

It's A Blast!

Innovative Surge!



# The NAVY RESERVIST

SUPPORT TO THE FLEET... READY AND FULLY INTEGRATED

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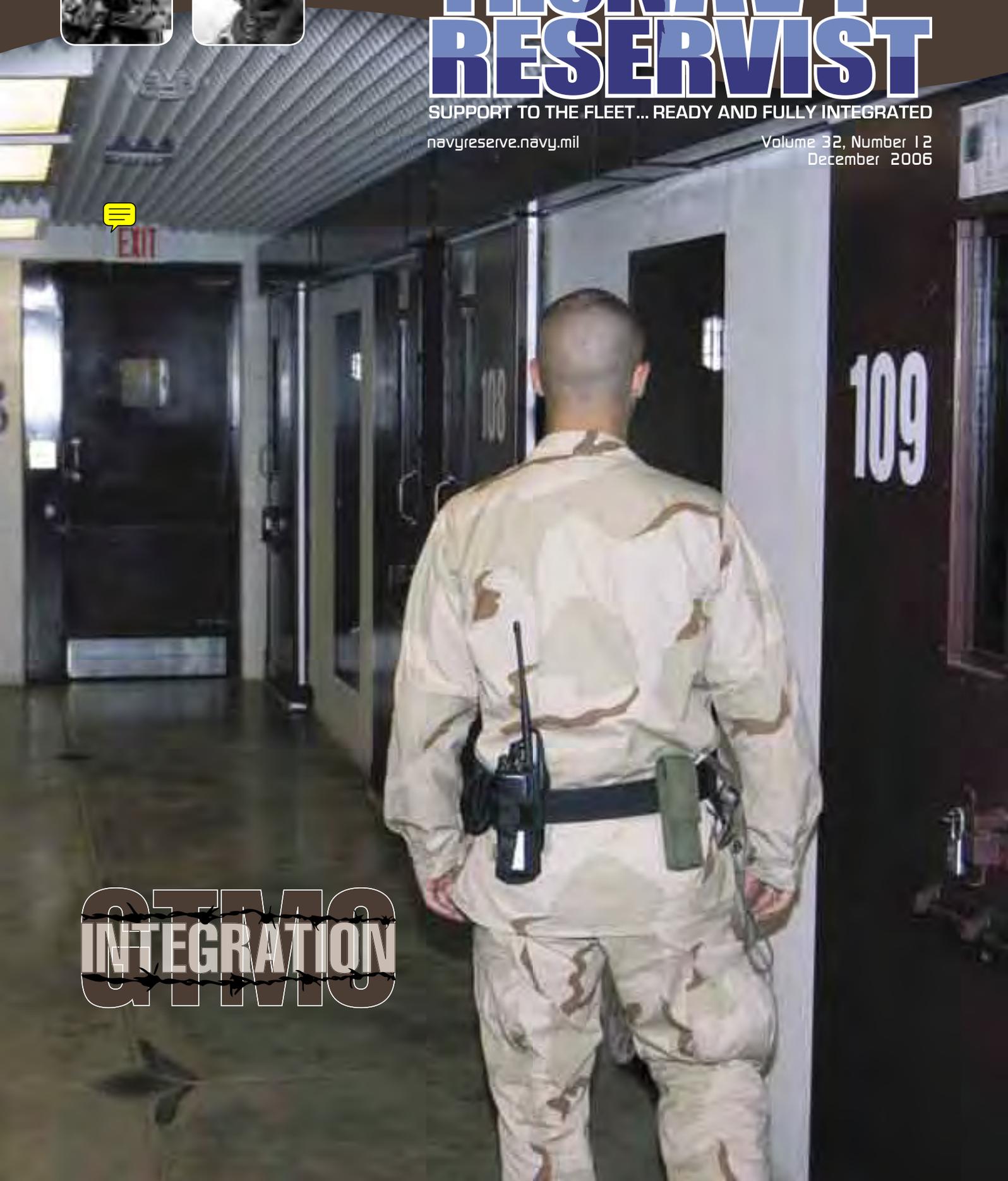
Volume 32, Number 12  
December 2006



EXIT

109

**ATMOS**  
INTEGRATION





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## DoD Assists Navy Spouses Get Teacher Certifications

Spouses to Teachers offers military spouses who are pursuing a teaching career or are already teachers up to \$600 in reimbursement money for state teacher certification tests.



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## RIMPAC 2006: It's A Blast!

Navy Reserve Explosive Ordnance Disposal Group One showed off their skills and dedication during the 20th multi-national exercise, Rim of the Pacific.



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## Training Squadron 10 Develops "Surge" Concept

Active and Reserve component flight instructors took part in all aspects of daily squadron activity, i.e. daily flight operations, simulator training, flight scheduling and ground duties.



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## Rebuilding Al-Anbar Province With Navy IA Help

Senior enlisted Navy leaders volunteer as Individual Augmentees to rebuild Western Iraq cities.



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## Fleet Marine Force Warfare Badge Not Just For Marines

Sailors deployed for 90 consecutive days directly supporting Marine Corps operational commands during combat or non-war military operations are now eligible.



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## Inside Integration - Guantanamo Bay

Reservists are integral components in this Southern Cuban enclave detaining combatants captured in the Global War on Terror.



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## Reserve Ship Pilots

In the Arabian Gulf, a small exclusive association of Navy Reservists are quietly, yet dynamically making a difference in the Global War on Terror.



### Our Cover:

A Sailor makes his rounds of patrolling the halls of Guantanamo Bay, Cuba Detention facility.

U.S. Navy photo by  
Mass Communication  
Specialist 2nd Class  
Kurt Eischen

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*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 New Orleans. Contributors may send news and images by e-mail to [navresfor\\_tnr@navy.mil](mailto:navresfor_tnr@navy.mil) or by mail to: *The Navy Reservist*, COMNAVRESFOR (NOOP), 4400 Dauphine Street, New Orleans, La. 70146-5046. Telephone inquiries should be made to (504) 678-1240 or DSN 678-1240.

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

NEWS ONLINE ... *The Navy Reservist* current and past issues can be accessed online at <http://navyreserve.navy.mil>. Navy Reserve News Stand, a Web site featuring Navy Reserve news and photos, plus links to Navy fleet pages, can be viewed at [www.news.navy.mil/local/nrf](http://www.news.navy.mil/local/nrf).

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

"They know the depths and turns of the waters around them."



# Piloting Dangerous Waters

story by  
Mass Communication  
Specialist 1st Class(SW/AW)  
Rob Kerns  
and Cmdr.  
Michael J. Kondrackisnaps

In the Arabian Gulf, a Navy Reserve pilot navigates a ship into port.



One of many Kuwaiti ports, each requiring intimate knowledge of obstacles and currents, that Navy Reserve pilots must master.

Navy Reserve pilot has the bridge and guides a MSC ship safely into port.

LEFT: A Navy Reserve pilot boards a ship destined for a Kuwaiti port.

*"He is the best Sailor who can steer within fewest points of the wind and exact a motive power out of the greatest obstacles."*

Henry David Thoreau (1817–62),  
U.S. philosopher, author, naturalist.  
A Week on the Concord and Merrimack Rivers,  
"Friday" (1849).

The War on Terror has brought many types of Soldiers and Sailors to the far reaches of the globe. Many of them are seen daily on TV and in newspapers. However, there is one group of Sailors serving quietly and diligently in the waters off the coast of Kuwait whose work is vital in fighting the war.

They are the Navy Reserve ship's pilots.

shape of the vessel, sail factor of the hull, wind, current, visibility, vessel traffic, ship's helmsmen, ship's horsepower, bow thrusters and assist tugs.

Normally, it takes years of training and sea time to become a pilot.

As cargo ships continue to become larger (900+ feet in length), the handling of these ships has become more difficult. The stakes have become higher in safely handling these larger ships due to the increased amount of cargo on one ship, as well

as the enormous amount of fuel that the ships carry.

In order to assist in the safe handling of our nations

and professional lives so that they can serve our country in the Arabian Gulf. This has taken place since March 2003 and continues today.

According to MMR Program Manager, Lt. Cmdr. Eric R. Johnson, the pace of the pilots can be quite demanding.

"Our Reserve pilots normally serve a 21-day rotation in the Gulf," said Johnson. "During this time they are constantly underway with ships bringing in as many as six ships a day."

Building a relationship with the Kuwaiti Port Authority and Kuwaiti pilots have helped ease the tensions that may arise from bringing in such a high number of ships on a daily basis.

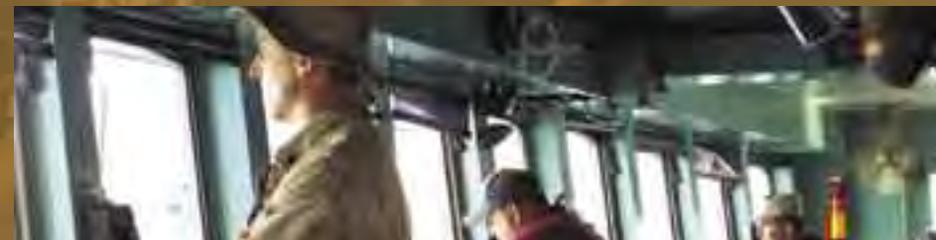
"The relationship we have developed with the Kuwaiti Port Authority and Kuwaiti pilots is the cornerstone of our operation," said Navy Reserve Pilot Cmdr. Scott Frailey, who has served five tours in Kuwait. "These are their ports and without their cooperation we could not bring in the volume of cargo we do to these ports."

"Over an eight-month period we worked side by side with the Kuwaiti pilots bringing in the ships right along side them. They are now completely comfortable with us bringing ships in and out of their ports."

At the end of their rotations to the Gulf the pilots return to their civilian jobs of piloting ships through the various waterways of the United States. However, many of them return to the front lines to help assure the troops are receiving the gear they need.

As the War on Terror continues, the need to supply the forces in theatre will continue to be essential. These Soldiers, Sailors, Airmen and Marines cannot receive their supplies without the guiding force of the Navy Reserve ships pilots. **TNR**

"masters of the waters they sail"



These 34 Reservists serve along side the Kuwaiti ship's pilots bringing in the ships to help support the ongoing war effort in Iraq.

Ship's pilots are masters of the waters they sail. They know the depths and turns of the waters around them. A ship's captain relies upon the expertise of these pilots for safe handling in one of the most dangerous navigation situations: which is coming in and out of port.

This is a specialized skill that requires the pilot to account for the

shape of the vessel, sail factor of the hull, wind, current, visibility, vessel traffic, ship's helmsmen, ship's horsepower, bow thrusters and assist tugs. Normally, it takes years of training and sea time to become a pilot. As cargo ships continue to become larger (900+ feet in length), the handling of these ships has become more difficult. The stakes have become higher in safely handling these larger ships due to the increased amount of cargo on one ship, as well as the enormous amount of fuel that the ships carry. In order to assist in the safe handling of our nations

These pilots have been able to transfer ship handling skills to safely guide some of the largest ships in the world in and out of ports, with which they have limited experience. These officers are coordinating their personal