh)*

## Surface Reserve Sailors Support the Fleet

It is probably no surprise that the largest population of surface trained Reserve Sailors support the numbered fleets in a variety of missions. Surface Reservists also serve in Combatant Command Headquarters, the CNO's staff, joint billets, MSC and NECC.

The four key areas listed above provide a framework for Reserve Sailors to develop the Surface Warfare skills and expertise needed by our Navy. In addition, Reserve roles and missions allow the Active Component to focus on the core Navy capability of forward deployed power projection. Augmenting the Active Component, while providing specialized capabilities, has been a hallmark of Reserve surface Sailors' contributions to national security for decades.

## Areas for Surface Reserve Contribution

The four areas described above – NECC, MSC, SURFOR and OLW – capture the essence of surface Reserve Component

capabilities and missions. As Reserve Component Sailors select their first assignments, they begin a journey into some unique experiences and opportunities, many times very different from their active duty days aboard ship.

### **Navy Expeditionary Combat Command**

NECC provides rapidly deployable and agile expeditionary forces to warfare commanders in support of maritime security operations around the globe. These are the Navy Reservists typically wearing the “greens” or Navy Working Uniform Type III. Although comprised of several subordinate commands, most of the surface Reserve Component billets exist in the Coastal Riverine Force [a combination of the former Maritime Expeditionary Security Force (MESF) and Riverine forces] and Maritime Civil Affairs and Security Training (MCAST) command.

### **Support of Shipping**

Surface Reservists support shipping in two ways, through MSC, and units assigned to NCAGS. The surface Reserve contribution to MSC, a component of U.S. Transportation Command, includes Cargo Afloat Rig Teams, Expeditionary Port Units and Area Commands (formerly Sea Logistics Commands).

Cargo Afloat Rig Teams conduct underway replenishment (UNREP) and vertical replenishment (VERTREP) at sea, with more than 300 sea-going billets. The teams are also very busy during major exercises and are critical to support theater operational plans (OPLANS).

Expeditionary Port Units are also critical to numerous OPLANS, as well as Humanitarian Assistance and Disaster Relief (HA/DR) operations. These units conduct initial port opening operations and have most recently deployed to Haiti and Kuwait.

The units formerly known as Sealift Logistics (SEALOG) are now called Area Commands. Since MSC ships are almost constantly deployed at sea, the Area Commands are the MSC equivalent to OLW units. If you have studied the challenges of logistics during World War II in the Pacific, you understand the importance of these units.

### **Surface Forces**

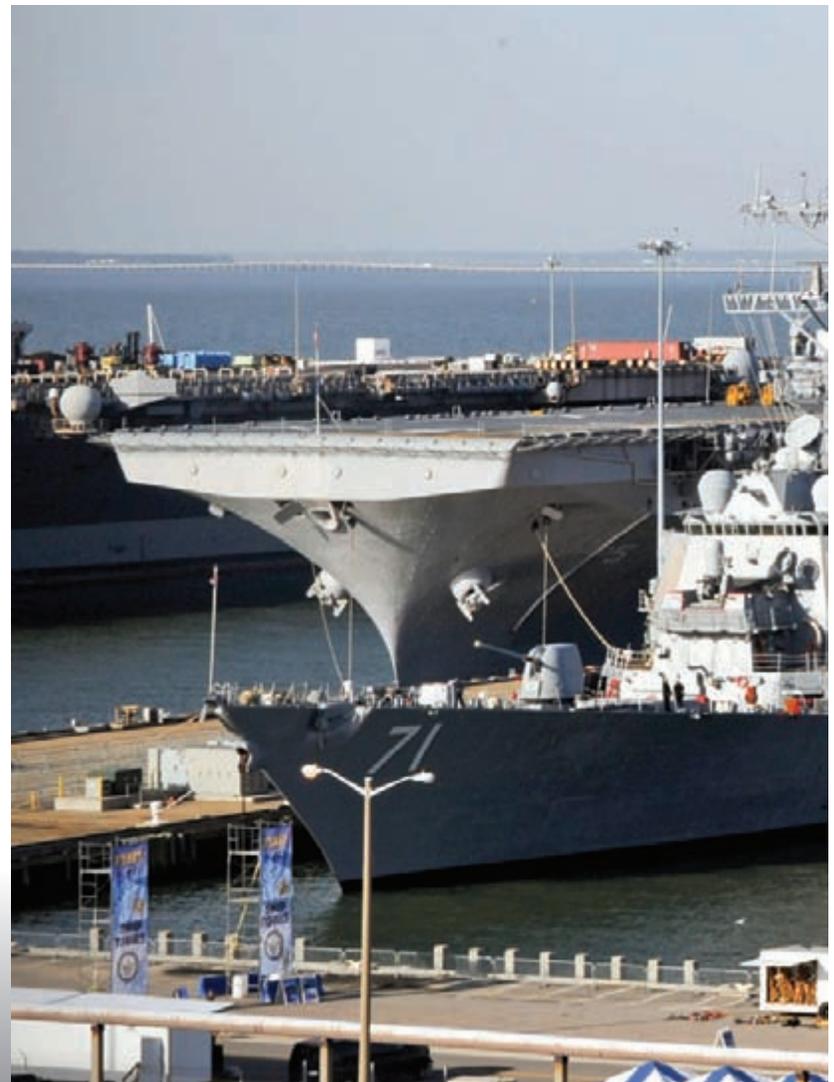
As one of the Chief of the Navy Reserve’s strategic priorities, Littoral Combat Ship support is the jewel of the surface specialty and a planned

growth area for surface Reserve Sailors. Reserve Component Sailors provide watchstanding and maintenance support to the ships as well as the Surface Warfare and Mine Countermeasures Mission Packages. Surface Reserve billets are planned to increase as more seaframes and mission modules are delivered.

Surface Reserve contributions to amphibious operations include command units supporting Expeditionary Strike Group staffs, Naval Beach Group, Assault Craft Units, Amphibious Construction Battalion Units and Beachmaster units. These units participate in amphibious offload planning and execution in coordination with the Marine Air-Ground Task Force (MAGTF) Commander or Joint Logistics Over-The-Sea (JLOTS) Commander.

Surface Readiness units provide SURFPAC/SURFLANT staff support as well as waterfront support across the various ship classes, including amphibious ship classes, cruisers and destroyers. Reserve Component Sailors assist in maintenance and repair, including water-tight door maintenance, electrical safety checks, electrical repair, DC maintenance, etc. These units also provide Inspection and Survey (INSURV) training to ships, both ashore and while at sea.

Afloat Cultural Workshop units also are aligned with the surface specialty. These (typically senior) Sailors assist ship in identifying and assessing hazards to operational excellence.



### Operational Level of War

The OLV speciality area is focused on delivering Reserve Force Sailors to the Fleet and Combatant Commands who are skilled in operations and operational planning and able to apply maritime power effectively throughout the full-spectrum of military operations. OLV mission areas include Command and Control, Integrated Air and Missile Defense, Strike Warfare, Undersea Warfare, Surface Warfare, Amphibious Operations, Logistics, Assessments, Fires, Targeting, Information

Operations, Space, Cyber Warfare, Foreign Humanitarian Assistance/Disaster Response, Homeland Defense, Noncombatant Evacuation Operations and Multinational Operations.

OLW Reserve Sailors can expect to provide their supported commands with watchstanding, operational planning, overseas contingency operations, crisis response and other staff support with fleet, joint, combined and/or inter-agency focuses. ○

**Surface Readiness units provide SURFPAC/SURFLANT staff support as well as waterfront support across the various ship classes, including amphibious ship classes, cruisers and destroyers.**



*(U.S. Navy photo by Chief Mass Communication Specialist Leah Stiles)*

# San Diego Sailors become first **SELRES** to augment LCS maintenance teams

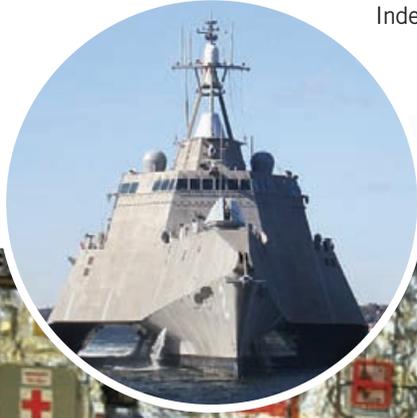
Story and photos by Navy Region Southwest Reserve Component Command Public Affairs

**F**or six San Diego based Reservists, the late-May weekend was like no other. Littoral Combat Ship (LCS) Sea Frame 103 Detachments Alpha and Bravo, solidified their place in Navy Reserve history as the first Reserve Maintenance Detachments to complete Maintenance and Materiel Management (3M) maintenance onboard USS Independence (LCS 2).

According to the detachment officer-in-charge, Lt. Sam Barris, the Reserve unit's mission is to provide

manpower support to the LCS maintenance program through the integration of the Reserve force with the active component.

"We're here to assist the ships, to take over some of the maintenance load and integrate the Reserve side into active duty as much as possible," Barris said. "We started with the initial group of people who had existing qualifications and shipboard experience from their active duty lives. In the future we expect to add a significant amount of manpower to the effort and streamline a qualification process to get large amounts of Reservists to the ships on a regular basis to do a significant amount of maintenance."



▼ **Gunner's Mate 2nd Class Karina Aguilar** performs maintenance on a tie down chain during a maintenance action onboard Littoral Combat Ship, USS Independence (LCS 2). Aguilar is a Reservist attached to Littoral Combat Ship Sea Frame 103 Detachment Alpha and Bravo that augment manpower on Littoral Combat Ships.

*(U.S. Navy photo by Mass Communication Specialist 1st Class Dennis Cantrell)*



▲ **Navy Reservists attached to Littoral Combat Ship Sea Frame 103 Detachments Alpha and Bravo** go over Maintenance Requirement Cards before performing maintenance on tie down chains on board USS Independence (LCS 2).

*(U.S. Navy photo by Mass Communication Specialist 1st Class Dennis Cantrell)*



◀ **Electronics Technician 2nd Class**

**Brian Abiva** prepares a tie down chain for a maintenance action onboard Littoral Combat Ship USS Independence (LCS 2). Abiva is a Reservist attached to Littoral Combat Ship Sea Frame 103 Detachments Alpha and Bravo that augment manpower on Littoral Combat Ships.

*(U.S. Navy photo by Mass Communication Specialist 1st Class Dennis Cantrell)*

Given the nation's fiscally challenged environment, the use of Reservists to augment LCS maintenance is part of the Navy's overall strategy to identify efficiencies across the fleet. The Navy has already invested in training these Sailors, and can now further leverage the contributions of their skills to the LCS maintenance program when they are in a Reserve status. Qualified Reservists provide immediate cost avoidance compared to an active duty Sailor or contract maintenance, as they supply operational capability during the course of the year through monthly Individual inactive duty for training (IDT) drills along with their annual training (AT) period.

"It's important to the fleet because they are always looking to get work done in a more efficient manner and save money — especially in the current political environment with sequestration," said Barris. "It's important to find ways to not incur large amounts of cost, and it offers the Reserve force a way to support the fleet and the work of the country as we wind down in Afghanistan. It gives us a way to have a piece of the

action and still contribute to the country's mission even though we may not be deploying or filling [Individual Augmentee missions] as much as we once were."

"We are lucky to have people that have shipboard experience and made it possible for us to jump right on the maintenance."

Gunner's Mate 2<sup>nd</sup> Class (SW) Karina Aguilar, whose service on active duty included a tour on the guided-missile destroyer USS Shoup (DDG-86), has been a Reservist for eight months and assigned to the LCS Sea Frame 103 Detachment Unit for two months. Aguilar stated that currently, the damage control petty officer (DCPO), 3M and craftsman qualifications are all that are needed to perform maintenance with the unit.

"We support the fleet since there is low manning," Aguilar said. "We come and help and take a load off the active duty. [Performing] the maintenance keeps us trained on our qualifications and keeps us refreshed."

The LCS is designed to deploy with a minimal core crew and to be reconfigured for different Navy missions. This concept is dependent on shore-based maintenance, for which the LCS Sea Frame 103 Detachment provides a ready solution.

Leading petty officer of the detachment, Mineman 1<sup>st</sup> Class Daniel Paskwietz, who has been with the unit for two years, explained that the unit currently conducts preventive maintenance to assist the ship's company and shares some of the maintenance load that falls on the limited crew members.

"We are conducting PMS to assist with the ship's company maintenance because right now, they are at minimal manning," Paskwietz said. "Out to sea, the USS Independence has different mission packages and depending on that, the crew size can vary. They can be out one week doing mine sweeping and then the next week they could be doing air ops or [Visit, Board, Search and Seizure], or [Anti-Submarine Warfare] operations."

"[This saves] the Navy money because we are utilizing resources from the Reserves instead of paying outside contractors," he explained. "[Because of the] sequester, we need to allocate money from wherever we can and everybody has got to help support everybody."

Some of the specific tasks the unit completed over this particular weekend include a monthly (M-1) maintenance action, verifying that all the self-contained breathing apparatus (SCBA) bottles were filled, and an "as needed" maintenance check on the tie-down chains.

Several of the Reservists who participated in the maintenance work said they hope the available work will soon expand from the basic and preventive maintenance they are currently scheduled to do during drill weekends, to more advanced and even rating-specific maintenance, as they are able to obtain more qualifications.

It is anticipated in the future that the LCS maintenance qualification process will be streamlined, enabling a larger amount of Reservists to support a significant amount of LCS maintenance on a regular basis. ○



# Back To Basics

## Navy 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:** 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.

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

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

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

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

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

All other X-RAY and YOKE fittings are closed.



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

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

Condition ZEBRA is set:

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

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

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

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

All other X-RAY and YOKE fittings are closed.



# NAVY EXPEDITIONARY COMBAT COMMAND (NECC): COASTAL RIVERINE FORCE

By Coastal Riverine Group ONE (CRG 1)

**R**eserve Surface Warriors are vital to the Coastal Riverine Force (CRF) capability within Navy Expeditionary Combat Command (NECC). Evolved from legacy Maritime Expeditionary

Security Forces and previously the Naval Coastal Warfare community, CRF has a long history of protecting U.S. critical maritime assets. During Vietnam, Desert Storm, and since 9/11, these warriors operate forward, support maritime security operations, and protect ships and personnel in harbors and coastal areas.

More than 1,800 Selected Reserve Sailors serve in CRF units across 14 states in commissioned, hardware-equipped commands that train and deploy to meet operational requirements around the globe.

“[These] are not your average ‘one weekend per month and two weeks per year’ drilling Navy Reservists,” said Capt. Darren Hanson, CRG 1, deputy commander. “These highly dedicated men and women represent an elite group and are proud to support real missions in real places alongside, or in lieu of, their active component counterparts.”

Coastal Riverine Squadrons (CRS), two per coast, have roughly 473 Sailors apiece as well as equipment. Each CRS oversees three companies each. Each company, led by a Surface Warfare Officer (SWO) has 142 Sailors of various ranks and rates and can act as an independent unit of action. Most



▲ Gunner's Mate 2nd Class Michael Huse, assigned to Coastal Riverine Squadron (CRS) 1, searches for surface contacts while patrolling San Diego Bay during their final evaluation.

*(U.S. Navy photo by Mass Communication Specialist 2nd Class Joshua Scott)*

of those Sailors serve in two subordinate boat and security platoons led by SWO junior officers.

CRSs provide force protection and security for designated high value assets (HVA) such as ships, aircraft, or facilities in places lacking permanent Navy infrastructure or where security capabilities are insufficient or unknown. Demanding operational environments and necessary mission capabilities require proficiency in small arms, crew-served weapons, first aid, tactical convoy, command and control, and offensive engagement of enemy combatants.

CRF units are truly “expeditionary,” and maintain a wide range of weapons, tactical gear, boats, and C4I suites. CRF Sailors receive hands-on training, can move by sea or air, and operate in environments ranging from austere beaches to sophisticated harbors with extensive infrastructure. They also have a rare opportunity to earn a warfare designation. Sailors are expected to earn the Expeditionary Warfare Specialist qualification by demonstrating proficiency in working as part of a team and as individuals in an expeditionary environment, and

in operating a wide array of firearms including M240 (7.62) machine guns and M2 (50-cal) heavy machine guns, M4 rifles, M9 pistols and M500 shotguns.

“CRF Warriors epitomize our Navy Core values of ‘Honor, Courage, and Commitment’,” said NECC Force Master Chief (EXW) Jeffrey A. Covington. “Honor by serving honorably across the globe, Courage by constantly being in harm’s way, and Commitment [in that] they are committed to the mission, to our Navy, our Navy family, and to our great nation.”

Coastal Riverine Squadron ONE (CRS 1), headquartered in San Diego, is conducting training and exercises in preparation for a series of mobilizations to the Horn of Africa and 5th Fleet where it will conduct HVA escort and maritime infrastructure protection.

“The Sailors of [CRS 1] are especially dedicated to the mission and the Reserves,” said CRS 1 Command Master Chief (EXW) Robert Sosa. “These men and women volunteer for this high op-tempo environment and bring dedication, diligence, and unwavering professionalism. For some individuals, this is their first deployment; yet for most, it is their 2nd, 3rd, and 4th”

CRS 8, 10, and 11 deployed to C5F in recent years, operating out of Kuwait, Bahrain, and the United Arab Emirates. All three squadrons will likely continue to support HVA protection missions around the continental U.S. as active forces phase out or drawdown over the next several years. CRS 11 is based at Seal Beach, Calif., CRS 8 in Newport, R.I., and CRS 10 in Jacksonville, Fla., with companies and platoons throughout the entire eastern seaboard.

“Following the USS Cole attack in 2000, the Reserve CRF has led the way in protecting [HVA] and critical infrastructure in the 5th Fleet AOR,” said Cmdr. Yaron Keter, CTF 56 deputy commander. “When the call came,

Reserve CRF units and squadrons rapidly deployed to key ports, points of access, and aboard critical maritime shipping assets providing anti-terrorism and maritime security in support of Operations Enduring and Iraqi Freedom. Since 2000, over 12,000 Reserve CRF Sailors have mobilized and deployed to the 5th Fleet.”

Although the last two remaining Maritime Expeditionary Security Squadrons (MSRONs) will decommission in the next year, they are still providing important support. MSRON 9 successfully completed a new CRF mission recently providing force protection for HVAs along the coast of Alaska. This mission, historically conducted by the U.S. Coast Guard, is a prime example of the expanded involvement of the reserve component as active duty forces draw down. MSRON 9, headquartered at Naval Air Station Whidbey Island, Wash., has detachments in Spokane, Wash., Portland, Ore., and Sacramento, Calif.

“Our CRF Sailors performed landward and seaward security operations in Hawaii, California, Washington, and Alaska over the past year. Nowhere else in the Navy Reserve can you experience such exciting opportunities,” said Lt. Melissa McEwan, officer-in-charge, MSRON 9, Det C.

MSRON 12 also recently returned from a deployment to the Commander, U.S. 5th Fleet (C5F) AOR where they conducted critical maritime infrastructure and HVA force protection. MSRON 12 successfully operated patrol boats to and from multiple ports at an extremely high operational tempo forming the largest task group under Middle East region Expeditionary Forces (CTF 56). ○

▼ **Sailors assigned to Coastal Riverine Squadron (CRS) 1** patrol San Diego bay during their final evaluation.

*(U.S. Navy photo by Mass Communication Specialist 2nd Class Joshua Scott)*



▲ **Sailors assigned to Coastal Riverine Squadron (CRS) 1** patrol past the aircraft carrier USS Carl Vinson (CVN 70) in San Diego Bay during their final evaluation.

*(U.S. Navy photo by Mass Communication Specialist 2nd Class Joshua Scott)*



# Ballistic Missile Defense [BMD] Augment: RC SWO GOES BACK TO SEA

by Capt. David Durham, Director, Plans & Assessments, NR United States Fleet Forces Maritime Operations Center Enterprise

Taking the opportunity to weigh anchor once again and return to sea in support of the Active Component, Lt. Cmdr. Cameron Rountree, a Reservist assigned to NR Commander Strike Force Training Atlantic-Force Protection, is supporting the maiden Ballistic Missile Defense (BMD) deployment of guided missile destroyer USS *Mahan* (DDG 72) as the ship's Ballistic Missile Defense Liaison Officer (BMDLO). On board since January, Rountree completes his ADSW assignment in early September.

The BMDLO position was initially conceived in 2011 by then-USS Monterey (CG 61) commanding officer Capt. Jim Kilby to support the first Eastern Mediterranean (EMED) BMD deployment. BMDLOs enhance a command's ability to communicate with U.S. and allied staffs in theater, and to collect and report data on the ship's Aegis BMD weapon system to feed the development of advanced tactics, techniques, and procedures (TTP).

"The original manning structure of a DDG was contemplated within the construct of a carrier strike group, with staffs supporting various warfare commanders," said Cmdr. Zoah Scheneman, commanding officer of *Mahan*. "On an independent BMD deployment, the level of depth on the DDG bench begs for more horsepower. So a BMD ship benefits greatly from a representative who is focused on generating three-star-quality products and providing tactical feedback ashore."

On board *Mahan*, Rountree has provided that needed additional horsepower. He has participated in theater BMD planning meetings, liaised with allied forces at ground-based radar cueing stations, coordinated with the US Air Force

▶ **Lt. Cmdr. Cameron Rountree** discusses the prospective layout of stores with Ship's Serviceman 1st Class (SW) Dwayne Murray in preparation for an underway replenishment aboard guided-missile destroyer USS *Mahan* (DDG 72). *Mahan* will soon return from an extended deployment to the Eastern Mediterranean Sea in support of theater security operations.

*(U.S. Navy photo by Chief Intelligence Specialist (SW/AW) Cody Brown)*



◀ **Lt. Cmdr. Cameron Rountree** discusses the ship's approach into Souda Bay, Crete with the U.S. Naval Attache to Greece aboard guided-missile destroyer USS *Mahan* (DDG 72). *Mahan* will soon return from an extended deployment to the Eastern Mediterranean Sea in support of theater security operations.

*(U.S. Navy photo by Ensign Alexander Washofsky)*

▶ **Lt. Cmdr. Cameron Rountree** reviews the ship's combat systems status with Combat Systems Officer Lt. Cmdr. Dave Shaulis prior to assuming the watch as Tactical Action Officer aboard guided-missile destroyer USS *Mahan* (DDG 72). *Mahan* will soon return from an extended deployment to the Eastern Mediterranean Sea in support of theater security operations.

*(U.S. Navy photo by Chief Intelligence Specialist (SW/AW) Cody Brown)*



603<sup>rd</sup> Air and Space Operations Center and participated in a multi-national missile tracking event. He routinely produces ballistic missile threat briefs for delivery at Mahan's Operations and Intelligence brief for CIC watchstanders.

Lt. Cmdr. Mary Lowell, assigned as the first BMDLO aboard Monterey, capped off her deployment with the publication of the ship's highly acclaimed Aegis BMD SPY Initiative. Taking a different approach, Rountree has authored a series of white papers leveraging off of his experience while deployed aboard Mahan. The topics of these papers include a report on the Aegis diagnostics system, a comparison of the effectiveness of Aegis subsystems, an analysis of anti-ship cruise missile capability and a proposal for Aegis logistics support.

"The feedback we've received from shore based on our products has been encouraging," Rountree said. "Knowing that we're providing observations and data that will help the performance of our Aegis combat systems equipment in the future is important to building on the BMD mission."

Rountree has also completed his Tactical Action Officer (TAO) qualification and is part of the ship's TAO watch rotation. He drafted a Surface Action Group Commander (SAGC) Special Instructions message that consolidated and disseminated guidance to other BMD ships in the EMED based on Mahan's experience on station. With Mahan's Combat Systems Officer, he spearheaded the ship's effort to create a Command Leadership team, identifying common threads in all Navy

leadership guidance (Petty Officer Indoctrination, CPO 365, Division Officer Leadership course) to consolidate Mahan's E-6 and above leadership training.

Rountree notes that returning to sea has been a fairly easy adjustment, thanks to his prior active duty service.

"It took about three days," Rountree said. "After that, it was like riding a bike. I felt comfortable again, and all of the guidance and lessons I learned came back. For me, it just makes so much sense that I'm able to support the Navy doing what it is I was originally trained to do. Instead of learning a new skill set, which has a value of its own but has a steep learning curve, I quickly became an integral contributor to an important mission."

From Mahan's perspective, Reservists like Rountree prove that their ability to pinch hit for specific missions is an incredible value to the fleet.

"I think the Reserves is a perfect fit for this assignment," Scheneman said. "There is no need to permanently change the manning of a DDG, thus adding a new active duty requirement, but the 'just in time' deployment plus up, and then cycle back to steady state is just the right amount of manpower."

Rountree says his greatest sense of pride stems from supporting the mission.

"I'm just happy to be able to serve, and show that in the Reserves we truly are 'Ready Now.'" ○



▶ **Guided-missile destroyer USS Mahan (DDG 72)** approaches guided-missile cruiser USS Normandy (CG 60) during a "Sail Pass" in the Baltic Sea.

*(U.S. Navy photo by Mass Communication Specialist Seaman Vincent J. Street)*



**BMD**

# Have A Sea Bag?

# LET'S TALK!

By Lt. Cmdr. Dan Bozung, USS Ponce (AFSB(I) 15)

**Afloat Forward Staging Base (Interim)  
USS Ponce (AFSB(I) 15) Offers  
Opportunity for Reserve Force Sailors to  
Have an Impact at the Tip of the Spear**



▲ **Capt. Jon P. Rodgers**, commanding officer of the Afloat Forward Staging Base (Interim) USS Ponce (AFSB(I) 15), scans the horizon during a replenishment-at-sea with the Military Sealift Command fast combat support ship USNS Bridge (T-AOE 10).  
*(U.S. Navy photo by Lt. Dawn Stankus)*



▲ **The Afloat Forward Staging Base (Interim) USS Ponce (AFSB(I)15)** leads a formation of ships participating in International Mine Countermeasures Exercise (IMCMEX) 2013. IMCMEX includes navies from more than 40 countries whose focus is to promote regional security through mine countermeasure operations in the U.S. 5th Fleet area of responsibility.  
*(U.S. Navy photo by Mass Communication Specialist 1st Class Michael Sandberg)*



▲ **Sailors and civilian mariners** muster on the flight deck of the Afloat Forward Staging Base (Interim) USS Ponce (AFSB(I)15) during an abandon ship drill. Formerly designated as an amphibious transport dock (LPD), Ponce was recently converted and reclassified to fulfill a longstanding U.S. Central Command request.  
*(U.S. Navy photo by Lt. Dawn Stankus)*

**"Send me Reservists!"**  
"There is plenty of work to go around," said Lt. Cmdr Dave Wroe, executive officer for afloat forward staging base (Interim) USS Ponce (AFSB(I) 15). "If I had a group of Reserve Sailors with shipboard experience, I could use them immediately."

Only recently removed from the decommissioning list, Ponce celebrated her first anniversary as the Navy's newest AFSB in April. The ship's extraordinary transformation and service to Commander, U.S. 5th Fleet (C5F) have drawn wide praise from the highest levels of military leadership.

Capt. Jon P. Rodgers, Ponce's commanding officer and a former Full Time Support Reserve officer, has

long recognized Reservists' extraordinary potential to Ponce.

"Citizen Sailors are perfect for this unique crew and important mission," he said. "Our Reservists bring an open and mature perspective, along with the additional skill sets inherent in their full-time occupations. Additionally, they serve with a proven, patriotic commitment, as evidenced by their continued service in our Navy."

### Early Challenges

Chief Yeoman Nathaniel Smith is a Ponce plankowner and was among the 55 active component Individual Augmentees (IAs) called to serve as Ponce's first Navy AFSB crew. Like many of his shipmates, Smith faced significant challenges. The ship's administrative office had been repurposed as a mission space, so he was forced to run the administrative department from what had formerly been the Captain's galley.

"The ventilation was terrible, so we had to get all new ducting put in. These desks came from decommissioned ships," said Smith. "We scrubbed. We painted. We cut out old fixtures...we did it all. We made it work."

Smith's story is not unique in Ponce. Only a year ago, the ship was well on its way to retirement. Having been without a crew on board for some time, the forty-two-year-old, Austin class amphibious transport dock (LPD) ship was showing her age. When the order was received to get her ready for sea as the Navy's next AFSB, a short yard period followed that allowed only for the most significant repairs, as well as for the installation of updated communications equipment. The rest, the "TLC" that makes a Navy ship a living, breathing organism, was left entirely to the Sailors and Military Sealift Command (MSC) Civilian Mariners (CIVMARs), many of whom were Navy veterans.

"We're very fortunate that many of our Civilian Mariners are former Navy Sailors," said Senior Chief Gunner's Mate Alan Greyer, Ponce's Senior Enlisted Leader. "They know what it takes to bring a Navy ship to life, and they play a critical role bridging our military and civilian cultures."

### Bottom-Line Results

Rodgers got straight to the point during a recent check-in brief.

"Shipmates, we're required to do more with 140 fewer people."

Ponce's lean roster, he explained, afforded no room for spectators.

"When you look down the sidelines for your replacement, you'll find the bench is empty," said Smith. "You are not in the stands. You are not on the sidelines. You are in the game, and you have the ball."



◀ **Two MH-60S Sea Hawk helicopters** assigned to Helicopter Sea Combat Squadron (HSC) 26 take off from the Afloat Forward Staging Base Interim Ship USS Ponce (AFSB(I) 15) to return to base after carrying members of Explosive Ordnance Disposal Mobile Unit (EODMU) 12-0-1.

*(U.S. Navy photo by Mass Communication Specialist 2nd Class Scott Raegen)*

Ponce has now been forward-deployed to the C5F area of responsibility for almost a year, having completed missions of theater-wide and national importance with only a fraction of her LPD-era crew. Now permanently operating from Bahrain, her "1.0" presence, as Rodgers observes, clearly demonstrates the value of Ponce's

constant readiness for tasking. Without the need for lengthy transits to and from a state-side home port, the ship is always on station, mere hours from some of the most highly contested waters in the world.

### Unique Ship, Unique Crew

Turnover is constant in Ponce, with active duty Sailors assigned as IAs for seven-, nine-, or eleven-month tours. CIVMARs serve four-month tours with the option to extend. All the while, riders from a variety of departments and agencies embark the ship nearly every underway period.

The average age of the ship's crew is 42, roughly twice that of crews of most other Navy vessels. Members of the active component are pulled from a variety of parent commands and are typically more senior in rank. They represent most seagoing rates and specialties and, underway, perform the same duties and stand the same watches as those performed and stood by Sailors of any other Navy vessel.

### Meaningful Work, An Open Invitation

Rodgers issued an open invitation to Reserve Sailors.

"This is not happy talk. There are plenty of very real opportunities for our citizen Sailors," said Rodgers.

And he does not intend for Reserve Sailors just to chip paint.

"There are watches to be stood, ideas to be nurtured and important repairs to be made to continue the successful re-commissioning of Ponce. There is meaningful work to be done, and plenty of it."

Reserve Sailors desiring time at sea, who want to be extremely busy and who want to serve in one of the most active maritime theaters on the planet should quickly find their way to Ponce. The talents and patriotism of the Navy's citizen Sailors make for a win-win contribution to Ponce's crew. ○



▲ Sailors attached to Cargo Afloat Rig Team (CART) 1 and crew members of Military Sealift Command fleet replenishment oiler USNS Henry J. Kaiser (T-AO 187) prepare to transfer biofuel to the guided-missile cruiser USS Princeton (CG 59) during the Great Green Fleet demonstration as part of Rim of the Pacific (RIMPAC) 2012.

*(U.S. Navy photo by Mass Communication Specialist 2nd Class Eva-Marie Ramsaran)*

# Supporting shipping, maintaining readiness

By Capt. Greg Hilton, Military Sealift Command,  
and Lt. Cmdr. Chris Cassano, Strategic Sealift Officer Program

One of the core missions of the Surface Reserve Component (SRC) is support of Military Sealift Command (MSC) operations. A part of the U.S. Transportation Command (USTRANSCOM), MSC has a large, vital role providing ocean transportation for the Department of Defense. SRC supports MSC primarily through executive support at its regional offices and through deployable Expeditionary Port Units (EPUs) and Cargo Afloat Rig Teams (CARTs). SRC employs Surface Warfare Officers (SWOs), Strategic Sealift Officers (SSOs) and a variety of enlisted ratings to accomplish this support.

The SSO community was only recently known as the Merchant Marine Reserve (MMR) program, becoming the Strategic Sealift Officer Program (SSOP) in June, 2011. Like the MMR before it, the SSOP plays an important role in U.S. national defense by providing the Navy with a pool of licensed merchant marine officers who have specialized maritime training experience in sealift, port operations, supply chain management and engineering. The SSOP offers a broader, more clearly defined career path, a more diverse operational support role to the Navy and Joint warfighter and, as a result, a better-prepared force of licensed merchant marine officers to the Navy.

The majority of SSOs are Individual Ready Reserve (IRR), but they remain connected to the program through the Strategic

Sealift Readiness Group (SSRG). MSC sponsors the SSOP and provides structure to the SSRG, ensuring that officers participate in operations and exercises that give them the experience necessary to perform their vital roles when they activate. The SSO's civilian education and experience are also a factor, as the Navy brings the unique skill sets of these officers to bear.

"All of the changes are for the better," said Cmdr. James Hatcher, a 19-year IRR SSO. "There are more clearly defined goals, and more clearly defined requirements. The new system allows us to better serve the Navy and tailor our careers - how much effort you put into it determines how much you get out of it. There's plenty of opportunity to shape your career as an SSO."

While SSOs perform a variety of functions within MSC and the Navy in general, the eighteen Expeditionary Port Units (EPUs) have a more specific role in MSC. Each EPU reports to one of five regional MSC offices, providing deployable, on-the-ground support between MSC and civilian shipping, port authority personnel, and joint and combined forces in improved and unimproved ports. They facilitate the combatant commander's ability to operate in a given region by acting as liaison and husbanding agent.

EPU 107, out of Navy Operational Support Center (NOSC) Raleigh, N.C., recently completed requirements with the Army to earn the USTRANSCOM Joint Task Force-Port Opening (JTF-PO)

▼ **Sailors from Expeditionary Port Unit 107 from Task Force African Lion 13** and joint servicemembers from Joint Task Force- Port Opening, U.S. Transportation Command, begin the offload of vehicles and equipment to support Exercise African Lion 13 in the Port of Agadir, Morocco. Joint Task Force- Port Opening is a joint-force service element commanded by U.S. Transportation Command with the capability to rapidly establish and initially operate a port of debarkation and distribution, facilitating ship-to-shore support for regional combatant commanders.

*(U.S. Marine Corps photo by Sgt. Tatum Vayavananda)*



▼ **Expeditionary Port Unit 107, part of Joint Task Force-Port Opening (JTF-PO), U.S. Transportation Command (USTRANSCOM),** conducts a Rapid Port Opening operation with Watson-class vehicle cargo ship USNS Dahl (T-AKR 312) in Morocco during Exercise African Lion 13.

*(U.S. Marine Corps photo by Sgt. Tatum Vayavananda)*



**“African Lion ‘13 provided the opportunity for EPU 107 to work with our Army counterparts and form a JTF-PO under real world conditions.”**

*—Cmdr. Eric Gunn, Commanding Officer, Expeditionary Port Unit 107*

certification by conducting ship-to-shore movement in support of the 14th Marine Regiment operations during African Lion 2013 in Morocco.

African Lion 2013 featured 1,400 U.S. personnel, 900 Moroccan troops and foreign observers who collaborated for a successful operation. In all, 250 short tons – there are 2,000 pounds to each short ton – of equipment were moved with the support of Watson-class vehicle cargo ship USNS Dahl (T-AKR 312) from its berth in Agadir, Morocco.

“African Lion ‘13 provided the opportunity for EPU 107 to work with our Army counterparts and form a JTF-PO under real world conditions,” said Cmdr. Eric Gunn, commanding officer of EPU 107. “Given that the JTF-PO capability is relatively new, the exercise was also an outstanding opportunity for our Joint team to prove the merits of the concept.”

EPU regularly perform demanding MSC port operations like those conducted during African Lion 2013. The more than 300 SRC Sailors who make up the three CARTs and 11 detachments that man the MSC ships while underway represent the seagoing side of the equation.

CARTs can be brought aboard MSC ships to work independently on specific missions or to integrate with the civil service mariners (CIVMARs) who man the ships. Their roles can vary while performing the primary mission of underway

replenishment (UNREP) with Navy warships. The teams may be assigned to fuel delivery equipment operations, assisting with vertical replenishment operations, ammunition handling or deck equipment maintenance. They are prepared to perform roles across all aspects of cargo transfer.

Over the course of 2012, CART III alone participated in eight operational underway missions in the Pacific and one underway mission in the U.S. Central Command (CENTCOM) area of responsibility aboard Kilauea-class ammunition ship USNS Flint (T-AE-32).

“The main rewards for a Sailor of being assigned to CART is the opportunity to get underway and be at sea for their annual training, and the ability to earn their ESWS qualification,” said CART III commanding officer David Langlie. “The CART teams are certified through MSC to have an ESWS program so that any Sailor who does not have a warfare pin, or wants to earn an additional pin, can do this while assigned to CART.”

Whether as SSOs or SWOs or enlisted Sailors, performing at a regional MSC office, at a port in Morocco or as part of a rig team onboard an MSC ship, the SRC is there to support. The broad range of skill sets and experience offer a valuable capability to the fleet and represent the best qualities of the Navy Reserve. ○

# Reserve Sailors put Commanders in touch with Civilian Shipping

By Lt. Cmdr. Mike Billips, U.S. Fleet Forces Command Public Affairs

**N**inety percent of all of the world's shipping travels by sea, and 100 percent of the Sailors helping America's Navy track and communicate with those merchant ships, and keep them out of harm's way, are members of the U.S. Navy Reserve.

The Navy's six Naval Cooperation and Guidance of Shipping (NCAGS) Reserve units provide a flexible tool for theater commanders to use in response to missions such as counter-piracy and humanitarian relief, said Capt. Mike Czarnik, operations and plans officer for the NCAGS headquarters enterprise, part of U.S. Fleet Forces Command's Reserve support.

NCAGS provides the theater commander with real-time clarity of the merchant shipping picture. Secondarily, it ensures safe passage of shipping in a contingency or emergency.

About half of the officers and many enlisted members in the 130-person NCAGS community work in the commercial shipping industry, Czarnik said. Only Reservists can bridge both the military and commercial worlds in such a manner, and having personnel who can fluently converse in both circles helps ensure better communication between the fleet and merchant ship masters.

"We try to speak in a manner that makes sense to a merchant," Czarnik said. "We go to the ships to interview the master, talk about what publications he uses, what communications gear he has."

NCAGS missions take personnel around the world, usually as individuals or in small shipping control teams. Most officers have a surface warfare background, and enlisted members primarily are boatswain's mates working pier operations and operations specialists working in port control.

The NCAGS Reserve units are aligned with the numbered fleets, and manned, trained and administered by U.S. Fleet Forces Command in Norfolk, Va.

Missions can range from staffing a Maritime Control Center during an exercise or operation, to boots-on-ground liaison work such as the 2010 Haiti earthquake.

"Humanitarian relief missions usually rely on commercial carriers to bring in the bulk of emergency relief supplies," said Czarnik. "But in the wake of a disaster, a commander needs eyes on the port to ensure that facilities are available for their offload."

"The fleet commander knows how many piers are in a given port, but

in the wake of something like an earthquake, some of them may be knocked out," Czarnik said.

This happened in Haiti, and a forward-deployed NCAGS team helped assess and communicate the port's status up their chain of command, as well as to shipping companies and non-governmental relief organizations.

When not called out to manage shipping and port



▲ **Members of a Naval Cooperation and Guidance of Shipping detachment** observe Navy divers as they inspect a pier in Haiti, during relief operations in response to the January 2010 earthquake.

*(U.S. Navy photo)*

issues, NCAGS personnel are continually engaged in building relationships between the many shipping and naval stakeholders that exists in the U.S. and around the world.

A NATO Shipping Working Group conference was recently hosted by an NCAGS unit based in New York City, and was held in the city's downtown financial district. In recognition of the current fiscal environment, the meeting was staged at no cost to the government. The connections and flexibility of the Reserve community were vital to making that happen, said the NCAGS New York Detachment commander, Cmdr. James Polickoski.

"This is an example of how, as Reservists with diverse civilian jobs, we're able to leverage and network far outside the Navy to make things happen," said Polickoski. "This is what the citizen-Sailor brings to the table."

Cmdr. John "Dice" Gormley, the New York detachment's executive officer, planned and executed the conference with a two-Sailor team, obtaining no-cost meeting space at the historic Alexander Hamilton U.S. Customs House.

The result was indistinguishable from a similarly professional conference that could have cost the taxpayer thousands of dollars.

Most NATO navies use Reservists to perform NCAGS duties as well, said Royal Norwegian Navy Commander Stein Olav Hagalid. As head of the NATO Shipping Centre in Northwood, United Kingdom, Hagalid has had a number of U.S. NCAGS

members work for him, including Gormley.

"All the U.S. officers have been extremely capable of grasping the work they have been asked to do as NCAGS officers," Hagalid said.

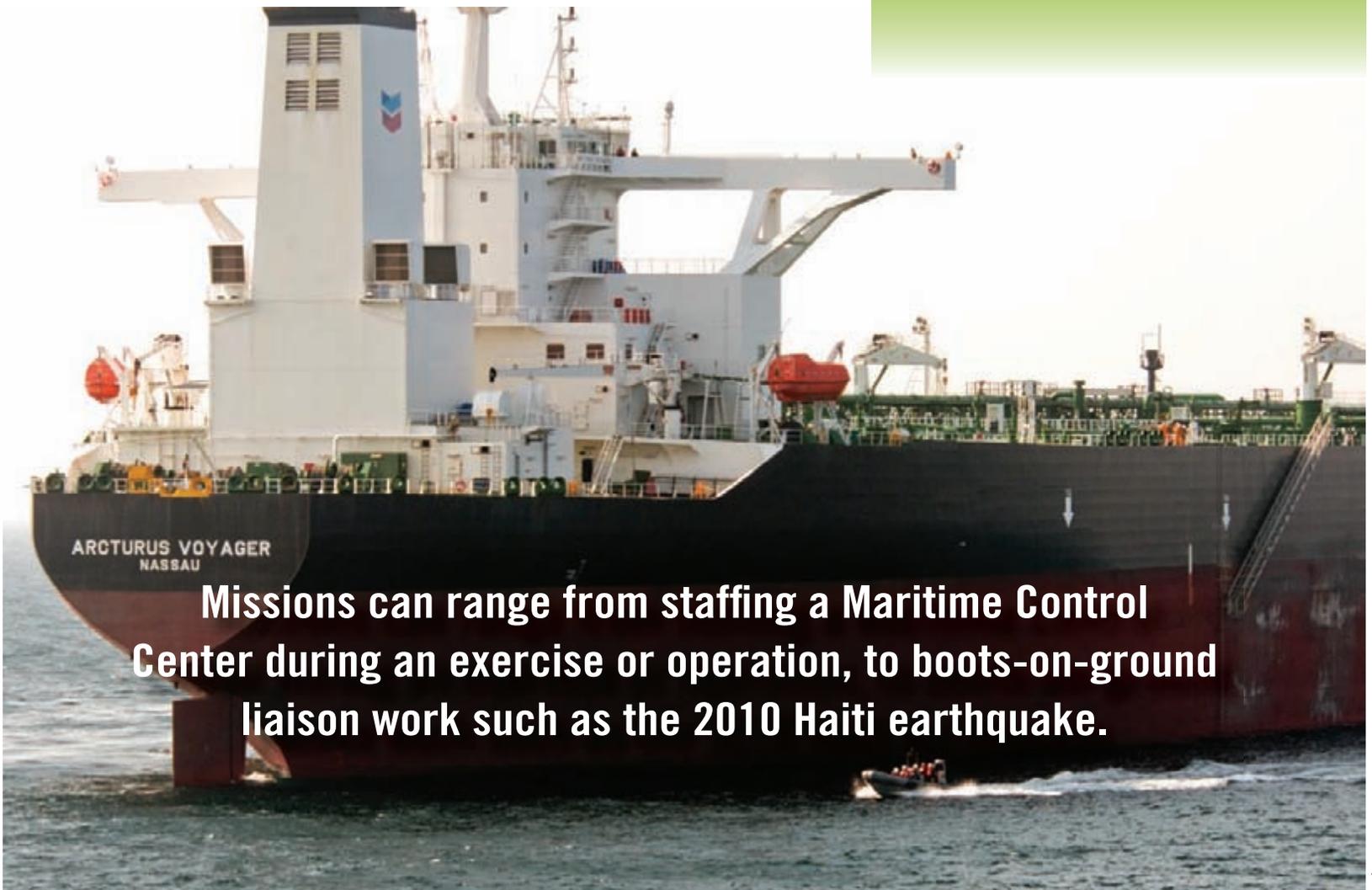
Gormley worked on a project to identify and categorize dhows operating in the Arabian Sea and neighboring waters, an area where much of the world's counter-piracy efforts have been focused for the past decade.

Established in 2011, the Dhow Project seeks to increase local knowledge, reduce hijacking of local vessels and enable regional cooperation. Gormley helped gather information on ownership, registration, trade routes, fishing, communications procedures and other activity. This was used to generate fishing templates, flash cards, identification guides for dhows, skiffs and whalers, and recognition charts.

With an increasing prevalence of armed security on ships traveling in waters where piracy is prevalent, the project provides situational awareness as well as increased safety for all involved, Hagalid said. "We provide this to the shipping community, so that they don't wind up shooting at innocent fishermen." ○

▼ **Members of Destroyer Squadron (COMDESRON) 50** depart the merchant vessel M/V Arcturus Voyager on a rigid-hull inflatable boat during Lucky Mariner 2013 (LM13).

*(U.S. Navy photo by Mass Communication Specialist 2nd Class Aaron Chase)*



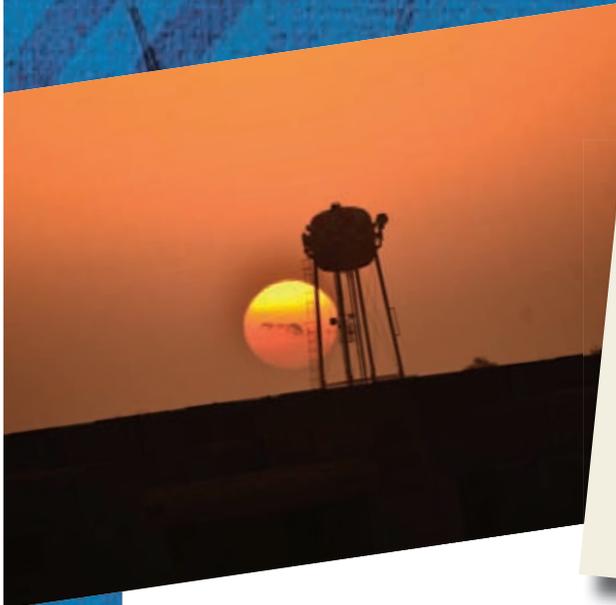
**Missions can range from staffing a Maritime Control Center during an exercise or operation, to boots-on-ground liaison work such as the 2010 Haiti earthquake.**



IN THE SPOTLIGHT

# Boots on the Ground

By Master-at-Arms 2nd Class Natiya Kazemi



*Greetings once again from the desert! This marks the final month of my boots on ground period here in Kandahar, Afghanistan. The journey has been a remarkable experience that gave me the opportunity to work with a dynamic group of Sailors, Soldiers, Airmen and Marines in a very fast-paced and challenging environment.*

▲ One of the sights that will be missed, the sun rising over Kandahar Airfield.

*(U.S. Army photo by Lt. Col. Daniel Bohmer)*

This month we leave behind and bid farewell to the 43d Sustainment Brigade (SB) out of Fort Carson, Colo., led by Col Todd Heussner and Command Sgt. Maj. Anthony Traylor. We wish them good luck as they continue on their way to operating bases in support of base closures and base transfers inside each regional command dispersed throughout the Combined Joint Operation Area-Afghanistan (CJOA-A.)

I, along with the other Individual Augmentee (IA) Sailors, leave the combat field with pride in the work we've done. Our time has been marked by meaningful achievements that started by setting goals, identifying objectives, establishing a plan and motivating ourselves to accomplish our professional and personal missions.

We also welcome with anticipation our new replacements – Sailors who bring their own experience and leadership skills. They are highly motivated, and ready to take on the adventures of a Joint environment.

After picking up our six replacements from the Kandahar Airfield, our number one priority was to set them up for success while balancing our work load and redeployment checklist. Luckily, unlike our late evening arrival experience, they arrived in the afternoon. This allowed them to “comfortably” transition into their living arrangements, while having the necessary facilities readily available, such as the PX, boardwalk, laundry and dining facilities. I was delighted to be not only a “go to person,” but a friendly face, providing a warm welcome to my fellow shipmates.

We the Navy IAs were all on the same page and understand that in this Joint environment, setting up our fellow Sailors and Marines had to be a

flawless mission.

Prior to their arrival we were all brainstorming on the challenges that we encountered upon arriving to Kandahar, and how we could exceed the expectations that we had for ourselves so many months ago.

Luckily we were all in different areas which would give us the inside “know how” in creating a smooth transition. Master-at-Arms 2<sup>nd</sup> Class Robert Stepp was in Mobility, which allowed us to track their movements as they traveled to theater and provide transportation upon arrival, Personnel Specialist 1<sup>st</sup> Class Jesse Villanueva was key in communicating to our replacements for the past few months, allowing them to eliminate concerns or questions prior to arrival and I was able to coordinate billeting, supplies (including meal cards and laundry bags), during-processing and training.

Training was quick, detailed and repetitive. The tools were given by

providing not only hands-on training, but note taking and a step by step continuity book. After a few days they were ready to start their mission. I can honestly say we set them up for success.

Now with only three days left I started to feel rushed. I remember about five months back when the 593d SB CENTCOM Materiel Recovery Element (CMRE) team was redeploying back to the states, they were required to take multiple classes, and I'm glad I took the opportunity to take those classes as well. They were extremely helpful, providing awareness of a few of the concerns that I may have and how to not only deal with these concerns, but who could help me, should I have questions or concerns.

I quickly set up my "To-Do" checklist: Room packed and ready to go? Check! Mailed my tuff boxes home? Check! Cleaned my rifle and it's ready for turn in? Check! Turn in my last load of laundry? Check! Bought my last minute items from the PX for my travel period to Manas, Kyrgyzstan, Ramstein

▼ **Leaving their mark.**

*(Courtesy photo)*

Airbase, Germany and San Diego as I redeploy back to the USA? Check! Direct Exchange (DX) my boots before leaving? Check! And reviewed my uniform "turn in" checklist? Check! I had a laundry list of items to complete today and I guess the motto of the 43d SB CMRE team "Make it happen" has rubbed off on me, because I definitely made it happen today.

This deployment, up to this point, has given me the opportunity to strive and push myself in ways I never thought possible, both mentally and physically. One of the most challenging things that I've encountered, has been to immediately realize that I couldn't control "everything" anymore. I quickly realized that things happen and you have to adapt, sometimes even quicker than you'd like to, I've learned that even though I've always previously accepted change as a good thing, I'd also have to accept it as a never ending cycle of life. One of the hardest lessons I've learned on this deployment

is balancing both my civilian life and military career. They are both two truly different environments and ways of life.

The 593d SB and 43d SB CMRE teams were directed, organized and led with two different styles of leadership, but in the long run they both had one mission. I'm proud to have had the opportunity to work in this Joint environment where everyone rose to the challenge on a daily basis. Thank you to the Soldiers, Sailors, Airmen and Marines for making this an amazing experience. ○

▼ **The gateway to Kandahar.**

*(U.S. Department of Defense photo by Spc. Jerry T. Combes)*



**TRICARE Reserve Select (TRS)** is a premium-based health plan available for purchase by Selected Reserve Sailors (SELRES), excluding IRR and VTU, who are not eligible for nor enrolled in Federal Employee Health Benefit plans.

**TRS** premiums are \$51.62 a month for individual coverage and \$195.81 a month for family coverage. Under TRS, members receive comprehensive coverage with access to TRICARE-authorized providers and military treatment facilities on a space-available basis. Members pay fewer out-of-pocket costs when choosing a provider in the TRICARE network. TRS offers extremely low annual deductibles and cost-share along with a catastrophic cap of \$1,000 deductible maximum for each family. A variety of inpatient, outpatient and clinical preventative services are covered as well as emergency services.



**New for 2013: All premiums must be paid by either recurring electronic funds transfer from financial institutions or recurring credit/debit card. No written checks will be accepted.**

1. TRS also offers survivor coverage for up to six months after the death of a service member.
2. The TRICARE network consists of three regional domestic contractors and one overseas contractor.
3. Many SELRES members do have other healthcare options offered by private-sector employers.
4. The coverage offered under TRS is similar to TRICARE Standard or Extra.
5. Costs to consider are family coverage versus single coverage, copayments, prescription drug programs, catastrophic caps and which health care plans are accepted by the member's (and family's) preferred doctors and hospitals.
6. Purchasing TRS is a three-step process that is done through the Guard and Reserve Web portal.
  - **Step One:** Service member logs onto [www.dmdc.osd.mil/appj/reservetricare](http://www.dmdc.osd.mil/appj/reservetricare) and completes the TRS request form DD Form 2896-1.

- **Step Two:** Print and sign the form.
- **Step Three:** Submit the completed form along with premium payment to the regional contractor.

The mailing information for the appropriate regional contractor will auto populate once your form is complete and you request it to print. Coverage begins on the first day of the first or second month, whichever the member chooses, after the postmark date of the DD Form 2896-1. Members should contact the regional contractor for information or assistance on purchasing TRS coverage, premium billing questions, obtaining healthcare services, claims or covered benefits. The information about coverage under these plans can be found at [www.tricare.mil](http://www.tricare.mil).

*TRICARE policies and benefits are governed by public law and changes are made as public law is amended. Contact your regional contractor or local TRICARE Service Center for current updates. For more information on TRICARE or the Health Insurance Portability and Accountability Act Notice of Privacy Practices, go to [www.tricare.mil](http://www.tricare.mil).*

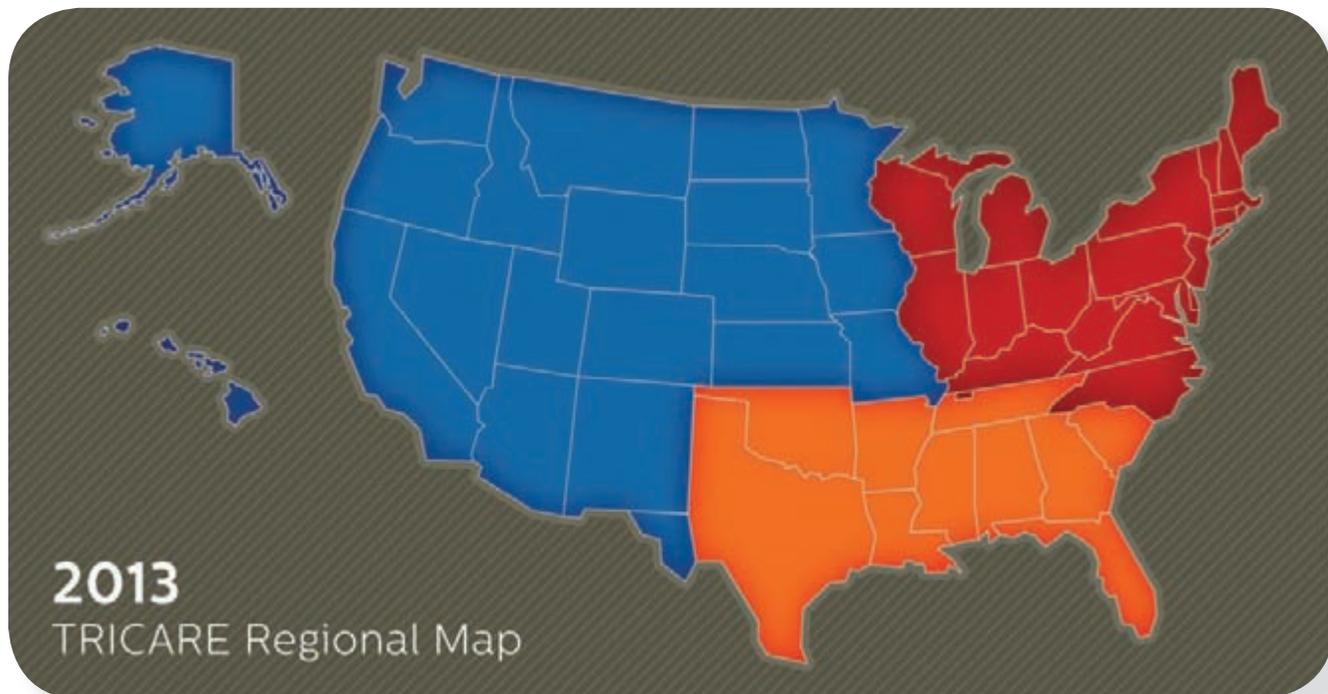
**Reserve Affairs**  
<http://ra.defense.gov>

**Guard/Reserve Portal Address**  
[www.dmdc.osd.mil/appj/trs/index.jsp](http://www.dmdc.osd.mil/appj/trs/index.jsp)

**TRICARE**  
[www.tricare.mil](http://www.tricare.mil)

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**★ TRICARE WEST**

**Regional Contractor: TriWest Healthcare Alliance Corp. (TriWest) (Expired 3/31/13)**  
**888-TRIWEST (888-874-9378) [www.triwest.com](http://www.triwest.com)**  
**UnitedHealth Group (Effective April 1, 2013)**  
**(800) 328-5979 [www.unitedhealthgroup.com](http://www.unitedhealthgroup.com)**

Alaska, Arizona, California, Colorado, Hawaii, Idaho, Iowa (excluding Rock Island Arsenal area), Kansas, Minnesota, Missouri (excluding the St. Louis area), Montana, Nebraska, Nevada, New Mexico, North Dakota, Oregon, South Dakota, Texas (the southwestern corner, including El Paso), Utah, Washington and Wyoming.

**★ TRICARE SOUTH**

**Regional Contractor: Humana Military Healthcare Services, Inc. (Humana Military)**  
**877-298-3408 or 800-444-5445**  
**[www.humana-military.com](http://www.humana-military.com)**

Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, Oklahoma, South Carolina, Tennessee (excluding the Ft. Campbell area) and Texas (excluding the El Paso area).

**★ TRICARE NORTH**

**Regional Contractor: Health Net Federal Services, LLC (Health Net)**  
**877-TRICARE (877-874-2273)**  
**[www.healthnetfederalservices.com](http://www.healthnetfederalservices.com)**

Connecticut, Delaware, the District of Columbia, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, Wisconsin and portions of Iowa (Rock Island Arsenal area), Missouri (St. Louis area) and Tennessee (Ft. Campbell area).

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**Regional Contractor: Humana Military Healthcare Services, Inc. (Humana Military)**  
**877-298-3408 or Overseas: 888-777-8343**  
**[www.humana-military.com](http://www.humana-military.com) or**  
**Overseas: [www.tricare.mil/overseas](http://www.tricare.mil/overseas)**

The TRICARE overseas areas include TRICARE Europe, TRICARE Latin America and Canada (TLAC), and TRICARE Pacific. The TRICARE South Region contractor, Humana Military, handles enrollment, billing and customer support services for these overseas areas.

# RC PHONE DIRECTORY

If any information in this Navy Reserve RC Phone Directory is in error, please email the editor at johnny.i.michael@navy.mil with the correction.



Chief of Navy Reserve  
(703) 693-5757

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Office of the  
Chief of Navy Reserve  
(703) 693-5757

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Commander, Navy Reserve  
Forces Command  
(757)445-8500

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Force Equal Opportunity  
Advisor and EO Hotline  
Chief Steven Sawyer  
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(757) 322-5679

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Springfield, Mo.  
(417) 869-5721

---

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

---

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

---

Tulsa (Broken Arrow), Okla.  
(918) 279-3700

---

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

Ventura County, Calif.  
(805) 982-6106

Reno, Nev.  
(775) 971-6289

Sacramento, Calif.  
(916) 387-7100

Salt Lake City, Utah  
(801) 736-4200

San Diego, Calif.  
(858) 537-8040

San Jose, Calif.  
(408) 294-3070

Tucson, Ariz.  
(520) 857-7828

**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

Spokane, Wash.  
(509) 327-3346

Springfield, Ore.  
(541) 915-2391

Whidbey Island, Wash.  
(360) 257-2922

Commander, Naval Air  
Reserve  
(619)-767-7379

VP-62  
(904) 542-4461

VP-69  
(360) 257-6969

Fleet Logistics, Support Wing  
(817) 825-6438

VR-1  
(240) 857-3410

VR-51  
(808) 257-3289

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  
(609) 754-1890

ETD Pacific  
808-448-9278

ETD Sigonella  
011-39-095-86-5289

Tactical Support Wing  
(817) 782-5295VAQ-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) 293-2654HSC-85  
(619) 545-7218

HSC-84  
(757) 445-0861

HSL-60  
(904) 270-6906

VP-30 SAU  
(904) 542-3060

VAQ-129 SA  
(360) 257-2276

VAW-120 SAU  
(757) 444-5072

VFA-125 SAU  
(559) 998-1841

HSC-3  
(619) 545-8196

HS-10  
(619) 545-6600

VFA-106  
(757) 433-9081

VFA-122  
(559-998-3482

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

Expeditionary Strike  
Group Seven  
011-81-98-954-1605

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) 433-1610

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

Strategic Sealift  
Readiness Group  
(800) 535-2580

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

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

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

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

Naval Construction Forces  
Command  
(757) 462-3658

Naval District Washington  
Headquarters  
(202) 369-7683

Naval Education and  
Training Command  
(850) 452-4000

Naval Facilities  
Engineering Command  
(202) 685-9499

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

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

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

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

Naval Health Clinic  
Charleston, S.C.  
(843) 743-7000

Naval Health Clinic  
Great Lakes, Ill.  
(847) 688-4560

Naval Hospital  
Jacksonville, Fla.  
(904) 542-7300

Naval Hospital  
Lemoore, Calif.  
(559) 998-4481

Naval Hospital Naples Italy  
011-39-081-811-6000/1  
Naval Hospital  
Oak Harbor, Wash.  
(360) 257-9500

Naval Hospital Pensacola, Fla.  
(850) 505-6601

Naval Hospital  
Yokosuka, Japan  
011-81-46-816-5137

Naval Inspector General  
Hotline  
(800) 522-3451

Naval Medical Center  
Portsmouth, Va.  
(757) 953-5000

Naval Medical Center  
San Diego, Calif.  
(619) 532-6400

Navy Medicine Manpower  
Personnel Training and  
Education Command  
(301) 295-2333

Naval Meteorology  
and Oceanography Command  
(228) 688-4384

Naval Network  
Warfare Command  
(540) 653-5001

Naval Network Warfare  
Command  
(757) 417-6750

Naval Operational  
Logistics Support Center  
(717) 605-5790

Chief of Naval Operations  
(703) 697-5664

Naval Operations Office of the  
Chief of Chaplains  
(504) 678-1394

Naval Operations  
Office of Naval Intelligence  
(504) 678-1394

Naval Personal Development  
Command  
(757) 444-2996

Naval Sea Systems Command  
(202) 781-1748

Naval Training Support Center  
Great Lakes, Ill.  
(847) 688-3536

Naval Special Warfare Command  
(619) 437-2848

Naval Special Warfare  
Operational Support Group  
(619) 522-3232

Naval Station Rota Spain  
011-34-956-82-2222

Naval Supply Systems  
Command  
(717) 605-3565

Naval Support Activity, Bahrain  
011-973-39-14-6793

Naval Surface Force  
US Atlantic Fleet  
(757) 836-3057

Naval Surface Forces/Naval  
Surface Force US Pacific Fleet  
(619) 437-2950

Naval War College  
(401)-841-3304

Navy Criminal Investigation  
Service Espionage Hotline  
(800) 543-6289

Navy Emergency Preparedness  
Liaison Officer Program  
(504) 678-4264

Navy Expeditionary Combat  
Command  
(757) 462-4316

Navy Expeditionary  
Logistics Support Group  
(757) 887-7639

Navy Information Operations  
Command(NIOC) Maryland  
(301) 677-0817

NIOC Misawa, Japan  
011-81-3117-66-2834

NIOC Norfolk, Va.  
(757) 417-7112

NIOC Pensacola, Fla.  
(850) 452-0400

NIOC San Diego, Calif.  
(619) 545-9920

Navy Net-Centric Warfare  
Group  
(240) 373-3125

Naval Installations Command  
(202) 433-3200

Navy Munitions Command  
(757) 887-4834

Navy Personnel Command  
1-877-807-8199

Naval Region Europe, Africa,  
and Southwest Asia  
011-39-081-568-6777  
DSN: 314-626-6777

Naval Region Guam  
(671) 355-1110

Naval Region Southeast  
(904) 542-2324

Naval Region Hawaii  
(808) 473-4505

Naval Region Japan  
011-81-46-816-3155

Naval Region Korea  
011-822-7913-7251

Naval Region Mid-Atlantic  
(757) 322-2800

Naval Region Singapore  
011-65-67-50-2531

Naval Region Hawaii  
(808) 473-1168

Naval Region Midwest  
(847) 688-2884

Naval Region Northwest  
(360) 315-5123

Naval Region Southwest  
(619) 532-2925

Navy Support Activity,  
Washington, D.C.  
(202) 433-3963

Office of Naval Intelligence  
(301) 669-5557

Office of Naval Research  
(703) 696-5031

Puget Sound Naval Shipyard  
(360) 476-7683

Sealift Logistics Command  
Atlantic  
(757) 443-5758

Sealift Logistics Command  
Europe  
011-39-081-568-3568

Sealift Logistics Command  
Pacific  
(619) 524-9600

Space And Naval Warfare  
Systems Command  
(619) 524-7323

Commander Submarine Force  
US Atlantic Fleet  
(757) 836-1341

Commander Submarine Force  
US Pacific Fleet  
(808) 473-2517

Submarine Group Nine  
(360) 396-6530

Submarine Group Ten  
(912) 573-3733

Submarine Group Two  
(860) 694-5683

Submarine Squadron Eleven  
(619) 553-8641

US Africa Command  
011-49-711-729-4484

US Central Command  
(757) 836-4180

US European Command  
011-49-711-680-113

US Fifth Fleet  
011-973-724-383

US Fleet Forces Command  
(757)-836-4180

US Joint Forces Command  
(757) 836-6555

US Naval Forces Africa  
011-39-081-568-4634

US Naval Forces Alaska  
(907) 463-2248

US Naval Forces Central  
Command  
011-973-724-383

US Naval Forces Europe  
011-39-081-568-4634

US Naval Forces Japan  
011-81-46-816-1110

US Naval Forces Korea  
011-822-7913-5795

US Naval Forces Marianas  
(671) 339-7133

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

US Naval Special Warfare  
Command  
(619) 522-2825

US Northern Command  
(719) 554-5920

US Pacific Command  
(808) 477-9138

US Pacific Fleet  
(808) 474-8415

US Second Fleet  
(757)443-9850

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

US Sixth Fleet  
011-39-081-568-4634

US Southern Command  
(305) 437-1261

US Strategic Command  
(402) 294-0246

US Third Fleet  
(619) 767-4296

US Transportation Command  
(618) 229-8269

Naval Reserve Intelligence  
Command

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

Naval Intelligence Reserve  
Region Northwest  
(360) 315-6001

Naval Intelligence Reserve  
Region Southeast Det  
New Orleans  
(504) 678-3411

Naval Intelligence Reserve  
Region Southeast - Ft. Worth  
(817) 782-6464

Naval Intelligence Reserve  
Region Southeast -  
Jacksonville  
(877) 882-7396

Naval Intelligence Reserve  
Region Southwest San Diego  
(800) 873-4139

Naval Intelligence Reserve  
Region Southwest Det Denver  
(720) 847-6240

Naval Intelligence Reserve  
Region Midwest  
(847) 688-6273

Naval Intelligence Reserve  
Region Midwest Det  
Minneapolis  
(847) 688-6273

Naval Intelligence Reserve  
Region Southeast Det Atlanta  
(678) 655-6380

Naval Intelligence Reserve  
Region Mid-Atlantic  
(757) 444-1352

Naval Intelligence Reserve  
Region Washington  
(240) 857-7878

Naval Intelligence Reserve  
Region Midwest Det Millington  
(847) 688-6273

Naval Intelligence Reserve  
Region Midwest Det Detroit  
(847) 688-6273

Naval Expeditionary Combat  
Command  
(757) 462-4316

Explosive Ordnance Disposal  
Group One  
(619) 437-3700

Explosive Ordnance Disposal  
Group Two  
(757) 462-8453

First Naval Construction  
Division  
(757) 462-3658

Naval Construction Forces  
Command  
(757) 462-3658

Maritime Expeditionary  
Security Force

Maritime Expeditionary  
Security Group One  
(619) 437-9808

Maritime Expeditionary  
Security Group Two  
(757) 396-0513

Chief of Naval Air Training

CAOSO  
(361) 961-3386

CNRF CNATRA/FRS PM  
(757) 322-6751

## SUBMISSION GUIDELINES

### PHOTO SUBMISSIONS

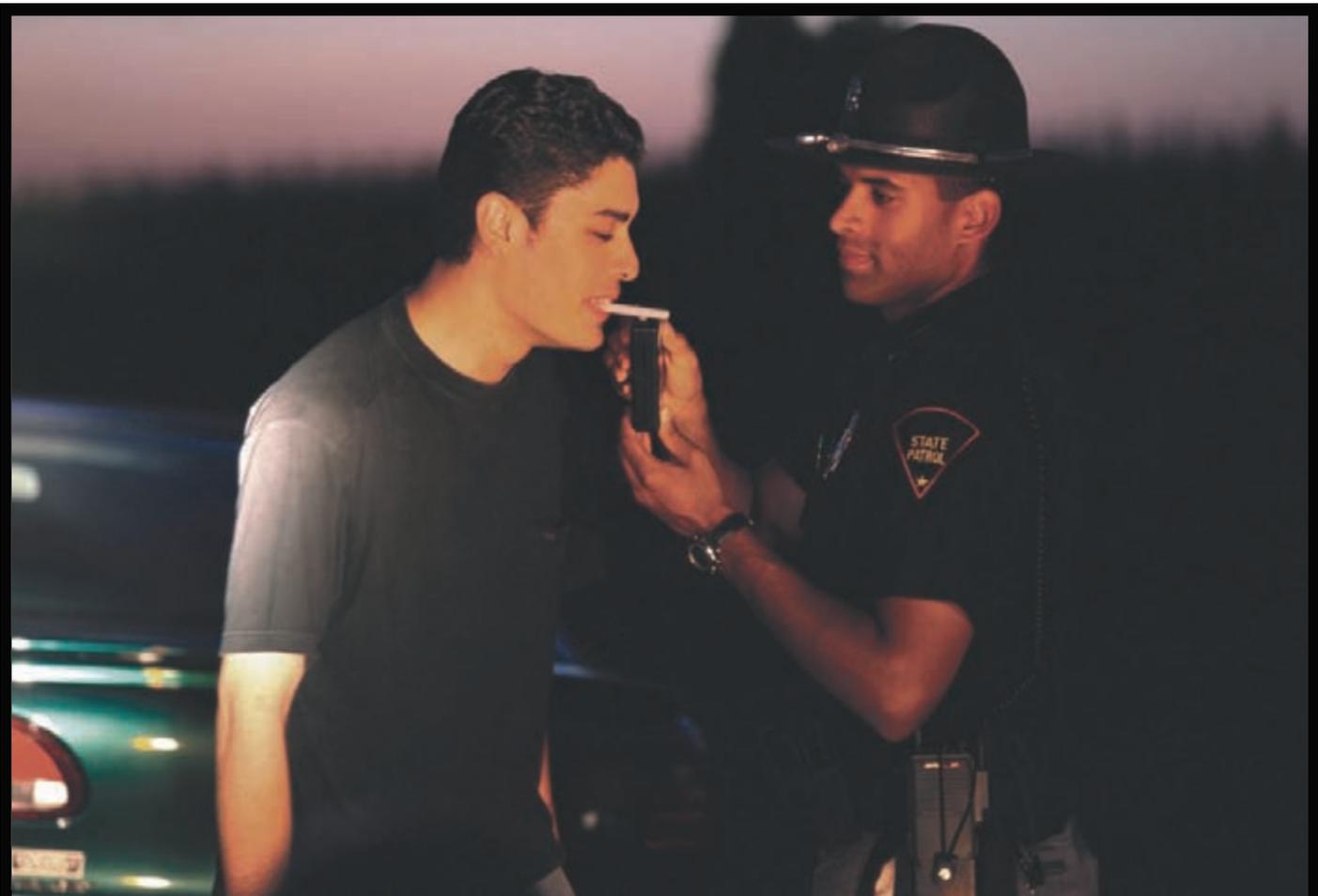
Due 5th of the month. High-resolution 300 dpi photos. Set camera on the highest setting (TIFF, FINE and/or HQ). Shoot photos of action supporting the story. Posed shots or "grip-n-grins" are the least desirable. If the story is about people receiving awards, show us what they do that garnered said award.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

### STORY SUBMISSIONS

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

### QUESTIONS AND SUGGESTIONS

Please contact the editor at johnny.i.michael@navy.mil or call (757) 322-5624.



Poster Idea: VFA-151

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Maybe That Last Drink Was a  
Bad Decision  
**Don't Drink and Drive**



[www.public.navy.mil/navsafecen/](http://www.public.navy.mil/navsafecen/)