



NMCB 74 Seabees Build New Sidewalks to Eliminate Trip Hazards

By Dan Broadstreet, NSWC PCD Corporate Communications



Steelworker Construction Man Ravenell and Construction Mechanic 3rd Class Whelan screed concrete for the sidewalk project. Photo by Lt. Aqib Saleem.

Employees can expect to see new sidewalks being constructed on both sides of Vernon Avenue, according to Naval Support Activity Panama City (NSA PC) Facilities Management Division’s Branch Head Lt. Justin Richardson.

“Seabees from the Naval Mobile Construction Battalion (NMCB) 74 Detachment Panama City arrived here March 3, 2014 to begin rest room renovation work at the NSA PC Marina and to repair and replace sidewalks that begin in front of the Gateway Inn, located on Solomons Drive,” said Richardson. “The sidewalk reconstruction will continue from that point and then the Seabees will start reconstructing the sidewalks on Vernon Avenue.”

Officer in Charge (OIC) Lt. Aqib Saleem said the sidewalk construction scheduled for Vernon Avenue began approximately on April 19, 2014.

“Weather permitting, we should begin reconstructing sidewalks on both sides of Vernon Avenue starting on April 19 and we should be able to complete the entire stretch of sidewalks on both sides of Vernon Avenue by May 15,” said Saleem. “The total amount of sidewalks reconstructed will amount to 1,600 linear feet. That is, when you add together both sections worked from Solomons Drive and the two sides of Vernon Avenue.”

Assistant Officer in Charge (AOIC) EOC(SCW) Benjamin Neher said base employees should keep a “look-out” for the Seabees and exercise caution when driving near these construction areas.

“Safety is our number one priority,” said Neher. “We’re cautioning everyone to take it slow when you see these construction zones. We will be placing physical barriers like orange snow fence, and yellow caution tape in these areas to ensure there is a safety barrier for the benefit of base employees and Seabees alike.”

Richardson said there would be a temporary inconvenience for NSWC PCD employees who park directly across the street and close to NSWC

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NSA Panama City Chain of Command



Commanding Officer
Cmdr. Christopher Serow



Executive Officer
Lt. Bobby Kenning



Command Master Chief
Petty Officer Hector Sandoval

New Security Signage at Front Gate

WARNING:	
	U.S. GOVERNMENT PROPERTY - NO TRESPASSING
	AUTHORIZED PERSONNEL ONLY
	ENTRY ONTO THIS INSTALLATION CONSTITUTES CONSENT TO SEARCH OF PERSONNEL AND THE PROPERTY UNDER THEIR CONTROL "INTERNAL SECURITY ACT OF 1950 SECTION 21, 50 USC 797"
	POSSESSION OF FIREARMS AND DANGEROUS WEAPONS ON FEDERAL FACILITIES IS PROHIBITED (18 USC 930)
	THIS PROPERTY PATROLLED BY MILITARY WORKING DOG TEAMS & MONITORED BY CCTV
	ONLY STREET LEGAL MOTORCYCLES WILL BE OPERATED ON NAVY INSTALLATIONS (SECTION 30112, TITLE 49 USC) ALL MOTORCYCLE OPERATORS AND PASSENGERS MUST WEAR PERSONAL PROTECTIVE EQUIPMENT (OPNAVINST 5100 12J)
	PERMANENTLY ASSIGNED PERSONNEL MUST REGISTER THEIR VEHICLE AT THE PASS AND ID OFFICE
	ACTIVE BARRIERS IN USE

Naval Support Activity Panama City base security signage has been updated with new signs and information.

Because some installations have had an abundance of varied signs, often causing vehicle operators to become distracted or ignore the signs completely, CNIC has developed a standardized sign to be installed at all installation entrances.

The standardized signage identifies all regulatory access requirements. All personnel seeking access to the base are strongly encouraged to familiarize themselves with base access requirements.



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PCD's Administration Building 110.

"Because parking is already at a premium, everyone should be warned that there will be some parking spaces – those closest to Building 110 – that will become temporarily unavailable while we are reconstructing the sidewalks next to the parking lots," said Richardson. "People used to

arriving earlier than most to secure spaces closer to the building will need to find alternate spaces farther out from the building."

Saleem said the parking inconvenience (weather permitting) should only last around 3-4 weeks.

"Of course, we will try to complete our work as quickly as possible. Although we don't want to secure fractions of those parking lots any

more than is necessary, we want to make sure our crew is able to work safely and deliver a quality product," said Saleem.

According to Richardson and Saleem, the portion of construction work involving the sidewalks on Vernon Avenue is scheduled to begin mid-April and be completed by May 15, 2014.

NSWC PCD LCAC Teams Earn 2013 NAVSEA Excellence Award

By: Dan Broadstreet, NSWC PCD Public Affairs



Employees of the Naval Surface Warfare Center Panama City Division's (NSWC PCD) Hull, Mechanical and Electrical (HM&E) In-Service Engineering Agent and the Landing Craft Air Cushion Support Services (LSS) are pictured aboard LCAC 66. NSWC PCD HM&E and LSS teams were presented the Third and Fourth Quarter Fiscal Year 2013 Naval Sea Systems Command (NAVSEA) Excellence Award March 19, 2014. Both teams were recognized for their outstanding accomplishments and contributions in support of NAVSEA mission, vision and goals. Photo by Susan Trahan, NSWC PCD

The Naval Surface Warfare Center Panama City Division's (NSWC PCD) Landing Craft Air Cushion (LCAC) Hull, Mechanical and Electrical (HM&E) In-Service Engineering Agent and LCAC Support Services (LSS) teams were presented the Naval Sea Systems Command (NAVSEA) Excellence Award March

19, 2014.

NSWC PCD Expeditionary Systems Development Branch Head David Vickers accepted the award on behalf of the HM&E and the LSS teams.

"NSWC PCD is truly honored to be accepting this award on behalf of the HM&E and the LSS teams," said Vickers. "Both teams

exemplify supporting the Navy through a judiciousness culture of affordability."

The NSWC PCD team of engineers, logisticians and technical specialists have helped keep the LCAC operating in harsh marine environments throughout the world for over 28 years, according to NSWC PCD HM&E Project Manager Scott Howell.

Howell said the NSWC PCD team has accomplished this by providing depot repair services and developing processes for the maintenance and sustainment of multiple unique air cushion vehicle systems components.

"When there are no vendors, or vendors are charging much higher than targeted costs for components, our technical experts redesign the components or find other ways to identify and qualify new vendors for those components," said Howell.

LCAC Support Services (LSS) Project Manager John Pipkin said the support provided to the fleet is a concerted team effort between the In-Service Engineering Agent (ISEA) engineers, logisticians and technical

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specialists located in Panama City and the six NSWC PCD On Site Representatives (OSRs) strategically positioned throughout the Fleet.

The OSRs act as liaisons between the ISEA and the Fleet, and often rely on ISEA expertise to execute maintenance operations on the craft. Most of the NSWC PCD LCAC technical specialists positioned in Panama City and with the Fleet have active duty Navy experience in a variety of LCAC roles including the flight crew, instructors and craft maintenance.

“OSRs are positioned on-site where the craft and crew can benefit from their reach back capability to the ISEA. This structure combines subject matter expertise from the ISEA and the OSRs for a continuous level of support. The OSRs interact

with the Fleet continuously and are positioned at Assault Craft Unit (ACU) 4 in Norfolk, Virginia, at ACU 5 in San Diego, and at Naval Beach Unit 7 in Sasebo, Japan. Having OSRs positioned throughout the Fleet like this creates stability,” said Pipkin. “The amount of LCAC experience in the fleet can change as crew members and maintenance personnel retire or transfer to other areas. The knowledge and experience the OSRs provide adds stability to these transitions.”

According to NSWC PCD Air Cushion Vehicle Branch Head Bob Teer, the OSRs, with support from the ISEA team members in Panama City, provide critical on-the-job training to the Sailors maintaining the LCAC located at the units, as well as technical reach-back capability to those Sailors maintaining LCACs deployed on Amphibious Ready Groups (ARGs) around the world. Teer said NSWC

PCD HM&E and LSS teams are able to achieve all of this while saving U.S. taxpayers millions of dollars each year.

“The NSWC PCD team of talented engineers, logisticians and technical specialists are charged with mandating a culture of affordability. One recent example is the recent development of an alternate source of supply for scavenge fans that is projected to save approximately \$49,000 per fan. With a current annual usage of 20 scavenge fans, the expected savings are approximately \$1 million per year. Extended through 2028, when the LCAC is projected to reach the end of its service life, total savings could exceed \$20 million. This is an excellent example of maintaining a culture of affordability,” said Teer.

Japanese Maritime Staff Office Present NSWC PCD with Plaque

Photo by: Jacqui Barker, NSWC PCD Public Affairs



Japanese Maritime Staff Office (MSO) Engineering Division Capt. Tetsuji Yamaoka presents Naval Surface Warfare Center Panama City Division (NSWC PCD) Commanding Officer Capt. Phillip Dawson III, USN, with a plaque of appreciation. Yamaoka, and MSO Systems Programs Division Cmdr. Atsushi Yanagita, far left, accompanied Yamaoka on the visit. NSWC PCD presently provides Foreign Military Sales support to the Japanese Landing Craft Air Cushion (LCAC) fleet, to include Service Life Extension Program (SLEP) upgrades, air conditioners and deep skirts for Japanese LCACs currently located in Mitsui Engineering and Shipbuilding's shipyard in Tamano, Japan. The visit strengthened the U.S. – Japan LCAC relationship as NSWC PCD not only exhibited capabilities as a whole, but specifically demonstrated technical capabilities the Division provides for LCAC's maintenance, modification, repair, upgrade, and testing. All of these life-cycle services are instrumental for the readiness of this important Fleet asset.

Navy Scholarship Program Seeks Student Applicants

Story by: Lieutenant Teng K. Ooi, PhD, US Naval Academy and Captain Linda J. Beltra, MD, Medical Corps/USN



Lt. Damian Dyckman, left, flight surgeon assigned to the Death Rattlers of Marine Fighter Attack Squadron (VMFA) 323, and Cmdr. Charles Frosolone, ship's surgeon, perform surgery aboard the aircraft carrier USS Nimitz (CVN 68). The Nimitz Carrier Strike Group is deployed to the U.S. 5th Fleet area of responsibility conducting maritime security operations and theater security cooperation efforts. (U.S. Navy photo by Mass Communication Specialist Seaman Apprentice Kelly M. Agee

Naval Flight Surgeon and Dermatologist Lt. Cmdr. Josephine Nguyen has a message for medical students: Consider the Navy Health Professions Scholarship Program (HPSP).

In addition to her clinical duties, Dr. Nguyen is also the Director of Navy Medical Student Accessions for the Bureau of Medicine and oversees the Navy Health Professions Scholarship Program and is helping to organize the Navy's recruiting efforts for this program across the United States. Her personal goal is to increase female and minority representation in Navy Medicine.

"People choose to be doctors because of their desire to serve and help others. I chose to be a physician because of my love for people and my desire to alleviate suffering. Being a Navy physician has allowed me to fulfill my calling but also it has allowed me to contribute to and affect medicine in a way I never would have imagined. If you

practice medicine in the civilian sector, you have to deal with insurance issues. Patients get denied care because of lack of insurance and most physicians can only prescribe medications that are covered by the insurance company. The Navy has allowed me to practice medicine in the way that I have always dreamed. I never have to deny patients care based on their lack of insurance and I am never pressed for time during the patient visits. If I need to see a patient again, the military makes it so easy for me to accommodate them in my schedule," said Nguyen.

Navy Medicine has a lot to offer: expert guidance and assistance, excellent training, leadership and management skills, financial stability, and an impressive benefits package that could include educational opportunities and incentives, loan repayment assistance, specialty pay, travel and more.

"My goal is to encourage students to apply for the Health Professions Student Program to help pay for medical school. I believe in the scholarship because of the phenomenal leadership and life experiences I have had in the Navy, and I want other students to have the same experiences. My experiences in the Navy have made me a better doctor, a better leader, and a better person, while allowing me financial independence during medical school. I did not incur any student debt and I was not to be a burden on my parents. I got paid to go to medical school, while serving my country and learning how to be a better leader," Nguyen explained.

The Navy Health Professions Scholarship Program is an outstanding way to pay for medical school and to ensure immediate employment following graduation. The program covers 100% of tuition during medical school, a sign-on bonus of up to \$20,000 and a monthly stipend of \$2,157. No previous military experience is required, although applicants must be physically qualified and otherwise eligible to serve in the Navy and be accepted to an accredited medical school. Acceptance of the scholarship obligates the student to serve on active duty for four years as a licensed physician. The four years may be served as a general medical officer immediately after completing internship, or may be deferred until completion of specialty training.

For more information on Navy Health Professions Scholarship Program (HPSP), visit www.navy.com/careers/healthcare/physician.

Calling the Red Light Ugly

Commands are doing a better job of handling sexual assault cases

By Terrina Weatherspoon, Defense Media Activity



When I was an E-4 on board a ship, I remember sitting across from my command master chief, who has long since retired, during a holiday party committee briefing and him sliding an envelope across the table and asking me to look inside.

When I did, I found about five photos of him naked and in very lewd poses. I put the photos back in the envelope and sat silent. He said, “My wife sent those back to me, I guess she doesn’t want them anymore. Do you know anyone that might?” He must have sensed my unease, as he quickly dismissed me. We never spoke of that incident again, but I also quit the holiday party committee and avoided the CMC at all possible costs.

Looking back now, more than 10 years later, I see that I was as much a part of the problems we have today as he was. I may have been a test subject, opening the door for this man to further harass. I was also serving as a poor example of someone not afraid to speak up - while also being afraid my command would not support me.

I was giving the green light to red light behavior. And I’m thankful now that commands are not afraid to call that red light ugly.

Take Petty Officer 1st Class Stephanie Purpish for example. Coming from a military family, she has always felt safe in the Navy. She is passionate about what she does, and she has coworkers she trusts. And when one of them sexually assaulted

her, she told her command. And the safety she felt, and the trust she had, only grew stronger.

“My assault happened in September 2012,” said Purpish. “I was working at the National Naval ICE Center in Suitland, Maryland. A Navy civilian grabbed my breast and stated ‘You owe me an hour and a half of that,’ as he pushed himself against me and stared at my vaginal region. I was apparently in debt to him because I had just asked him to open the door for me due to having left my badge at home that day. I should have seen it coming. He was always offering to ‘pay for some time’ with me, flirting and being all in all inappropriate. Not just to me, but many females.”

Like me, Purpish had brushed it off before, but with the amount of focus being put on the prevention of sexual assault, she knew she had to do something.

“I pulled my senior enlisted advisor aside and asked him to make sure the Navy civilians are aware of Navy policy in regard to sexual assault and harassment,” said Purpish. “I told him what happened. He was furious that this type of thing was going on at the command. He immediately brought it to the CO, XO and NCIS.”

Purpish said in that moment she was not worried about her career, and if reporting would bring adverse consequences. She was only worried about her safety and the safety of others. Her command had made it clear through training and daily interaction that any misconduct would be dealt with. And it was.

“My chain of command did everything by the book,” said Purpish. “I was given resources that day. They constantly checked on me and made sure I knew they were available, even if it was just to talk. NCIS found enough evidence to bring charges on the man. NCIS investigators were very

kind as well. They did everything in their power to make me feel comfortable.”

Purpish didn’t take advantage of the counseling services offered until she reached her breaking point.

“I discovered that the man who assaulted me was having me and my family followed by a private investigator,” said Purpish. “I was in the process of transferring to San Diego at the time, and I was referred to a wonderful therapist who helped me deal with the stress of the situation.”

The case was eventually taken to trial. Purpish said she had so much support from her chains of command, both in Maryland and San Diego. They drove her to court, to get meals, to her hotel, and stayed huddled around her at all times during the court proceedings.

“I did feel some frustration from having to retell the incident, but I knew it was for the greater good,” said Purpish. “The people who asked are the people supporting and helping me.”

Although the judge ultimately ruled to dismiss the charges based on the grounds that he felt the district attorney overshot with the harshness of the charges, Purpish feels satisfied.

“My career has not been negatively impacted,” said Purpish. “In fact, this experience has helped me grow as a Sailor and a woman. I see those stories of how the military ‘brushes it under the rug,’ and I for one never felt that in any way.”

For another Sailor, who wishes to remain anonymous, her story was very similar in regard to trusting her command to do right by her.

“I joined the Navy Reserves in 2006 for financial stability and education benefits. I always felt safe in the Navy, and I still do. I had been on active duty for about

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four years, and the incident occurred at a small command during working hours in a naval facility. The individual always made me nervous, and I had even commented to a co-worker on that same day that he seemed unstable that day. I never in a million years thought that what took place would have or could have at work, in daylight, during working hours ... but it did.

"I was always nervous around him, and I did my best for him whenever I could. But I was also very scared to provoke him. On the morning this took place, I told him that I wasn't interested in him, his jokes, or his constant talking about his body in a sexual way. I have wondered since then if that was conversation that provoked this.

"Later that day we were having a cigarette, and I was talking about how I wanted to learn more self-defense. He offered to show me some different things and I didn't oppose him. We had a lounge area, and he asked me to follow him in there, except that after I entered he killed the lights and shut the door. If you can imagine all of your senses telling you to get out, then you know what I felt like on the inside. At that point, he told me that he was going to give me some training, and that training was all it was, but that it was going to seem very realistic. From that point he charged me, and threw me into a side room where no one could see through the door. He pulled my top off, threw me into walls and furniture, pinned me to the ground, exposed himself, bit me, shoved his hands down my pants, attempted to kiss me, etc., all the while yelling at me to fight him back. I did my very best to do just that, and every time I tried to get away he threw me back into the room telling me that he wasn't finished with me yet. I don't remember ever crying or even telling him to stop. The only thing I could do was fight my very hardest and try to get away. It wasn't until he heard noises from the

hallway that it stopped.

"After the incident, I didn't really know what to do other than get out of there as fast I could. As I headed back toward the other Sailors, he recounted different statistics about victims knowing their attackers and continuing to see them in social settings and praising me for how well I fought back. He also told me that next time he wouldn't be so rough on me and that he was a little concerned that I had felt

"I was always nervous around him, and I did my best for him whenever I could. But I was also very scared to provoke him."

that to be too realistic. I recognized two things at that point: one, this wasn't the worst that he could do to me, and, two, he thought that he had enough control over me that he could do it again and it would be OK. Those were the two factors that scared me the most.

"I told a friend first, before I even left work. One of the first classes was a female that I trusted and respected very much. She was very adamant that I needed to report the incident. I knew how strong I was, and at that point I decided that no matter what the outcome was I needed to report it, if for no other reason than to keep something like this from happening to someone else.

"From the very moment that we went to the chain of command, they followed every line of instruction. I was assigned a victim advocate, who took me to the local police department and filed a civil report, and we started the Navy process as well. I was never once made to feel like it was my fault, and the commanding officer automatically gave me two days away from work so that the command could issue a military police officer for my safety. I believe it was during those two days that two others came forward as well.

"I went to counseling via Military OneSource, I had a wonderful victim advocate through the process who

continued to check on me for months after.

"My command did everything that you could imagine. They followed every single guideline and instruction and constantly reached out to me to ensure that I was alright.

"It was nerve racking, and I was scared of going to trial, but the reporting process was very easy. With the amount of training that Sailors are given these days, I had no questions and knew what I was entitled to and the different reporting procedures.

"Ultimately, the defense offered a plea deal where the command lowered the charges, and he pleaded guilty to them.

In return, he received 30 days of incarceration, rank reduction, and an other-than-honorable discharge.

"I know it's scary, but don't be afraid. There can be good that comes from all of this, and you are strong enough to make it happen. I have put it behind me mostly. I still wonder if I had done things differently if I could have avoided all of it. But on the other hand, if it hadn't been me it may have been someone else, and at least I was strong enough to get through it and keep him away from other women in the Navy."

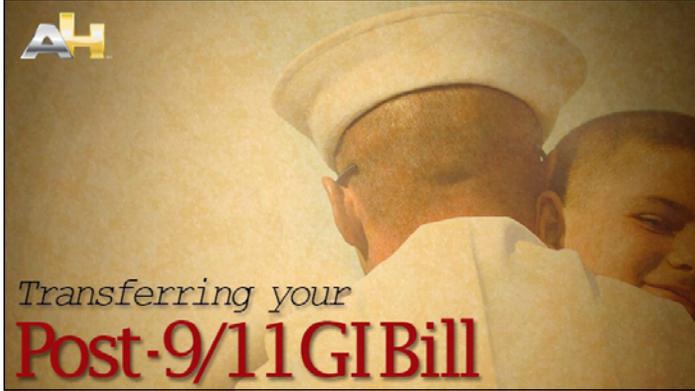
I don't know if reporting my situation all that time ago would have made any difference in my career or his. I don't know if I would have been believed or not. However, I do know that the atmosphere was different, the conversations were different and the stigma surrounding these sorts of things was different. The Navy has come a long way. Commands have evolved. Sailors have gained a louder voice. Sexual assault prevention isn't just a poster on the wall; the walls these days are talking.

To learn about how to file a restricted or unrestricted report, please see: http://www.cnic.navy.mil/ffr/family_readiness/fleet_and_family_support_program/sexual_assault_prevention_and_response.html.

Sharing the Benefit

How to Transfer Your Post-9/11 GI Bill

By Mass Communication Specialist 1st Class Elliott Fabrizio, Navy Personnel Command Public Affairs



Earning the Post-9/11 GI Bill benefit is automatic, but giving it away requires planning and action. There are several critical rules to follow to properly transfer your educational benefits, and I'll explain the exact steps, but first, it's worth noting that transferring the GI Bill can also be understood as "sharing" the benefit and gives the benefit a lot of fluidity.

Here are some hypothetical examples of ways you can share this benefit:

- You can transfer your Post-9/11 GI Bill to your child.
- You can have another child and transfer half the benefit to your new child, so they each have 18 months respectively, assuming you don't play favorites.
- You can decide both your children are equally undeserving, and transfer the benefit back to yourself.
- You can apply for the Career Intermission Pilot Program, use half of your benefit to finish up your bachelor's degree, return to service and give the rest to your spouse.
- Your spouse can use four months of the benefit to get a medical technologist certificate, and you can transfer the last 14 months back to your two children, who both seem a little more focused these days.

These examples may not apply to you and your family, but these hypothetical examples are just to give you an idea of what is possible.

Picture your 36 months of Post-9/11 GI Bill benefit as three dozen eggs, and when you transfer your benefit, you're free to divide those "eggs" among your dependent's (or your own) baskets as you see fit, with the option to redistribute as your circumstances change.

None of this flexibility, however, is part of the standard

package. Transferring the Post-9/11 GI Bill is a retention tool that requires, at a minimum, a four-year commitment on top of six years of service.

Here are the basic eligibility rules to transfer your benefits, broken down by enlisted Sailors and officers:

Enlisted:

- Complete at least six years of service.
- Have four or more years of service remaining on your enlistment contract, or reenlist so that your EAOS (end of obligated service) date is at least four years away. You will have 30 days from the date of reenlistment to apply to transfer your benefits.
- Have at least one eligible dependent properly registered in DEERS (Defense Eligibility Enrollment Reporting System). Eligible dependents include a spouse or a child between the ages of 0 to 22. Note that children can't use the benefit beyond age 26.

Officers:

- Complete six years of service.
- Be eligible for partial or full Post-9/11 GI Bill benefits.
- Use a Page 13 entry to sign an agreement to serve an additional four years.
- Have at least one eligible dependent properly registered in DEERS.
- If you meet these criteria, and want the flexibility to distribute this benefit among your family members, then it's time to submit an application to transfer your Post-9/11 GI Bill benefit.

Ensure the requirements mentioned above are documented accurately in your Electronic Service Record and DEERS.

1. Sign in to the MilConnect website and complete a transfer of education benefits request.
2. It's strongly recommended to assign at least one month of benefits to each eligible family member to ensure ease of redistribution as your situation dictates.
3. Submit the application and look for the status to read "Submitted."

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4. If the application doesn't show as "Submitted," there may be an error in your records. Correct any issues using MilConnect's step-by-step guide and reapply.

5. Check back in five working days. The status should read "Request Approved."

6. If your status reads "Request Rejected," consult your career counselor to correct any issues and reapply.

Once you complete the process to transfer the benefit one time, you will not need to reapply or reenlist to redistribute your 36 months between your dependents and yourself, or add additional eligible dependents. However, you can't add additional dependents after separating from service, hence the recommendation to assign one month to each eligible dependent.

You may redistribute or revoke these benefits from your dependents at any time by accessing the MilConnect website.

These rules also apply to Reserve Component Sailors eligible for the Post-9/11 GI Bill.

Each Sailor will have a unique situation and set of goals,

and there are important considerations when deciding how to best use your transferred Post-9/11 GI Bill benefits.

Here are a few more items to consider:

- If your spouse is using the benefit while you are still on active duty, they will not receive a housing stipend. Your child in the same scenario would receive the housing stipend.
- Spouses have 15 years from the date you separate to use the benefit.
- Children do not have a 15-year time limit, but can't use the benefit beyond age 26.
- Spouses may use the benefit immediately after your transfer request is approved.
- Children can use the benefit only after you have completed at least 10 years of service.
- Divorce will not automatically revoke transferred benefits, but you have the right to revoke transferred benefits at any time.

To get more information, visit the Post-9/11 GI Bill transfer FAQ on MilConnect or contact Veterans Affairs at 1-888-442-4551.

Finance today! No money down! No credit? No Problem!

Banks and creditors make it easier than ever to give the average consumer purchasing power. Unfortunately, these companies are only interested in your money, and will sometimes have many fees, high-interest rates, or stipulations that can really hurt a consumer unless they stay on top of their payments every month. It can be very easy to drown in debt.

Don't let your money rule you! See a Command Financial Specialist to help you control your money and figure out an appropriate spending plan.

The Fleet and Family Support Center has a financial specialist to help you manage your funds and stay financially healthy!

Their office is located at:

101 Vernon Ave - Building 304, Room 121 and can be contacted at (850) 234-4898.

**Don't Commit
Financial Suicide.**

See a **Command
Financial Specialist**
for help.

NSA PC Command Financial Specialist
BLDG 304 - Room 121
850.234.4898