Sailors who were selected for advancement during fall 2019 cycle 105 or 244, or who are a part of an accelerated advancement program, but had advancement withheld due to failing one or more PFAs, will receive an additional six months to have their advancement reinstated.

“We are also allowing for Sailors in a PFA failure status who have Full End of Active Obligated Service dates this calendar year to remain in service past their HYT date until their advancement status can be determined,” Simerman said.

Additionally, NAVADMIN 145/20 suspends the requirement for enlisted personnel selected for commissioning through any program to pass a commissioning PFA.

However, those individuals selected for commissioning must have passed their most recent PFA and if a member is medically exempt, they must have passed their most recent PFA prior to being medically exempt.

Full details, including the procedures for reinstating enrollment and advancement eligibility due to fitness failures are available in the NAVADMIN.

Questions and concerns about the policy clarification can be answered by calling the MyNavy Career Center at 1-833-530-6622 or by email at dkmNC@navy.mil.

The latest DoD policies can be found at: https://www.defense.gov/Explore/spotlight/Commissioning.

Naval Institute Press
3150 Chestnut St.
Annapolis, MD 21403
http://www.usni.org

Our Mission is the Navy Story

The Navy issued clarifying guidance for enlisted advancement eligibility due to the postponement of the Spring Navy-wide advancement exam, enlisted promotion selection boards, and suspension of the Cycle 1, 2021 physical fitness assessment (PFA). As a result of ongoing efforts to mitigate the spread of COVID-19, NAVADMIN 145/20, released May 19, provides clarifying guidance to enlisted advancement eligibility issues arising from the suspended spring PFA. The announcement is also intended to head off any potential concerns with Sailors approaching high-year tenure gates, who may have an advancement exam scheduled cycle by cycle reason.

“Sailors who were waiting to regain advancement eligibility or have their delayed advancement reinstated will have to wait a little bit longer because of the PFA suspensions,” said Lt. Cmdr. Peter Simerman, assigned to the Enlisted Force Plans and Policy branch for the chief of naval personnel.

“Once current distancing policies have been relaxed, we will allow passing mock PFAs to count toward Sailors regaining advancement eligibility and also for those who had their advancement withheld due to a PFA failure, to have their advancement reinstated,” Simerman continued.

Navy Clarifies Advancement Eligibility due to Coronavirus Postponements

TOP NEWS

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TOP NEWS

Navy Easing PCS Stress with New MyPCS Mobile App

By Susan Celotto, Navy Personnel Command Public Affairs

Permanent Change of Station (PCS) moves are an unavoidable part of Navy life. Whether your getting ready to do your first one or you’re a seasoned pro, the process can be stressful because it has so many components.

MyPCS Mobile app can help ease the stress during a PCS move, whether it’s from the usual causes or COVID-19.

With the smart of COVID-19, the Department of Defense issued a stop-moving directive on March 27, 2020. Most Sailors with PCS orders now experience more stress due to the additional expenses, as their orders are either delayed, accelerated, or canceled.

A new COVID-19 Guidance Link has been added to the MyPCS Mobile Checklist on the Shipping Households Goods page.

MyPCS Mobile offers greater choice and control during the moving process, and it provides Sailors with necessary resource links to help them during the moving process, and it provides Sailors with necessary resource links to help them during the moving process.

The ‘Voucher’ icon will bring the Sailor to the electronic files he needs to fill out. Some of the basic information from the orders will already be there, but changes can be made. This section also includes a travel itinerary and travel details. Additional, travel receipts can be uploaded.

Finally, MyPCS Mobile lets the Sailor send the completed voucher and travel details to the servicing Command and Pay Personnel Administrator (CPA) for final processing.

Checklists

People who have made several moves often make checklists of things they need to do. But for many, those checklists can be difficult to make, update, and track.

Wouldn’t it be nice if there were PCS checklists, such as the one available for renovation projects or weddings?

Guess what? There’s MyPCS Mobile has almost everything that you need to make and plan your move.

One of the biggest benefits of the MyPCS Mobile is the PCS Checklist. The sections are broken down by six, three, and one month prior to a move; one week prior to a move; week of arrival; and then one month after the move.

Each section is broken down into small steps/tasks that are simple to understand and easy to accomplish.

There are areas where decisions will need to be made, reminders, tips, and other topics should be discussed with financial specialists, family members, and/or people at either the old or new commands.

Each section can have a due date and a status on what has been done, what is in progress, and what hasn’t been started yet can be seen. This entire checklist can also be printed out.

Budget

One of the critical areas in all moves is the budget. The first section of the checklist is all about entitlements and budgeting. This section has a complete list of entitlements Sailors might be eligible for and short descriptions of each.

This section also tells Sailors who they should work with during the move (such as CPA and transportation office) and where to go for more information. It gives links to resources useful for helping with moving budgets and even offers a short outline course from the Fleet and Family Support Center (FFSC), “Money and the Move.”

Travel Entitlements

The fourth icon is the Travel Entitlements Calculator, designed to help Sailors make decisions about the move options available. It enables them to estimate PCS travel entitlements using your personal mobile devices.

Sailors will need to verify or answer a few questions, such as which move options are eligible. Disbursement Allowance (DLA) type, estimated mileage between duty stations, and what kind of quartals will be used at the new duty station, etc. Using these answers, the Travel Entitlements Calculator will compute total travel days authorized, estimate the DLA and flat per diem total, provide a total entitlements total and offer details on the DLA, flat rate, and allowances.

Hands-On Training

Additionally, the training packages have been added to MyPCS Mobile.

Training is available for MyPCS Checklist, My PCS Orders, MyPCS Travel Voucher, and MyPCS Travel Entitlements. The interactive training may be found at https://np2.defense.gov.

More information contact the MyNavy Career Center (MNCC) Contact Center at (833) 530-MNCC (6622), via email at askMNCC@navy.mil.
MENTAL READINESS DURING LOCKDOWN

According to the CDC, extended quarantine periods can increase stress and thus cause mental health issues. Read below to see some tips on how to stay mentally healthy.

**Signs of Mental Illness**

Sudden or dramatic changes in mood or behavior, feeling hopeless or trapped, preparing a will, unusual spending, withdrawal and avoidance, intense range, anxiety or agitation, increased substance abuse.

1.7 Million

More than 1.7 million Veterans received treatment in a VA mental health specialty program in fiscal year 2018.

**Coping Skills**

According to UCLA, coping skills resulting from life stressors can create trauma, requiring you to adapt your thoughts, behaviors, and emotions. Coping skills MUST BE DISCUSSED WITH A LICENSED THERAPIST PRIOR TO USING THEM.

Did you know TRICARE has virtual therapy options? If you need help, don’t be afraid to reach out, emergency or not.

If you or anyone you know is experiencing a mental health emergency, contact 911 or a medical professional immediately. 1-800-TRICARE Select option 1 to speak to a nurse 24 hours a day, 7 days a week. Suicide Hotline for military members: 1-800-273-8255 and Press 1.
On 3 June, in the preliminary moves of the Battle of Midway, American land-based aircraft from Midway attacked Japanese transports about 300 miles west of Midway Island. U.S. Army Air Forces Boeing B-17 Flying Fortresses inflicted no damage, however, and four Consolidated PB4Y2 Liberator patrol bombers were sent out from Midway for a night attack on the approaching landing forces. As part of the overall Japanese plan, planes from light carriers Ryujo and Junyo-bomed Dutch Harbor.

Just after midnight on 4 June, Admiral Nimitz, based on patrol plane reports, advised Task Force 16 and 17 of the course and speed of the Japanese “main body,” also noting their distance of 574 miles from Midway. Shortly after dawn, a patrol plane spotted two Japanese carriers and their escorts, reporting “Many planes heading Midway from 320 degrees distance 150 miles”.

The first engagement on 4 June, however, took place when the four night flying PB4Ys attacked the Japanese transports northwest of Midway, with one PB4Y torpedoning a fleet tanker. Later that morning, at roughly 0630, Japanese carrier aircraft bombed Midway installations. Although defending U.S. Marine Corps aircraft suffered disastrous losses, the Japanese only inflicted slight damage to the island’s facilities on Midway.

Over the next two hours, Japanese fighter aircraft on combat air patrol (CAP) and antiaircraft fire from the Japanese fleet annihilated the repeated attacks by Midge-based Marine Corps scout bombers and Navy torpedo bombers. Army Air Force heavy bombers and torpedo-carrying medium bombers likewise bombed the Japanese carrier force without success, although without losses to themselves.

Against the loss of one U.S. carrier, the Japanese lost four—all of which had participated in the Pearl Harbor attack. More importantly, the Japanese lost over 100 trained pilots, who could not be replaced.

In a larger strategic sense, the Japanese offensive in the Pacific was derailed and their plans to advance on New Caledonia, Fiji, and Samoa postponed. The balance of sea power in the Pacific had begun to shift.

Between 0930 and 1030, Douglas TBD Devastator torpedo bombers from three American carriers attacked the Japanese carriers. Although nearly wiped out by the defending Japanese fighters and antiaircraft fire, they drew off enemy aircraft, leaving the ships open for dive bombers from Enterprise and Yorktown.

Douglas TBD Devastators from Enterprise bombad and fatally damaged carriers Kaga and Akagi, while SB2Cs from Yorktown bombed and wrecked carrier Soryu.

At 1100, Hiryu, the one Japanese carrier that escaped destruction that morning, launched dive bombers that temporarily disabled Yorktown around noon. Three and a half hours later, Hiryu’s torpedo planes struck a second blow, forcing Yorktown’s abandonment. In return, Dauntlesses from Enterprise mortally damaged Hiryu in a strike around 1700 that afternoon. The destruction of the Carrier Strike Force compelled Admiral Yamamoto to abandon his Midway invasion plan, and the Japanese fleet began to retire westward.

On 5 June, TF 16 under command of Rear Admiral Spence pursued the Japanese fleet westward, while work continued to salvage the damaged Yorktown. But Akagi and Hiryu, disabled the previous day, were scuttled by Japanese destroyers early that day.

The last air attacks of the battle took place on 6 June, when dive bombers from Enterprise and Hornet bombad and sank heavy cruiser Mikuma, and damaged destroyers Asashio and Arashi, as well as the cruiser Mogami. At Spruance’s express orders, issued because of the destruction of the three torpedo squadrons on 4 June, Enterprise Dauntlesses that accompanied the strike did not attack because of the threat to them from surface antiaircraft fire. After recovering its aircraft, TF 16 moved eastward and broke off contact with the enemy. COMINT intercepts over the following two days documented the withdrawal of Japanese forces toward Saipan and the Haha Islands.

Also on 6 May, Japanese submarine I-168 intercepted the U.S. salvage operations on Yorktown, torpedoing the carrier and torpedoing and sinking destroyer USS Hamman (DD-412). Scouring destroyers depth-charged I-168, but the Japanese submarine escaped destruction. Yorktown finally rolled over and sank at dawn on 7 June.
Q: What would you be willing to sacrifice for a better life? Thousands of immigrants have to answer this question one way or another, for a better life and for a world of opportunities.

A: In lieu of Immigration Heritage Month, we had a chance to sit down with ABFI Silverio Vasquez, a native to the Philippines and now a Navy recruiter based in Chicago.

Q: Where are you originally from?

A: I was born and raised in the Philippines and raised in a town called Nabua. The capital of the Philippines is Manila and it was about 12 hours by bus ride to see the city. It’s a small town like any other town, everyone knows everyone. In 2010 we migrated here and lived with my uncle in Chicago and lived with them for about 2-3 years.

Q: Why did you join the Navy?

A: I knew a lot of Filipinos in the Navy that lived a comfortable life, so my motivation to actually push myself came from them. My grandpa was also a WW2 veteran and he told me if you want a steady pay check, health insurance, free education: join the military no matter the branch. I’m too young to be working as a CNA and it wasn’t paying me well. I was 21 years old and I wanted to prove myself. I’m an ABFI now and I’m so thankful that I joined the Navy. Who knows where I’d be if I didn’t join?

Q: Did your decision to recruit have anything to do with your situation?

A: Absolutely. 100 percent. My mission is to give back and there’s a lot of people that can be benefited with what we have in the Navy. I tell the people that I recruit, you don’t have to do 20 years, 3 years is the minimum to take advantage of the time. You can travel and get education benefits. If the Navy changed my life, there’s no reason why it can’t change their life. That’s the reason why I’m recruiting from Chicago.

Q: Have you recruited anyone from your homeland?

A: Yes, I’ve recruited 6 Filipinos all of them are immigrants and I think 2 of them are already citizens. The other 4 are working on getting their citizenship.

Q: What are the steps in getting citizenship through the Navy

A: I started as an E1 immigrant, and now I’ve been in the Navy for 7 years and I’m an E6. I guess I’d say to those people just starting their Navy careers: regardless if you’re an immigrant, just do your job and do what you’re told and don’t complain. Have a goal in mind of what you want to accomplish in the Navy and who knows, if you get out at least you’ve done something challenging. When I was mentoring Sailors on the ship and even now I tell them to just have a plan and stick with it. Eventually you will see the fruits of your labor wherever you have completed those goals.

Q: How did that feeling impact your role a recruiter?

A: The best thing for me, especially when recruiting immigrants is when they reach back to me and tell me they’re appreciative of the help I’ve given them and guided them. I’m just proud that I get to see them have that same feeling that I had in A school. I’m just very happy to see that and witness it for a

Q: How did it feel getting your citizenship?

A: It felt awesome. If I recall, I know there were tears in my eyes, the tears were flowing and it felt amazing.

Q: How did the steps in getting citizenship through the Navy

A: So initially in recruiting we have the paperwork and security questionnaires ready and it’s already linked up with the NACIS for investigation. The RDC’s and the Navy already knows who needs a citizenship and actually some get their citizenship during bootcamp. In my case, in the middle of my A School, they notified me to go to Jacksonville, Fla. to get my citizenship. I didn’t apply for it, nothing, the Navy took care of it.

Q: Is there anything you would like to add?

A: If you’re awesome. If I recall, I know there were tears in my eyes, the tears were flowing and it felt amazing.

Q: If the Navy changed my life, there’s no reason why it can’t change their life.”
ICEX 2020

- 2 SUBMARINES
  - USS Connecticut (SSN-22)
  - USS Toledo (SSN-769)

- -27°F AVERAGE TEMPERATURE

- 5 NATIONS
  - United States, United Kingdom, Canada, Norway, Japan

- 100 PARTICIPANTS
  - With approximately 50 people living at the ice camp

- 96TH ITERATION
  - U.S. Arctic submarine operations have been conducted since 1947

ICEX 2020 is a three week biennial exercise that offers the U.S. Navy the opportunity to assess its operational readiness in the Arctic and train with other services, partner nations and Allies to increase experience in the region, and maintain regional stability while improving capabilities to operate in the Arctic environment.