



SEALIFT

THE U.S. NAVY'S MILITARY SEALIFT COMMAND **UNITED WE SAIL**



Civil Service Mariner (CIVMAR), Kennajah Mitchell signals another CIVMAR during replenishment-at-sea training at the Military Sealift Command UNREP Training Center. (U.S. Navy photo by Hendrick Dickson)

Military Sealift Command's UNREP Training Center Keeps CIVMARs Ready to Sail

By Hendrick Dickson, Military Sealift Command Public Affairs

The Military Sealift Command (MSC) Underway Replenishment (UNREP) Training Center (MUTC) at Joint Expeditionary Base Little Creek-Fort Story in Virginia Beach, Virginia, is the primary training pipeline for the more than 7,000 Civil Service Mariners (CIVMARS) who serve in the fleet.

The curriculum includes: Standard Tensioned Replenishment Alongside Method (STREAM) for Fuel and Cargo, Ordnance Handling Training, Material Handling Equipment, Banding and Palletization, Explosive Material Handling Equipment, Magazine Sprinkler Operation and Maintenance, Forklift Operations and more. The courses provide CIVMARs with classroom and practical training where they can experience what it is like working at sea aboard MSC ships.



Military Sealift Command Civil Service Mariners operate a refueling station at the Military Sealift Command UNREP Training Center. (U.S. Navy photo by Hendrick Dickson)

With more than 30 replenishment oilers and dry cargo ammunition ships in MSC's inventory, the STREAM course is a core MUTC curriculum. It trains CIVMARs in conducting replenishments-at-sea and ensures MSC is capable of achieving its mission of providing logistic support across the full military spectrum 24/7, 265 days a year.

"Our primary focus is training people to do underway replenishments aboard our ships," said David Dodge, MUTC Instructor. "To that end, our STREAM class is our primary training objective. We have two courses of STREAM, one is a STREAM familiarization which currently, we are running through all of the new hires that come through MSC before they go out to the ships so when they get to the ship they will have some idea of what they are going to be doing."

"The other STREAM course is a full two-week course available for anyone at MSC, but usually the ones who take most advantage of it are the Reservists who go through it before they go out for their two weeks underway. They learn safety procedures for actual underway replenishments. We go through each step as if they would be performed on a ship."

More than 500 CIVMARs go through STREAM each year, where they simulate replenishments-at-sea using the on-site refueling and cargo rigs configured with all the same equipment found on both sending and receiving ships.

"The only thing missing here are the ships and the water," said Dodge. "We start with classroom



Civil Service Mariners, Third Assistant Engineer Brendan Moore (left) and Able Engineer Centeno Henry, assemble a relief valve during Legacy Magazine Sprinkler Training at the Military Sealift Command UNREP Training Center. (U.S. Navy photo by Hendrick Dickson)

IN THIS ISSUE

- UNREP Training Center - page 1
- MSCFE Change of Command - page 2
- Future USS Robert F. Simanek - page 2
- New MSC Force Master Chief - page 3
- USNS Yuma AOTOS - page 3
- USNS Brunswick - page 4
- NDTA - page 4
- USNS Mary Sears - page 5
- USS Hershel 'Woody' Williams - page 5
- USNS Comfort Deploys - page 6
- National Disability Month- page 7
- Holiday Health and Fitness - page 7
- Telework Cybersecurity - page 7
- Any Day- page 8

UNREP Training on Page 8

Military Sealift Command Far East Holds Change of Command Ceremony

By Leslie Hull-Ryde, Military Sealift Command Far East Public Affairs

During a change-of-command ceremony, Capt. Robert R. Williams relieved Capt. Samuel F. de Castro as Commodore of Military Sealift Command Far East (MSCFE) in Singapore, Oct. 28.

MSCFE ensures approximately 50 ships in the Indo-Pacific region, are manned, trained and equipped to deliver essential supplies, fuel, cargo, and equipment to warfighters, both at-sea and on-shore.

“I am deeply honored to have had the opportunity to have served with all of the ships and crews throughout MSC Far East,” de Castro said. “I leave this command with a deep appreciation for our Civil Service and contracted mariner workforce, which I believe is the best in the world.”

“Your can-do attitude, commitment to the mission, dedication and professionalism are eye-watering. I thank you for all you have done. I appreciate the sacrifices you have made and challenges you’ve overcome, which allowed our naval forces to operate and never miss a mission,” he added “Many thanks to you and your families and loved ones who have also made sacrifices and endured long absences.”

Since taking the helm at MSCFE, de Castro credits the inaugural ship maintenance conducted in India and increased locations for maintenance throughout the Indo-Pacific region as highlights of this tour.

“I will always appreciate all I have learned from those around me here at MSC, and since the time I was a midshipman, I was – and am -- impressed with our ability to replenish our forces at sea, which is just one reason why I have enjoyed being part of this command.”

Prior to assuming command of MSCFE, de Castro served as chief of staff for Logistics Group, Western Pacific and Task Force 73. Other assignments ashore included the staff of the Deputy Chief of Naval Operations; support to NATO while on the Joint Staff; the Afghanistan Counter Insurgency Academy in Darulaman, Afghanistan; U.S. 6th Fleet and Striking Forces NATO.

The USNA alumnus who graduated from the Nichols School, Deerfield Academy and holds master’s degrees from the Naval Post Graduate School and the Naval War College, served aboard USS Ramage (DDG 61), USS Peterson (DD 969), USS Mahan (DDG 72) and USS The Sullivans (DDG 68). During the tour aboard The Sullivans, de Castro served as the commanding officer.

His next assignment will be at the Navy Yard in Washington, DC.

Williams, who relieved de Castro as commodore of MSCFE, now leads the team, which includes offices in Singapore, Guam, Korea, Japan, and a presence in Republic of the Philippines.

“MSCFE has a legacy of providing exceptional customer service to U.S. Armed Forces, the fleet, and our partners and Allies. The entire MSC Far East team will continue working together, ensuring that continues,” Williams said.

“I trust every MSCFE professional -- including department heads, officers-in-charge, commanding officers, ships’ masters, chief engineers, action officers and crew members -- will anticipate what needs to be done and will stay focused on accomplishing the mission, while simultaneously taking care of their crews, shipmates and themselves,” he added

Williams held the post previously, 2018 – 2020. After an assignment in the Pentagon, the Irmo, South Carolina, native returned to Singapore to lead the Navy’s logistics team that supports warfighters throughout the Indo-Pacific Region.



Capt. Robert R. Williams, Commodore of Military Sealift Command Far East. Williams assumed command of MSCFE during at a change-of-command ceremony in Singapore, Oct. 28. (U.S. Navy photo)

“MSCFE has a legacy of providing exceptional customer service to U.S. Armed Forces, the fleet, and our partners and Allies. The entire MSC Far East team will continue working together, ensuring that continues.

“Whether combat logistics ships delivering food, fuel and spare parts; any one of our special mission ships; the hospital ship, USNS Mercy; or rescue and salvage ships, MSC Far East delivers,” Williams said.

At the time he took command, Williams charged those throughout the MSCFE enterprise with a traditional, often heard, Navy order. Simply, carry on.

“You are doing a fantastic job,” he said to active duty, civilian personnel and Civil Service and contracted mariners.

“Keep doing what you’re great at, providing excellent service to the warfighter. Additionally, let me know how we can implement the Navy’s ‘Get Real, Get Better’ approach to MSCFE business. I’m here to support you.”

He believes mariners, both Civil Service and contracted mariners, are the backbone of the MSCFE force, and he says MSCFE’s offices throughout the theater will continue to support them in any way possible.

“My priorities include working together at all levels to take care of our people; ensuring each action we conduct is executed safely; and coordinating with our masters, crews and staffs to identify and remove any challenges or barriers to mission accomplishment.”

In addition to his MSCFE assignments, Williams commanded USS Samuel B. Roberts (FFG 58).

The former enlisted Sailor’s afloat assignments include USS Thomas S. Gates (CG 51), Special Boat Unit 20, USS Dewert (FFG 45), Destroyer Squadron 24 and Task Force 60.

Williams graduated from the University of South Carolina, earned master’s degrees from the Naval Postgraduate School and the National War College and has served in a number of ashore assignments. His shore tours included the Office of the Assistant Secretary of the Navy; the Joint Staff; the Office of the Deputy Assistant Secretary of the Navy; and the Office of the Under Secretary of Defense.

Keel Authenticated for Future USS Robert E. Simanek

From Team Ships Public Affairs

The keel for the future USS Robert E. Simanek (ESB 7), a Lewis B. Puller-class Expeditionary Sea Base (ESB), was laid at General Dynamics National Steel and Shipbuilding Company (GD-NASSCO) shipyard in San Diego, October 21.

The ship is named for Private First Class Robert Ernest Simanek, who was awarded the Medal of Honor for shielding fellow Marines from a grenade at the Battle of Bunker Hill during the Korean War. The Medal of Honor was presented to him by President Dwight D. Eisenhower in a White House ceremony in 1953.

Simanek recently passed away on August 1. In addition to the Medal of Honor, he received a Purple Heart award, the Korean Service Medal with two bronze service stars, the United Nations Service Medal and the National Defense Service Medal. His daughter, Ann Simanek, is the sponsor of the ship and attended the keel laying ceremony.

“We are honored this ship will celebrate the late Robert E. Simanek’s legacy as a Medal of Honor recipient and Korean War veteran and his dedication to our country,” said Tim Roberts, Strategic and Theater Sealift program manager, Program Executive Office Ships. “ESBs provide a critical capability to the fleet and provide for increased flexibility.”

Expeditionary Sea Base ships are highly flexible platforms used across a broad range of military operations supporting multiple operational phases. Acting as a mobile sea base, they are a part of the critical access infrastructure that supports the deployment of forces and supplies to provide prepositioned equipment and sustainment with adaptable distribution capability.

These ships support Aviation Mine Countermeasure and Special Operations Force missions. In addition to the flight deck, the ESB has a hangar with two aviation operating spots capable of handling MH-53E equivalent helicopters, accommodations, workspaces, and ordnance.

Meet the New MSC Force Master Chief

By Jennifer Hunt, Military Sealift Command Public Affairs



Military Sealift Command's Force Master Chief Steven Bosco. (U.S. Navy photo by Jennifer Hunt)

On Aug. 22, FORCM Steven Bosco began his 36 month tour as Military Sealift Command's Force Master Chief (FMC). Bosco replaced CMDCM Theron Fisher as MSC's most senior enlisted leader. I had the opportunity to meet the new MSC FMC and here are some of the highlights from our conversation.

What will some of your roles and responsibilities be as Military Sealift Command's new FMC?

The primary role is to bring Sailor issues up to the Admiral, not just through headquarters, but at the enterprise level and encompassing all of the area commands. Those thoughts and concerns are really about retention, quality of life issues and how we can move the force in its entirety to include our military components and our Civil Service Mariners with speed to compete on a global scale.

What are some of your previous duty stations and positions and how will your experience and expertise contribute to MSC?

I am a 28-plus year submariner. I think my biggest weakness coming here is also my biggest strength. I don't know, so I question everything with a brand new set of eyes. I'm not afraid to ask the questions regardless of how small they are. I think I bring a different sense of thinking to the team. What may be very obvious to some may not be so obvious to me and vice versa.

What are some of your goals and expectations as you assume this very important leadership role at MSC?

First and foremost, there's really two goals. One is to make sure that both our military and civilian components understand the absolute, vital importance of Military Sealift Command. This includes what we bring and what we would be charged to do if we ever got into a conflict. The other goal is to take this force that we have, and through a series of leadership tactics and innovation, move us forward. We need to make sure that we stay relevant and that we have the capacity and capability to do what we need to do.

What have your initial impressions of MSC been in the time that you've been here?

I'm very proud to be a part of this organization. MSC is different. It's new, challenging and exciting. Not only am I working with different military personnel, but I'm working with civilians at a different level than I ever have before. Then, sprinkle a little bit of industry into all of it and that makes it all the more exciting. That's the mission set. It's not only important, it's vital. Being a part of all of that is humbling.

Assuming the role of Force Master Chief in any community requires lots of work and dedication throughout one's career. What have been some of your 'keys to success' which have guided you to your new role as MSC's FMC?

Growing up in New York, and its melting pot, I had to learn the importance of diversity and treating everybody with dignity and respect. I'm also a huge proponent of accountability. If you take that and incorporate it into your lifestyle with a huge focus on teamwork, that's how you get here.

What is your leadership style?

My leadership style is definitely different. In my almost 30 years in the Navy, I've seen a lot of good and bad leaders, and learned a lot from both. I would actually argue that I probably learned more from the folks I didn't want to be like. I try to treat people with respect and hold them accountable. That's the foundation of it all.

I also just believe that no one wants to be a problem, so getting to the why is important. It's very easy to just punish someone for being late to work, but really why were they late? For example, is that person working two jobs because they can't make ends meet? Where are you in that as a leader? You take all of that and wrap it up into one piece. You have to be accessible and you have to be relevant. Most importantly, you have to have a culture established where people want to come to work, are not afraid to challenge the norm, and are treated with dignity and respect. You do that and you can solve just about anything.

Is there anything else you would like to share with the MSC Team as the new MSC FMC?

Nobody is more important than the person next to you. We are living in a time where we are being challenged in a way I've never seen in my lifetime, and we're going to continue being challenged on a global scale. Looking internally to our own nation, we're living in an age where everyone is responsible for everything, but no one is accountable to anything. We've really got to go back to some of our old thinking. Look to the right, and look to the left. See how you can help each other at a command level. Whether you're at Military Sealift Command Far East, Military Sealift Command Pacific, or wherever you may be, what can you do on a day-to-day basis to make our organization better for those around you and for the mission that we have?

USNS Yuma's Mariners Recognized for Bravery at Sea at Admiral of the Ocean Sea Dinner

From Military Sealift Command Public Affairs



Rear Adm. Michael Wettlaufer, Commander, Military Sealift Command (right) congratulates Third Officer Steven Shields, a Civil Service Mariner representing the crew of the expeditionary fast transport USNS Yuma (T-EPF 8), for being honored with the Honored Seafarer Admiral of the Ocean Sea Mariner Plaque for bravery at-sea, Oct 28. (U.S. Navy photo)

The Civil Service Mariners who crew Military Sealift Command's expeditionary fast transport USNS Yuma (T-EPF 8) were recognized for bravery at-sea by receiving the Honored Seafarer Admiral of the Ocean Sea (AOTOS) Mariner Plaque at the AOTOS Dinner in Chicago, Oct. 28.

The award was presented to the crew as a result of their effort to successfully perform a rescue at-sea in the Mediterranean Sea earlier in the year.

According to the award citation, "While conducting routine operations in the eastern Mediterranean Sea, expeditionary fast transport USNS Yuma was alerted to, then directed to a vessel in distress. Upon arrival, Yuma observed a tanker towing the distressed vessel. The vessel, with over 90 migrants aboard, began to sink after colliding with the tanker."

"In coordination with an Italian vessel that also arrived on the scene, Yuma began to render assistance. The crew of Yuma deployed its rigid inflatable boat and rescued 35 migrants, bringing them aboard and providing food, water and basic medical care. In total, 93 men, women and children were rescued by the two ships," the citation continued."

Yuma safety transferred the migrants to a Maltese patrol boat. At the time of rescue Yuma was deployed to the U.S. 6th Fleet area of responsibility in support of naval operations to ensure maritime stability and security.

"To the crew of USNS Yuma; your courage, seamanship, and determination to render assistance sets an incredible example of selfless service to fellow patriots," stated Rear Adm. Michael Wettlaufer, Commander, Military Sealift Command, when he spoke at the AOTOS dinner. "You are a great example of Americans serving our Nation; just like the more than 4,000 Civil Service Mariners at sea around the world aboard MSC vessels."

MSC's expeditionary fast transport ships, such as USNS Yuma, are designed to transport service members and all of their required equipment, supplies and vehicles to austere locations in rapid fashion.

Joint, Combined Interagency Team Exercises Emergency Response in Singapore

By Leslie Hull-Ryde, Military Sealift Command Far East Public Affairs



From left, Cmdr. Tim Hutchins, Commanding Officer of the Royal Navy's British Defence Singapore Support Unit, Capt. Andrew Peretti, Master of USNS Brunswick (T-EPF 6) and a member of the Singapore Civil Defence Force, discuss emergency response procedures and protocols during a fire drill at Sembawang Wharves, Nov. 2. (U.S. Navy photo by Mass Communication Specialist First Class Brandon Parker)

An international team conducted a fire drill aboard USNS Brunswick (T-EPF 6), pier-side at Sembawang Wharves, Nov. 2, exercising how the combined interagency team would respond during an actual pier-side fire aboard a U.S. naval vessel.

Organized by the Royal Navy's British Defence Singapore Support Unit (BDSSU), the simulated fire took place on board Brunswick, one of Military Sealift Command's expeditionary fast transport ship, which was in Singapore for a scheduled port visit.

"The purpose of the full-scale fire exercise is to test fire reaction procedures and protocols and to enable a site familiarization for local fire brigade teams," said Cmdr. Tim Hutchins, BDSSU's commanding officer.

"Units temporarily berthed in Singapore rely on host nation support as the Sembawang Naval Installation has no fire-fighting capability of its own. This drill helps prove capability, develop closer liaison and provide an excellent training opportunity for all participants."

Participants in the Brunswick drill included representatives from the Royal Navy, Royal New Zealand Navy, local auxiliary police forces, Singapore Civil Defence Force (SCDF) and the U.S. Navy and Marine Corps.

"SNI relies on SCDF support, and this exercise demonstrates international cooperation, outside of military circles, at the highest levels: UK, US and NZ military units from SNI engaging with international host nation civilian agencies of the SCDF.

"Not only does this improve cooperation, but also enhances understanding of tactics and procedures and generates a high level of trust between nations"

Hutchins; Capt. Andrew Peretti, master of Brunswick; and Capt. Gan Chea Hui, commander of the Yishun Fire Station in Singapore agree

that the key to both a successful drill – and more importantly an actual emergency – is collaboration, cooperation and communication.

"As the lead SNI agency, BDSSU is delighted to coordinate and host this event. We hope it provides a huge degree of confidence to our partners who use the facilities here to know that they can operate in a safe manner and that if the worst does happen, a highly competent and well-resourced assistance team is a few minutes away," Hutchins said.

"This is merely the beginning of what is aimed to be a long running series of exercises and mutual support and training opportunities with our host nation agencies."

Each participant gleaned lessons learned from the exercise.

"We really appreciate this opportunity," Gan said. "It's not every day we get to train on a real vessel. We have a lot of take-aways."

Peretti agreed.

"This was good for my crew as we may need to interface with multiple agencies in the event of an actual crisis."

While this particular drill took place on the MSC vessel, Hutchins explained that as the unit which runs port operations in Sembawang, BDSSU serves many customers as U.S., Australian, New Zealand and British ships moor there where operation in the Indo-Pacific Region.

Leaders at SNI aim to conduct these drills annually, with exercises varying and increasing in complexity and diversity as different nations' vessels will be used. Hutchins explained that Australia has volunteered to take the lead on a future event, increasing interagency and international interoperability.



Members of the Singapore Civil Defence Force take part in a pier-side training drill involving the expeditionary fast transport USNS Brunswick (T-EPF 6) at Sembawang Wharves, Nov. 2. (U.S. Navy photo by Mass Communication Specialist First Class Brandon Parker)

Military Sealift Command Supports NDTA Fall Meeting

By Hendrick Dickson, Military Sealift Command Public Affairs

Commander, Military Sealift Command (MSC), Rear Adm. Michael Wettlaufer, along with more than 30 MSC representatives, took part in this year's National Defense Transportation Association (NDTA) and U.S. Transportation Command (USTRANSCOM) Fall Meeting in St. Louis, Missouri, Oct. 16-20.

The annual event provides government and industry the opportunity to identify and solve logistics and transportation issues together; learn about new technologies, develop best practices and build professional and personal relationships.

The theme this year, "Defense Transportation & Logistics...Evolving the Strategic Advantage," focused on the highly contested and competitive environment and addressed the challenges existing in logistics and transportation systems with intent and desire to outperform peers in all domains and geographic locations.



Members of the Military Sealift Command pose for a photo during the National Defense Transportation Association Fall Meeting in St. Louis, Missouri, Oct. 19. (U.S. Navy photo by Hendrick Dickson)

Wettlaufer led an hour-long seminar entitled, "U.S. Maritime Industrial Base: Can it support our needs?" where he discussed the robust maritime logistics capacity required to support the warfighter and described MSC's view of our partnership with commercial industry and future requirements in the maritime transportation ecosystem in an era of strategic competition.

"Over 20 new ships will be delivered to the MSC fleet in next five years," he told attendees. "These ships cross the entirety of MSC's mission sets and will be crewed by government and contract mariners and supported by shore-side staff from MSC's blended commercial-government partnerships. We need our industry partners to build and maintain these ships."

Additionally, MSC's Small Business Program Team, Leah Baker and Jacki Alford, lead an introductory course showing industry professionals how to identify and locate specific business opportunities with MSC and the Navy, offering information on the Small Business Program, resources and tools available, and where to find opportunities.

During a keynote address, U.S. Transportation Command, Commander, Gen. Jacqueline Van Ovost, talked about how crucial maintaining a flexible, logistic posture is in today's military environment.

"To compete effectively, we must have agile, resistant, survivable and sustainable logistics, all leading to delivering lethality... To succeed we must adopt the mentality that challenge is not synonymous with impossible and contested is not the same as impenetrable. Significant opportunities exist in this environment to exploit our expertise to deploy, maneuver and sustain the joint force," she said.

C7F and CSG 7 Staffs Tour Oceanographic Survey Ship USNS Mary Sears in Yokosuka

By Lt. Cmdr. Robert Reinheimer, Commander, Submarine Group Seven Public Affairs

Staff assigned to Commander, U.S. 7th Fleet's Meteorology and Oceanography cell and from Submarine Group (CSG) 7/Task Force (CTF) 74 toured Military Sealift Command's (MSC) Pathfinder-class oceanographic survey ship USNS Mary Sears (T-AGS 65) in Yokosuka, Japan, Oct. 20.

Pathfinder-class oceanographic survey ships are crewed by commercial mariners under contract by Military Sealift Command. MSC's oceanographic survey ship program includes six ships that perform acoustical, biological, physical and geophysical surveys.

"In order to succeed on land, in the air and sea, you have to know the environment," said Cmdr. Cassandra Sisti, U.S. 7th Fleet Oceanographer. "We work together with our nation's best scientists at the Naval Oceanographic Office (NAVOCEANO), as well as our allies and partners, to deliver this battle-space awareness to our warfighters. This environmental team helps keep our Sailors and ships safe and able to excel in their operations across the entire theater."

Margaret Pike, senior NAVOCEANO representative, and Capt. Scott Spears, the ship's Master, led the tours of the ship and fielded questions about the ship and its capabilities.

"This was a great opportunity for us to meet the operators, and for them to see what our platform is capable of," said Spears. "We pride ourselves on providing the warfighter with the best available information – bathymetric, hydrographic, oceanographic, geophysical and acoustic products and services– to aid in effective mission planning."

Oceanographic survey ships gather data that provides much of the military's information on the ocean environment. The collected data helps to improve technology in undersea warfare and enemy ship detection.



Capt. Scott Spears, the ship's Master, speaks with Sailors assigned to Commander, Submarine Group 7 (CSG-7) during a tour of the Pathfinder-class oceanographic survey ship USNS Mary Sears (T-AGS 65), Oct. 20 (U.S. Navy photo by Mass Communication Specialist 2nd Class Travis Baley)

The oceanographic and hydrographic survey ships' multi-beam, wide-angle precision sonar systems make it possible to continuously chart a broad strip of ocean floor. Survey ships have charted three-fourths of the world's coastlines, making it easier for navigators to find their way along both well-traveled and not-so-familiar shipping routes.

These ships are capable of carrying 34-foot hydrographic survey launches (HSL) for data collection in coastal regions with depths between 10 and 600 meters and in deep water to 4,000 meters.

USS Hershel "Woody" Williams (ESB 4) swaps crew in Ghana

From U.S. Naval Forces Europe-Africa Public Affairs

The Lewis B. Puller-class expeditionary sea base USS Hershel "Woody" Williams (ESB 4) swapped crews after completing a maintenance availability in Tema, Ghana, Sept. 30.

The departing 'Blue Crew' completed a five-month deployment to the Indian and Atlantic Ocean. From May to October, the crew conducted maritime security operations and built valued relationships with allies and partners from Greece, Seychelles, Somalia, Republic of Congo, Djibouti, Ghana, Italy, Namibia, South Africa and Tanzania.

"The past five months have been incredibly productive and rewarding," said Capt. Chad Graham, blue Crew commanding officer, Hershel "Woody" Williams. "We were able to visit ports that haven't seen a U.S. ship in over a decade, strengthening communication and relationships throughout the continent of Africa. The crew and I are grateful for the hard work and dedication put forth by our partners, allies, and all helping agencies involved that enabled us to best engage with the countries we visited."

Throughout the deployment the "Blue Crew" traveled approximately 13,192 nautical miles while operating in the U.S. Naval Forces Africa (NAVAF) area of operations. Additionally, Hershel "Woody" Williams participated in exercise Phoenix Express 2022 (PE22). Hosted by Tunisia, PE22, consisted of maritime security exchanges throughout the Mediterranean Sea to increase regional cooperation, maritime domain awareness, information-sharing practices, and operational capabilities.

The oncoming "Gold Crew" will be led by Capt. Michael Concannon. Having the ability to swap crews from a ship almost anywhere in the world gives naval forces the ability to maintain a constant presence in any region of the world.

"My crew and I are pleased to be back in the Africa area of operations, and are ready to get the ship underway and operate with our allies and partners as we work together toward achieving common objectives," said Capt. Michael Concannon, Gold Crew Commanding Officer, USS Hershel "Woody" Williams. "We look forward to building upon the hard work done by the "Blue Crew" – continuing the pursuit of a safe, secure and prosperous African continent."

Following the crew swap, the 'Gold Crew' will continue promoting maritime security and stability with African partners.

NAVAF's ongoing maritime security cooperation with African partners focuses on maritime safety and security through increased maritime awareness, response capabilities, and infrastructure. It also includes various exercises and operations conducted by U.S., European, and African partners and allies throughout the U.S. Africa Command (AFRICOM) area of responsibility.

The U.S. shares a common interest with African partner nations in ensuring security, safety, and freedom of navigation on the waters surrounding the continent, because these waters are critical for Africa's prosperity and access to global markets.

Hershel "Woody" Williams is the first warship permanently assigned to the AFRICOM area of responsibility and is forward-deployed to the NAVAF area of operations, while employed by U.S. 6th Fleet.

The ship is an expeditionary sea base, which is capable of conducting counter-piracy, maritime security, and humanitarian and disaster relief operations, as well as supporting a variety of rotary wing aircraft. Acting as a mobile sea base, Hershel "Woody" Williams is a part of the critical access infrastructure that supports the deployment of forces and supplies to support global missions.

For over 80 years, U.S. Naval Forces Europe-U.S. Naval Forces Africa (NAVEUR-NAVAF) has forged strategic relationships with allies and partners, leveraging a foundation of shared values to preserve security and stability.

Headquartered in Naples, Italy, NAVEUR-NAVAF operates U.S. naval forces in the U.S. European Command (USEUCOM) and U.S. Africa Command (USAFRICOM) areas of responsibility. U.S. Sixth Fleet is permanently assigned to NAVEUR-NAVAF, and employs maritime forces through the full spectrum of joint and naval operations.



A view of the expeditionary sea base USS Hershel 'Woody' Williams (ESB 4) at sea. (U.S. Air Force photo by Staff Sgt. Dylan Murakam)

USNS Comfort Departs Norfolk in Support of Continuing Promise 2022

By Petty Officer 2nd Class Juel Foster, U.S. Naval Forces Southern Command / U.S. 4th Fleet Public Affairs

Military Sealift Command's hospital ship USNS Comfort (T-AH 20) departed Naval Station Norfolk in support of U.S. Naval Forces Southern Command/U.S. 4th Fleet's Continuing Promise 2022 mission in the U.S. 4th Fleet area of operations, Oct. 19.

Comfort is scheduled to visit Guatemala, Honduras, Colombia, Dominican Republic, and Haiti.

During these mission stops, Continuing Promise medical teams will focus on working alongside partner nation medical personnel to provide care aboard and at land-based medical sites to increase medical readiness, strengthen partnerships, and enhance the combined capabilities of the U.S. Navy and partner nations to respond to public health disasters and humanitarian crises.



USNS Comfort (T-AH 20) departs Naval Station Norfolk to begin ship support for Continuing Promise 2022, Oct. 19. Continuing Promise 2022, A joint, multi-national military and civilian effort, is providing humanitarian assistance to partner nations in the U.S. Southern Command area of responsibility by providing medical care to people in need. (U.S. Navy photo by Ryan Carter)

"I'm excited to work with such an enthusiastic and professional medical team," said Capt. Kathryn Elliott, commanding officer of USNS Comfort. "This is the Comfort's seventh deployment in support of Continuing Promise, and we couldn't be more thrilled to work with our partner nations, exchange knowledge, and provide assistance to those in need, furthering the lasting legacy of the Continuing Promise mission."

Comfort will also conduct a resupply mission stop at U.S. Naval Station Guantanamo Bay, Cuba, the only Main Operating Base in the USSOUTHCOM AOR and the oldest overseas U.S. Naval Base.



Boatswain's Mate Seaman Shyanna Allen (left) and Operations Specialist 2nd Class Leonardo Garcia Lopez (right), both assigned to USS New York (LPD-21), tend a mooring line as USNS Comfort (T-AH 20) departs Naval Station Norfolk to begin ship support for Continuing Promise 2022, Oct. 19. (U.S. Navy photo by Ryan Carter)



Boatswain's Mate Seaman Shyanna Allen (left) and Cryptologic Technician 2nd Class Justice Harper (right), both assigned to USS New York (LPD-21), tend a mooring line as USNS Comfort (T-AH 20) departs Naval Station Norfolk to begin ship support for Continuing Promise 2022, Oct. 19 (U.S. Navy photo by Ryan Carter)

While deployed to the USSOUTHCOM AOR, CP 2022 will be under the operational control of Rear Adm. Jim Aiken, commander, U.S. Naval Forces Southern Command/U.S. 4th Fleet (USNAVSO/FOURTHFLT) and under the tactical control of Capt. Bryan Carmichael, commander, Amphibious Squadron (PHIBRON) Four, who will serve as the mission commander for this deployment.

"It's an honor to work with the Comfort team and our partner nations personnel, as we strengthen our partnerships and help those in need in the Caribbean, Central and South American regions," said Carmichael. "Medical services are a big part of the mission, but we are also building relationships with these nations and their people that will have a lasting impact."

Since its inaugural mission in 2007, Continuing Promise missions have treated more than 582,000 patients and conducted over 7,000 surgeries in the region. Comfort's current mission is the 12th Continuing Promise mission conducted in U.S. Southern Command/U.S. 4th Fleet area of responsibility.



A view of the hospital ship USNS Comfort as it departs Naval Station Norfolk to begin its support for Continuing Promise 2022. (U.S. Navy photo by William Epperson)

For More Information About Careers Sailing with Military Sealift Command

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MSC Puts the Spotlight on Disability Awareness

By Jennifer Hunt, Military Sealift Command Public Affairs

Military Sealift Command hosted a virtual observance via Microsoft Teams for the 2022 National Disability Employment Awareness Month observance, Oct. 26.

The U.S. Department of Labor chose this year's theme of, "Disability: Part of the Equity Equation."

"A strong workforce is the sum of many parts, and disability has always been a key part of the equation," said Assistant Secretary for Disability Employment Policy Taryn M. Williams. "People with disabilities make up a wonderfully multifaceted group. By recognizing the full complexion of our community, we can ensure our efforts to achieve disability inclusion are, in fact, truly inclusive."

This year's keynote speaker for the observance, Brandon Kendrick, serves as a Program Analyst for the Department of Defense (DOD) Computer/Electronic Accommodations Program (CAP), a centrally funded program which provides free assistive technology and training to wounded, ill and injured Service members and federal employees with disabilities within the DOD.

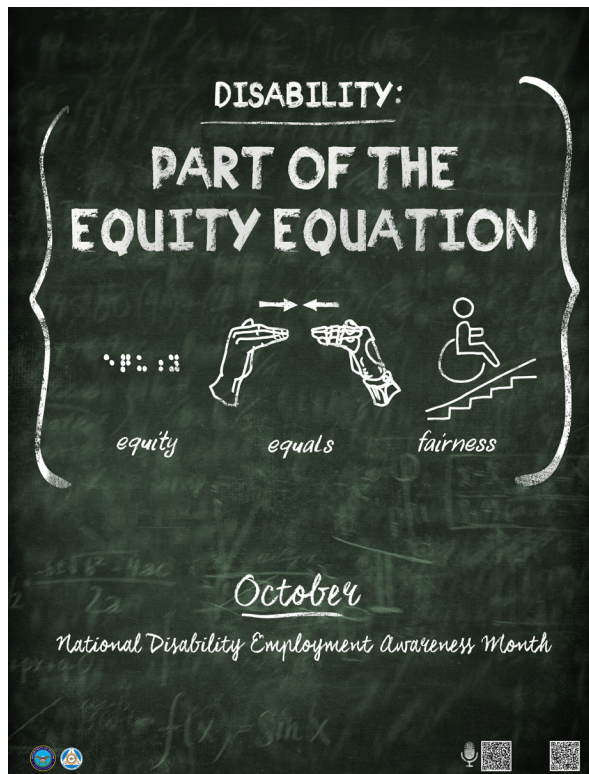
"CAP assists employers in identifying accommodations and works with the individual to help identify appropriate solutions that will help with their job functions," said Kendrick.

"You may have employees with disabilities who have had their conditions and limitations for all of their life and they're not going to need that assistance; but some people who have experienced limitations more recently might need that help. Additionally, someone who may have had that condition their entire life might have the tools, but they might not be approved for the network. CAP can also work to identify alternative solutions in cases like that."

While CAP has a variety of Assistive Technology solutions available on its website, individuals are not limited to those items. Alternative items may be requested from CAP and will be evaluated on a case-by-case basis to ensure the validity of the request, that it is the most reasonable and appropriate option, and that CAP is able to procure that item under Federal Acquisitions Regulations.

Those seeking CAP assistance can contact their agency's point of contact to apply. Other resources are also available via CAP's website, www.cap.mil.

CAP was established to advise and inform clients, client applicants, and other individuals with disabilities of all the available services and benefits under the Rehabilitation Act of 1973, and of the services and benefits available to them under Title I of the Americans with Disabilities Act (ADA). Services include advising and informing individuals of their rights in direct connection with programs authorized under the Act, including advocacy services.



Holiday Health and Fitness

From Military Sealift Command Health Promotion Program

We know the holidays can be a challenging time to stay on top of your health and fitness goals. While challenging, it is not impossible, and there are things we can do to make it a little easier on ourselves. Check out these five tips for a healthy holiday season this year:

- 1. Keep moving:** Perhaps your days feel a little more hectic this time of year, and they are indeed a little shorter. This is just one more reason to keep moving, helping manage stress and giving your body the movement it needs to function optimally and meet the demands of whatever it is you have on your plate. Whether this means using your lunch break to fit in a short walk, doing squats and stretches during commercial breaks of your favorite shows, parking further away at the grocery store, or having a jump rope competition at work or with your family, all of these are quick, effective ways to fit movement into a busy day. Simple movement like this also helps strengthen your immune system during flu season, decrease stress, and keep off unwanted holiday weight.
- 2. Prioritize your sleep:** Sleep should never fall to the bottom of your to-do list. Create a smart to do list that allows for you to go to bed at your normal time or as close to it as possible. Try to pick a bedtime that works for you and do what it takes to stick with it, whether that means turning off screens two hours prior to your bedtime or sleeping with blackout curtains, an eye mask, or ear plugs to help you get the sleep you need. Missing sleep and being tired leads to increased stress, low energy, and making unhealthy eating and drinking decisions.
- 3. Drink water:** Did you know that 75% of Americans are chronically dehydrated? Yet staying hydrated is important to keep our organs functioning properly, regulate body temperature, reduce cravings, and deliver nutrients to cells. It can be easy to forget to drink water this time of year with the colder weather and all of the holiday party drinks available. One of the best ways to address this is by setting your intention in the morning by filling a water bottle and carrying it with you throughout the day.
- 4. Load up on the fruits and veggies first:** You deserve to enjoy yourself and your favorite treats. And you can do both, eating enough fruits and veggies and enjoying your favorite treats! Filling up on fruits and veggies first just means you may eat less of the sweet treats. Plus, it will give your body the vitamins and minerals it needs to help keep your immune system strong.
- 5. Practice slowing down:** Whenever you can! This may look like slowing down during a meal, allowing that few minutes for your brain to receive the "I am full" signal from your stomach. Practice slowing down by doing things like putting down your fork or taking a sip of water between bites. Slowing down means you enjoy your food for longer! Slowing down can also mean slowing down throughout your day or while out on-the-go. You may consider setting reminders on your phone or calendar to take 1-3 deep breaths throughout your day, helping you return back to the present moment and not get carried away or overwhelmed from stressful thoughts.

Finally, know that you have support! The MSC Health Promotion Program (HPP) is here for you. For questions about his or any HPP services at MSC, contact your Health Promotion Program Manager at MSC_HPP@us.navy.mil or Leighanne.gerstbrein.ctr@us.navy.mil

Teleworking or Off Duty? Here are Some Cybersecurity Best Practices While on the Go

From Office of the Deputy Chief of Naval Operations for Information Warfare

Part of the Navy's observance of Cybersecurity Awareness Month focused on best practices to implement while working remotely or off duty.

"In an increasingly mobile world, maintaining vigilance in all cyber situations is an absolute must," said Rear Adm. Tracy Hines, director of the Navy's Enterprise Networks and Cybersecurity Division. "This includes exercising good digital citizenship even when not logged onto a Navy network. Our on-line behavior, no matter what the circumstance, must reflect the highest standards of character and conduct."

In keeping with the National Cybersecurity Alliance's Cybersecurity Awareness Month theme of 'See Yourself in Cyber,' the Navy is asking Sailors and civilians to see themselves in cyber while interacting on the Internet in a remote or non-work capacity.

Here are some best practices to keep in mind while working remotely or off duty:

- Know and follow your agency's cybersecurity and telework policies and ensure you are current on mandatory training. Department of the Navy information technology, information

management, and cybersecurity policy and guidance may be found here: <https://www.doncio.navy.mil/Policy.aspx>. Check with your leadership for agency-specific guidance.

- Only connect government furnished equipment (GFE) to a network over which you have complete control, such as a home Wi-Fi network. If you must use public Wi-Fi, be sure to utilize a virtual private network (VPN) to protect your data.

Cyber Continued on Page 8

- Be cognizant of your surroundings to deter eavesdropping and shoulder surfing, and always remove your CAC card from your machine when not in active use.
- Only use agency-approved collaboration tools, including but not limited to chat and video conferencing platforms. The Navy's enterprise collaboration tool is Microsoft Teams.
- Store work-related content on GFE and agency-approved cloud services only. Do not forward work emails to a personal email account.
- Do not print work-related materials at home or on a public printer. Be mindful of how you handle paper documents outside the office and remember that a locked personal residence is not considered a secure facility for the handling of classified materials.

- Limit what information you post on social media—from personal addresses to where you like to grab coffee. What many people don't realize is that these seemingly random details are all that adversaries need to know to target you and your loved ones—on-line and in the real world. Keep Social Security numbers, account numbers, and passwords private, as well as specific information about yourself, such as your full name, address, birthday, and even vacation plans. Disable location services that allow anyone to see where you are—and where you aren't—at any given time.
- Be careful of who you allow to be a 'friend' or 'follower,' and be mindful of the difference. Social media platforms may allow different levels of access to your profile depending on your relationship with those with whom you connect.

- Speak up if you're uncomfortable. If a friend posts something about you that makes you uncomfortable or you think is inappropriate, let them know. Likewise, stay open-minded if someone approaches you because something you've posted makes them uncomfortable.

People have different tolerances for how much the world knows about them, and it is important to respect those differences. Don't hesitate to report any instance of cyberbullying, suspicious, or harassing activity. Work with the social media platform to report, and possibly block, harassing users. Report an incident if you've been a victim of cybercrime. Local and national authorities are ready to help you.

UNREP Training continued from Page 1



Civil Service Mariner, Ordinary Seaman Omari Samuel, operates a forklift at the Military Sealift Command UNREP Training Center (MUTC), as MUTC Instructor Hilda Jacobs looks on. (U.S. Navy photo by Hendrick Dickson)

training in standard operating procedures for UNREP. They learn about rig team organization, safety procedures and communications. Then we take them out to the rigs for hands-on lessons. Everyone gets to participate and see what it's like to actually conduct an UNREP. At the end of the course, we test what they've learned and present them with their certificates."

The nearly 20 MUTC contract and civilian instructors train thousands of CIVMARs each year in STREAM and the other courses. These courses are invaluable, especially for new hires who come to MSC with no prior experience. The MUTC gives them a look at what it's like to be at sea and work operate aboard an MSC ship.

"I wish I had the opportunity to go through courses like this when I first joined MSC," said Hilda Jacobs, Material Handling Forklift Instructor. "It helps when you have an idea of what you're doing. Before, new hires would just get thrown out there. There is a lot going on at sea and people

don't have a lot of time to really help you. Here we have the time. They can make the mistakes here, but out there, those mistakes could cost somebody their life."

MUTC has provided replenishment training and engineering services to the surface fleet since 1976. As MSC and the Navy fleet take on a new generation of challenges, MUTC will continue to be a critical to ensuring maritime forces most invaluable assets are ready to take on the challenges.

"Our goal is to ensure our people, whether they are CIVMARs, active duty Sailors or Reservists, are confident in their ability to do their jobs at sea," said MUTC Site Administrator Cody Holliday. "We want to ensure everyone who comes through here is able to take what they learned back to their ships and are able to operate their jobs safely and efficiently. Ultimately, that will affect how successful we are at MSC and impact our ability to may operability at sea."



Military Sealift Command Civil Service Mariners operate a refueling station at the Military Sealift Command UNREP Training Center. (U.S. Navy photo by Hendrick Dickson)

ANYDAY



Military Sealift Command's dry cargo and ammunition ship USNS Carl Brashear (T-AKE 7) steams alongside the aircraft carrier USS Ronald Reagan (CVN 76), during a replenishment-at-sea in the Philippine Sea, Nov. 7. (U.S. Navy photo by Mass Communication Specialist Seaman Timothy Dimal)

Sealift is an authorized publication for members and employees of the Navy's Military Sealift Command. Contents of this publication are not necessarily the official views of or endorsed by the U.S. Government, the Department of Defense or the Department of the Navy. Sealift is published monthly by the Military Sealift Command Office of Public Affairs as authorized under NAVPUBINST 5600.42A. Submission of articles and letters should be addressed to:

Editor, Sealift, Military Sealift Command
 471 East C Street
 Norfolk, VA 23511-2419
 Commercial: 757-443-2839
 DSN: 646-2839
 EMAIL: lewis.w.mesta.civ@us.navy.mil

Commander.....Rear Adm. Mike Wettlaufer, USN
Director, Public Affairs..... Tom Van Leunen
Deputy Director, Public Affairs..... Jillian Morris
Editor..... Bill Mesta, Norfolk, VA
Visual Information..... Brian Suriani, Norfolk, VA
Visual Information..... Ryan Carter Norfolk, VA
Writer..... Jennifer Hunt, Norfolk, VA
Writer..... Hendrick Dickson, Norfolk, VA
Writer..... David Griesmer, Norfolk, VA
Writer..... LaShawn Sykes, Norfolk, VA
Writer..... Christina Johnson, Naples, Italy
Writer..... Leslie Hull-Ryde, Singapore
Writer..... Sarah Cannon, San Diego, CA

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