



SEALIFT

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

JANUARY 2017 ISSUE

USNS ARCTIC: IN SUPPORT OF THE WARFIGHTERS



The aircraft carrier USS Dwight D. Eisenhower (CVN 69) (Ike), right, and the guided-missile cruiser USS San Jacinto (CG 56) conduct a replenishment-at-sea with the fast combat support ship USNS Arctic (T-AOE 8). Arctic is deployed supporting coalition maritime forces ships in the U.S. 5th Fleet area of operations. (U.S. Navy photo by Petty Officer 3rd Class Cole Keller)

By Petty Officer 3rd Class Cole Keller, USS Dwight D. Eisenhower

While the Eisenhower Carrier Strike Group (Ike CSG) leads the way in support of Operation Inherent Resolve by flying combat missions and providing presence, Military Sealift Command fast combat support ship USNS Arctic (T-AOE 8) plays a key role in making the CSG's success possible.

Arctic supports all the ships, and gives them everything they need to stay on station and continue their mission.

The United States is one of the few countries in the world which maintains the ability to have an operational aircraft carrier and provide the logistics to support it. The noncombatant, civilian-crewed ships of Military Sealift Command make this possible by providing everything from fuel, food, mail, and replacement parts.

"I absolutely love this ship; I wouldn't be here if I didn't," said Master Joseph Goodwin, whose position on Arctic is equal to that of a commanding officer aboard a Navy vessel. "I love supporting the Sailors aboard the ships we replenish. It's extremely rewarding to see them receive mail and supplies, [and] we are the Navy's best asset when it comes to logistics."

Arctic is readily equipped to provide for several platforms, day or night. The ship is capable of storing more than 7 million gallons of fuel, 750 tons of food stores, and more than 2,000 tons of ammunition.

IN THIS ISSUE

TRANSCOM Visit

Cyber Assist Team

Offloading Tanks

USNS Grasp

The British Connection

Joshua Humphreys
Six Years Forward

In 2002, in an effort to increase efficiency, USS Arctic (AOE 8) was transferred to MSC. It went from a Sailor-manned combatant ship to a civilian-manned noncombatant ship. This change freed up Sailors to fill critical billets on warfighting ships and allowed Arctic to spend more time at sea.

"We are a professional and efficient group of mariners," said Chief Mate Matthew Sobey, whose position is the Navy equivalent of an executive officer. "We work around the clock to provide anything and everything a naval vessel needs. The men and women aboard take an enormous amount of pride in supporting America's Navy."

Filling the role of what used to be a 700-man crew, Arctic's crew of 176 civilian mariners work tirelessly in an effort to bring vital supplies to the more than 7,500 Sailors in the strike group.

Arctic was constructed with dual rudders and dual propellers, which allow her to steam at high speeds and keep up with warships in the strike group. Because of its design, the ship can simultaneously conduct a replenishment-at-sea on both sides.

Being tethered to another ship and restricted in movement can make a vessel vulnerable, but because of the speed and efficiency, Arctic greatly reduces the time alongside.

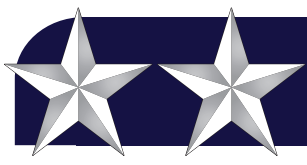
"After spending half of the deployment on a carrier, it's incredible to see the work that goes into getting supplies from shore to ship," said Petty Officer 3rd Class Joseph Snider, who works as a naval aviation rescue swimmer. "I direct the helicopter to pick up and land almost every pallet that goes from Arctic to Ike. None of it could be possible without the skill and professionalism of civil service mariners who support us."

Arctic keeps an air detachment of more than 30 Sailors who operate and maintain two MH-60S Seahawk helicopters for use in vertical replenishments.

ARCTIC, continued on pg. 8

The aircraft carrier USS Dwight D. Eisenhower (CVN 69) receives fuel and stores from the fast combat support ship USNS Arctic (T-AOE 8) during a replenishment-at-sea. Arctic is deployed supporting coalition maritime forces ships in the U.S. 5th Fleet area of operations. (U.S. Navy photo by Petty Officer 3rd Class Cole Keller)





TRANSCOM VISIT

From Commander, Military Sealift Command,

Recently we hosted U.S. Transportation Command Commander, Gen. Darren McDew. It was insightful to hear his thoughts on the new environment in which we must operate, with its growing uncertainty, risk, and complex demands. But more importantly, he addressed the areas we must focus on so that we are ready, today and in the future, to answer our nation's call and support the joint warfighter.

McDew summarized U.S. Transportation Command priorities: ensure we are ready today to rapidly project forces anywhere on the globe, advance cyber domain capabilities, evolve for tomorrow, and champion an innovative, diverse, and agile workforce.

The strategic themes in the MSC Voyage Plan are aligned with these priorities as well as the lines of effort in the Navy's Design for Maintaining Maritime Superiority. My strategy for achieving this alignment is a team-centered work environment focused on collaboration, transparency, ownership, and responsive planning and execution. This is our charge and challenge as valued members of the MSC team.

I also had the opportunity to provide McDew with my 90-day assessment of the state of Military Sealift Command, focusing on our support to U.S. Transportation Command. I highlighted the important work we completed in the areas of dry cargo and petroleum sealift, missions and operations such as JLOTS and Turbo Activation, and operations and exercises such as Deep Freeze and Pacific Pathways. I let him know that it is a dedicated and professional staff that enabled MSC to accomplish these missions while staying responsive to customer requirements.

Finally, I made him aware of our areas of concerns. The areas include operating in a contested maritime domain, cyber-readiness, the health of our surge fleet, the fiscal environment we are heading into, and finally, ensuring our human capital is best positioned to enable our organization to succeed. These are the areas where we should focus, and everyone has a part to play, using our collective energy and innovative ideas to seek positive solutions.

Thank you for your continued focus on our strategic priorities and areas of concern.

United We Sail,

Rear Adm. Dee L. Mewbourne, USN
Commander, Military Sealift Command

THRIFT SAVINGS PLAN CONTRIBUTION LIMITS WILL NOT CHANGE FOR 2017

All MSC Civilian Employees,

The Thrift Savings Plan (TSP) contribution limits for 2017 will be the same as in 2016:

- \$18,000 - Regular employee contributions
- \$6,000 - Catch-up contributions (for employees age 50 and older)

There is no TSP Open Season – you can make your election at any time. Calendar year 2017 has 26 pay dates so you would elect to contribute \$693 per pay period to reach the 2017 contribution limit of \$18,000. If you are eligible to make Catch-up contributions, you would elect to contribute \$231 per pay period to reach the 2017 contribution limit of \$6,000.

If you have any questions, please call the Benefits Line at 888-320-2917 from 7:30 a.m. - 7:30 p.m., Eastern Time, Monday - Friday, except on Federal holidays. The toll free phone number is 866 359 5277.

Another way to reach the Benefits Line is to email your questions to navybenefits@navy.mil. You must include your full name, pay plan, grade, contact telephone number and the best time to call. Please do not include Privacy Act or other Personally Identifiable Information such as date of birth or Social Security number in your email correspondence.

Thank you,

Mary E. Foley
Director Civilian Benefits Center

HAPPY NEW YEAR'S

From Commander, Military Sealift Command,

The Holiday and New Year's season is a time to celebrate our faith traditions, recognize accomplishments, reflect upon our many blessings and look to the future as an opportunity to make positive change. As 2016 draws to a close, I thank every member of our MSC team for all your hard work and professionalism during the past year. For our Mariners and Sailors standing the watch during the holidays, our thanks and gratitude for your sacrifice for our nation and our Navy. And I thank all our families too, for they have supported our work at MSC, often at great personal sacrifice. The unwavering support of our family and friends enables us to stay focused and mission ready.

As we head into the holidays many of you will hit the roads or travel by plane to see friends and family. As you travel, please do so safely. Focus on the basics: have a plan, begin all travel well-rested, anticipate travel delays, and remain alert to your surroundings.

While you are celebrating, don't let your guard down. Make wise decisions as you enjoy holiday parties. Drinking and driving, texting while driving or other poor decisions can endanger you and those around you; it can end lives and ruin careers. Remember, you represent Military Sealift Command, our Navy and our Nation. Our nation and our families expect the best from us as public servants.

As we move into 2017, take a moment to reflect on your personal and professional lives. The start of the New Year is an opportune time for self-evaluation and goal-setting. What can we do differently or better in 2017 that might improve our performance at work and our relationships with family and friends? We should set goals and look for ways that we can build on our successes from last year. The beginning of the year is the time to make change and start anew. Take advantage of the opportunity.

Enjoy your holiday celebrations with family, friends and coworkers. On behalf of our Military Sealift Command staff, I wish you and your families a very happy and safe holiday season. Following this much-deserved break, let's enter the New Year refreshed and rejuvenated, and ready for the many challenges that lie ahead in 2017!

United We Sail,

Rear Adm. Dee L. Mewbourne, USN
Commander, Military Sealift Command

NEW BENEFITS FOR WOUNDED WARRIORS!

On Nov. 5, 2015, President Barack Obama signed the Wounded Warriors Federal Leave Act of 2015 (Public Law 114-75). The Wounded Warriors Leave Act established a new leave entitlement known as "disabled veteran leave" (DVL). The DVL is available to any covered Federal employee (both CIVMAR and GS) hired on or after Nov. 5, 2016, who is a veteran with a service-connected disability rated at 30 percent or more undergoing medical treatment for their service-connected disability during the first year of employment.

The act provides part-time, seasonal or employees on uncommon tours of duty with a proportional credit with amount of DVL leave based on the number of hours in a work schedule, while full-time regular employees will receive up to 104 hours (or 13 days) of DVL. This leave is a one-time benefit that may not be carried over to subsequent years or cashed out and paid in lump-sum. If not used within the established 12-month eligibility period, the DVL will be forfeited.

For questions regarding this new leave entitlement, please contact Frances Vorce of the Work/Life Services Branch at 757-341-6471 or frances.vorce@navy.mil. For questions regarding the Wounded Warrior Program, please contact Laurie Beth Sargent of the Staffing/Recruitment Branch at 757-341-6481 or laurie.sargent@navy.mil.

GENERAL MCDEW, 'WHAT YOU DO IS IMPORTANT AND VALUABLE'

Gen. Darren W. McDew, commander, U.S. Transportation Command, addresses service members and civilian teammates attached to Military Sealift Command at an 'all call' on board Naval Station Norfolk, Nov. 29. (U.S. Navy photograph by Bill Mesta)



By Bill Mesta, Military Sealift Command Public Affairs

Gen. Darren W. McDew, commander, U.S. Transportation Command, addressed hundreds of service members and civilian teammates attached to Military Sealift Command during an 'all call' on board Naval Station Norfolk, Nov. 29.

McDew's address focused on the importance of TRANSCOM's and MSC's capabilities, cybersecurity, logistics and innovation. He also took the time to credit MSC's teammates for their hard work and dedication.

"It is important to me that the force of people who have decided to do something greater than themselves, for other people, are appreciated for

what they do," said McDew. "So there are two words I like to use which are not used enough in our vocabulary: thank you."

"The nature of our work has us rushing from one crisis to the next, sometimes simultaneously. We go from one event to the next and we barely take a breath to acknowledge how wonderful we did at the last requirement," he said.

"I am very proud to be the commander of U.S. Transportation Command because I get to be the commander of the best combatant command in the world," he said. "Every other combatant commander in the world thanks me for what you do and the support you provide."

"We are working in challenging times and what you do is special. What you do is important and valuable," continued McDew. "I can't pay you more, but I can appreciate you for what you do. So I would like to start off with a 'thank you very much'."

The 'all call' was McDew's first opportunity to address MSC as the commander of U.S. Transportation Command and he used the event to reinforce the importance of unity.

"I am proud that as an O-5, U.S. Air Force C-17 Squadron Commander at Charleston Air Force Base, I knew every single first name of the 170 people who served in the squadron," said McDew. "I could match every single spouse to the military member they were married to. I knew who all of the families' children were."

"I worked very hard to know who my people were because I understood the impact this would have on a daily basis on those human beings," continued McDew. "I could see the impact this had on the members of the squadron and the positive results we enjoyed every day and this practice was foundational for me as a leader."

McDew continues to draw on his experience to encourage others in support of the military's global logistics capabilities.

"The capabilities we provide, no other nation in the world can provide," said McDew. "There are nations who are unable to sustain themselves more than 90 miles from their own capital. We provide sustainment globally."

McDew pointed out the need for innovative practices in an ever-shifting global battlespace.

MCDEW, continued on pg. 8

CYBER-ASSIST TEAM; KEEPING MSC'S DIGITAL PROFESSIONALS TRAINED, INFORMED

By Bill Mesta, Military Sealift Command Public Affairs

As Military Sealift Command's systems and functions become increasingly reliant on cyberspace, adhering to best cyber practices and behaving with integrity on-line are critical to protecting its networks.

A team of information technology specialists is providing training and information to MSC's afloat platforms to ensure the fleet is up to date about the latest cybersecurity issues.

"Cybersecurity is anything designed to protect networks, computers, programs and data from attack, damage or unauthorized access," said Kate Sobus, one of MSC's Cyber-Assist teammates. "This can be technical solutions like firewalls, processes and procedures such as requiring a token to log into a network, or even a user awareness training program."

"A cybersecurity assist visit allows us to have one-on-one discussions with, and provide training to, shipboard personnel along with performing audits and other security reviews that can't be done remotely," said Sobus. "Every ship we've visited has had unique issues that only came to light during the on board visit."

So far, MSC's Cyber Security Team has conducted over 15 visits in Norfolk, San Diego, Military Sealift Command Atlantic, Military Sealift Command Central, and Military Sealift Command Far East.

"Our primary focus areas during the assist visits are education and security posture review," said Sobus. "We send a pre-visit questionnaire to each ship so we can tailor additional training and discussions to the right subjects, in addition to the core elements."

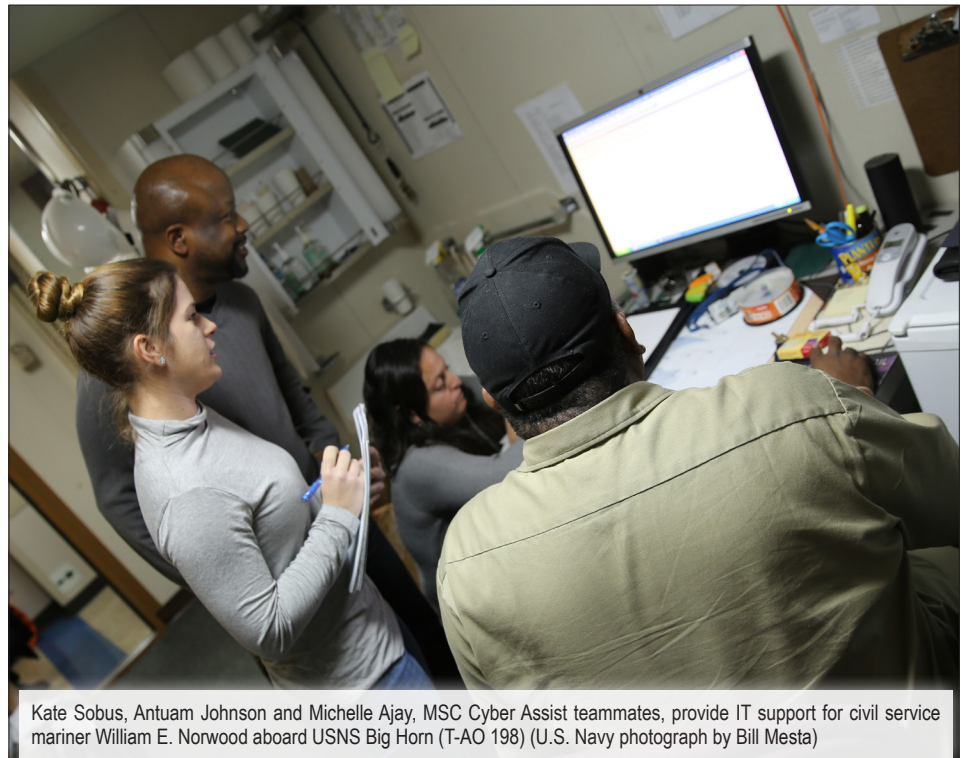
"Some of the key areas addressed in the security posture review: Electronic Spillages, Cyber Incidents (malware, Trojan, virus), and Personnel Identifiable information (PII) Breaches" added Sobus. "On a system level, cybersecurity assist visits address antivirus protection, backups of system and data files, tracking and monitoring system activity (memory usage, CPU usage and system monitor) and the review of audit logs to identify suspicious or inappropriate web browsing behavior activity. Another key area is addressing monthly patching and scanning procedures, processes, and tools."

Military Sealift Command is the lynch-pin to the Navy's logistics system, making it, and each of its users, high priority targets to our adversaries.

"Over the past few years, cyber-attacks have increased exponentially in both frequency and sophistication," said Sobus. "In addition to the increase of cyber-attacks, we have become more dependent on computer systems and networks to accomplish our mission and empower Global Warfighting Capabilities."

"We must be able to minimize the effects of a cyber-attack on our networks by implementing cybersecurity in a way that identifies an attack early and isolates it so we can continue to function while combating the attack," added Sobus. "MSC's Cybersecurity program supports that requirement through education, inspections, audits, external collaboration, and other activities with the goal of keeping adversaries from degrading MSC's mission effectiveness."

CYBER, continued on pg. 8



Kate Sobus, Antuam Johnson and Michelle Ajay, MSC Cyber Assist teammates, provide IT support for civil service mariner William E. Norwood aboard USNS Big Horn (T-AO 198) (U.S. Navy photograph by Bill Mesta)



Marine Corps tanks, Amphibious Assault Vehicles and other rolling stock aligned on Tango Pier, U.S. Naval Base Guam (NBG), Oct. 28 await to be backloaded onto the maritime prepositioning ship USNS PFC Dewayne T. Williams (T-AK-3009). The more than 80 pieces of rolling stock and equipment offloaded in the port of Apra Harbor represented a rare three-week maintenance opportunity where the use of NBG's reinforced piers for amphibious and tracked vehicles was more than a proof of concept, but also an exercised capability for the port at Apra Harbor far west of a typical port of call, such as Pearl Harbor, Hawaii. (U.S. Navy photograph by Jeff Landis, Major, USMC (Ret.))

MARINES LAND IN APRA HARBOR TO OFFLOAD TANKS, EQUIPMENT

Story by Jeffrey Landis, U.S. Naval Base Guam Public Affairs

The Maritime Prepositioning Ship (MPS) USNS PFC Dewayne T. Williams (T-AK-3009) pulled back into Apra Harbor, U.S. Naval Base Guam (NBG), Oct. 27 to back-load nearly 80 U.S. Marine Corps vehicles and equipment after a three-week visit to the port. The visit was a rare opportunity for Marines and maintenance support personnel to conduct a three-week maintenance period in Guam – where use of NBG's reinforced piers for amphibious and tracked vehicles was more than a proof of concept, but also an exercised capability for the port at Apra Harbor far west of Pearl Harbor, Hawaii.

The offload – although only intended for maintenance of 14 M1A1 Abrams tanks – included 16 Amphibious Assault Vehicles (AAV), a few 7-ton trucks and other rolling stock and equipment. MPSs are designed for maximized efficient use of all available space, so rolling off all the equipment to get to the tanks was a necessity, said Maj. Lee Parker, Officer-in-Charge of the Maintenance Support Team (MST) sent to Guam. Port Operations staff and offload support specialists from USNS Williams guided the tanks, AAVs and other rolling stock using a ramp from the ship onto Tango Pier, and then all the vehicles and gear were moved and stowed in the confines of Uniform Pier, with its reinforced cement deck capable of holding the 70-ton tanks. With the maintenance period complete, the back-load commenced Oct. 27 and 28 in the same organized fashion.

“The evolution was smooth and expertly executed,” said Dan Quicho, Port Operations Director. “This type of heavy equipment offload for a maintenance availability, in addition to the husbanding services here at Guam, adds versatility to our support capability here at Naval Base Guam. It also equates to a significant cost savings to offload and conduct business here instead of sending the ship back to the states.”

The combined team of close to 50 MST personnel came from various areas across the globe, including Blount Island Command (Marine Corps Support Facility Blount Island, Jacksonville, Fla.), Marine Forces Pacific in Hawaii, and maintenance and support personnel from Okinawa, Japan, and Camp Pendleton, Calif., as well as the main services and technology contractor, Kellogg Brown & Root (KBR).



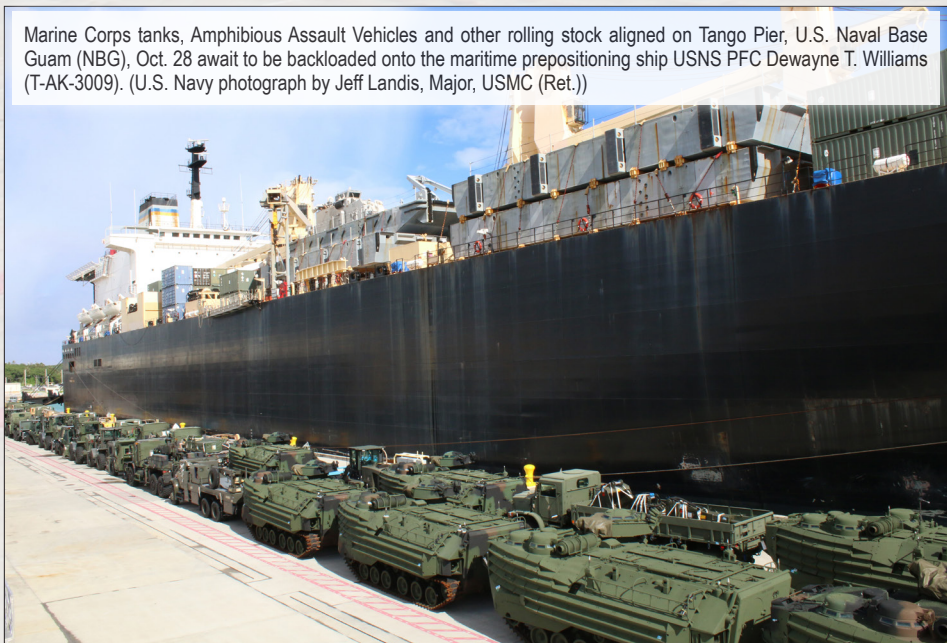
Marine Corps tanks, Amphibious Assault Vehicles and other rolling stock aligned on Tango Pier, U.S. Naval Base Guam (NBG), Oct. 28 await to be backloaded onto the maritime prepositioning ship USNS PFC Dewayne T. Williams (T-AK-3009). The more than 80 pieces of rolling stock and equipment offloaded in the port of Apra Harbor represented a rare three-week maintenance opportunity where the use of NBG's reinforced piers for amphibious and tracked vehicles was more than a proof of concept, but also an exercised capability for the port at Apra Harbor far west of a typical port of call, such as Pearl Harbor, Hawaii. (U.S. Navy photograph by Jeff Landis, Major, USMC (Ret.))

Guam is not a typical port of call for MPS offloads but according to Parker, the maintenance was a must. “These tanks were recently used in Exercise Freedom Banner 2016 in the Republic of Korea back in late February-early March,” said Parker. “The required corrective maintenance, assessment, inspections, as well as post-maintenance inspection actions will bring the vehicles and equipment up to acceptable readiness levels for their 3-year ship cycle and so that the MPS will be ready for any contingency.”

Freedom Banner is a Navy and Marine Corps deployment and offload/back-load exercise that strengthens interoperability and working relationships for proficiency at numerous military operations ranging from disaster relief to complex expeditionary operations.

MPS ships have sufficient equipment, vehicles, supplies and ammunition to support a Marine Air-Ground Task Force (MAGTF) – upwards of 27,000 troops – for 30 days during a contingency.

The USNS Williams is named after Medal of Honor recipient, Marine Pfc. Dewayne T. Williams, former native of Brown City, Mich., who died during a battle at Quãng Nam Province, Vietnam, on Sept. 18, 1968. Williams was awarded the Medal of Honor posthumously for his conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty while diving on an enemy grenade that was thrown into the middle of his patrol amidst an intense enemy nighttime ambush. Williams' body absorbed the full impact of the grenade, ultimately saving the lives of his patrol members and enabling them to defeat the attackers and hold their position till assistance arrived.



Marine Corps tanks, Amphibious Assault Vehicles and other rolling stock aligned on Tango Pier, U.S. Naval Base Guam (NBG), Oct. 28 await to be backloaded onto the maritime prepositioning ship USNS PFC Dewayne T. Williams (T-AK-3009). (U.S. Navy photograph by Jeff Landis, Major, USMC (Ret.))

MISSION COMPLETE; GRASP RETURNS TO LITTLE CREEK

By Military Sealift Command Public Affairs

Military Sealift Command's rescue and salvage-class ship USNS Grasp (T-ARS 51) completed a four-month deployment by pulling into Joint Base Little Creek-Fort Story, Nov. 16.

Grasp deployed to the U.S. Sixth Fleet's area of operation where its crew of approximately 45 Civil Service Mariners and U.S. Navy Divers primarily conducted dive and salvage operations to recover missing ships, aircraft and tow vessels.

"The Grasp conducted diving operations mostly in the Mediterranean Sea," according to Chief Petty Officer Andrew Strause of the Navy's Mobile Diving and Salvage Unit Two. "We also traveled up to the North Sea off the coast of England."

LaShawn Sykes, as spokesperson for Military Sealift Command Atlantic said, "the Grasp's mission was aimed at partnership-building strengthening maritime security in a comprehensive and collaborative manner."

USNS Grasp is the second ship of the newest auxiliary rescue and salvage class of vessels constructed for the U.S. Navy.

"You know we had a good trip, but it's always good to come home and spend time with your family and be home," said Wayne Taglieri, 3rd assistant engineer. "We have thanksgiving come up, so I'm real excited about that."

"The rugged construction of the steel-hulled ship combined with its speed and endurance makes the Grasp well-suited for rescue and salvage operations throughout the world," said Sykes. "The ship's hull below the waterline is ice-strengthened."

"Grasp was the right platform for this mission," added Sykes. "With all of the ship's unique capabilities, equipment, and supply units, the ship's civilian mariner crew is able to operate the vessel in remote regions of the world so the Navy divers can execute their missions in a timely and efficient manner without additional support."



The daughter of a U.S. Navy Sailor attached to the rescue and salvage ship, USNS Grasp (T-ARS 51), greets her father after the ship returned home to Joint Expeditionary Base Little Creek-Fort Story, Nov. 16. Grasp returned to home-port after completing a four-month deployment to the U.S. Sixth Fleet's area of operation. (U.S. Navy photograph by Bill Mesta)

FRANK CABLE RETURNS FROM INDO-ASIA-PACIFIC REGION DEPLOYMENT

From USS Frank Cable (AS 40) Public Affairs

Sailors and civilian mariners of submarine tender USS Frank Cable (AS 40) completed a five-month deployment, returning to their homeport at Naval Base Guam, Nov. 8.

Frank Cable, which departed Guam June 6, concluded a successful five-month deployment to the Indo-Asia-Pacific region and U.S. Central Command area of operations. The crew and ship provided vital flexibility to the fleet commanders, extending the range and impact of U.S. naval forces in the U.S. Navy's 5th and 7th Fleets.

"With great pride I watched the combined Navy and Military Sealift Command crew of the USS Frank Cable rise to every challenge as they demonstrated the flexibility and capability of a submarine tender," said Capt. Drew St. John, Frank Cable's commanding officer. "Through their dedication and hard work, this ship successfully supported the ships and submarines of both the 5th and 7th Fleets, reinforcing more than ever the relevancy of the submarine tender into today's security environment. Their actions ensured our naval combatants were ready to 'fight tonight.'"



Family members wave and cheer for their loved ones as submarine tender USS Frank Cable (AS 40) prepares to dock at the ship's home-port of Naval Base Guam in Apra Harbor following a five-month deployment. (U.S. Navy photo by Lieutenant Lauren Spaziano/Released)



Petty Officer 1st Class Ashley Johnson, from Chicago, assigned to the submarine tender USS Frank Cable (AS 40) kisses her daughter after returning to Naval Base Guam after completing a five-month deployment. (U.S. Navy photograph by Seaman Alana Langdon)

Frank Cable was a persistent presence throughout the Indo-Asia-Pacific region, where the crew performed more than 10 community relations events designed to deepen the crew's understanding of other cultures and built friendships with people living in host nations.

Repair Department provided support to submarine and surface ships, providing vital flexibility to the fleet commanders and extending the range and impact of U.S. naval forces in the U.S. Navy's 5th and 7th Fleets.

"As a forward-deployed submarine tender, we bring a tremendous capability to the fleet commander," said St. John. "We pride ourselves in our mission, providing critical repairs to forward-deployed naval forces. Those we supported are better prepared for mission success."

A first for the ship and crew was pulling into Cam Ranh Bay, Vietnam, the first U.S. ship to dock since the Vietnam Conflict in 1973.

"I was excited to go back!" said Petty Officer 3rd Class Nhat Q. Vu, a native of Dong Nai, Vietnam. "To go back to my home and share my culture with my shipmates, my friends, was amazing. I was excited to share what I do in the Navy every day, and the positive impact we can have wherever we go."

USNS JOHN ERICSSON; THE BRITISH CONNECTION

By Bill Mesta, Military Sealift Command Public Affairs

Military Sealift Command's fleet replenishment oiler USNS John Ericsson (T-AO 194) performed a dual-ship replenishment at sea (RAS) with the British Royal Navy's fleet flagship HMS Ocean (L-12) and amphibious assault ship HMS Bulwark (L-15) in the Gulf of Aden, Oct. 26.

According to the John Ericsson's master, Capt. Kevin J. Farrin, "The replenishment conducted with Ocean and Bulwark was coordinated and scheduled by the vessels' operational commander in support of Operation Inherent Resolve and the ongoing anti-piracy efforts in the U.S. Navy's Fifth Fleet's area of responsibility."

The Bulwark received approximately 96,000 gallons of diesel propulsion fuel and the John Ericsson delivered approximately 115,000 gallons of fuel to the Bulwark.

"The John Ericsson has conducted numerous replenishment operations with coalition vessels from the United Kingdom, France, Italy, Spain and Pakistan throughout the current deployment," said Farrin. It is common for MSC oilers to work with allied Navy ships from many different countries."

John Ericsson is one of 15 fleet replenishment oilers in MSC's fleet.

"Ships like the John Ericsson play an important role in MSC's combat logistic force," said Farrin. "We are equipped to transport essential fuel, provisions, stores spare parts and personnel from strategic port facilities to Navy ships at sea, allowing those ships to remain on station while conducting their mission."

USNS John Ericsson is currently crewed by 86 Civil Service Mariners (CIVMARS) and 12 active duty Navy personnel.

"Our CIVMARS ensure that the vessel is operationally ready at all times and that it completes all mission requirements in a safe and efficient manner," said Farrin. To accomplish this they adhere to the highest standards of maintenance throughout the vessel, striving for 100 percent inventory accuracy and accountability with all stock and cargo items and they project positive customer service with a can-do attitude in their daily routine. Mariners are the keystone of the organization and the operations conducted around the world."

"As always, USNS John Ericsson's crew performed remarkably well during the replenishment and all fuel was delivered safely and efficiently," concluded Farrin.

The ship's namesake, John Ericsson, was Swedish born inventor and mechanical engineer credited with inventing the screw propeller and designing the ironclad USS Monitor.



Military Sealift Command's fleet replenishment oiler USNS John Ericsson (T-AO 194) performing a dual-ship replenishment at sea (RAS) with the British Royal Navy's fleet flagship HMS Ocean (L-12) and amphibious assault ship HMS Bulwark (L-15) in the Gulf of Aden, Oct. 26. (Courtesy photograph)

SIX YEARS OF DOWN RANGE SUPPORT: USNS JOSHUA HUMPHREYS

Military Sealift Command Public Affairs

Military Sealift Command's fleet replenishment oiler USNS Joshua Humphreys (T-AO 188) pulled into Naval Station Norfolk, Dec. 6.

The evolution signified the completion of a six year forward deployment in support of military operation in the U.S. Fifth Fleet's area of responsibility.

"The Humphreys participated in a multitude of Naval Forces exercises and operations to strengthen relationships with our allies and regional partners in the Arabian Gulf, Red Sea, Indian Ocean, and as Far East as Japan," according to MSC Atlantic Spokesperson LaShawn Sykes.

There are 89 civil service mariners (CIVMARS) who serve aboard the Humphreys. The CIVMARS perform all required task aboard the ship to include navigation, propulsion equipment operation and maintenance. "This ship spent most of its time in the Fifth Fleet, which is the Persian Gulf, predominantly in the ports of Jebel Ali and Bahrain," said Chief Mate Eric Naranjo.

"The accomplishments of the crew are staggering and the ship's numbers are truly impressive," added Sykes. "Supporting 238 U.S. and Coalition ships, Humphreys executed 702 underway replenishments and transferred more than 137.5 million gallons of fuel and 11,730 pallets of cargo with high precision."

Captain Matthew Neylon is the 12th master to serve aboard the Humphreys during the six year deployment. He served aboard the oiler



Military Sealift Command's fleet replenishment oiler, USNS Joshua Humphreys (T-AO 188) pulls into Naval Station Norfolk, Dec. 6. Humphreys pulled pier-side completing a six-year deployment to the U.S. Fifth Fleet's area of operations. (U.S. Navy photograph by Bill Mesta)



Military Sealift Command's fleet replenishment oiler, USNS Joshua Humphreys (T-AO 188), pulls into Naval Station Norfolk, Dec. 6. Humphreys pulled pier-side completing a six-year deployment to the U.S. Fifth Fleet's area of operations. (U.S. Navy photograph by Bill Mesta)

"The crew is fantastic. They make me look good," said Neylon. "A captain is only as good as his crew and I've got the best."

MSC's fleet replenishment oilers provide underway replenishment, fleet cargo and stores to U.S. Navy and allied ships at sea.

"Humphreys is also lauded for further enhancing regional relationships during her 181 friendship building port visits to Bahrain, Djibouti, Greece, Japan, Oman, Philippines, Singapore, Thailand, and several ports of the United Arab Emirates: Abu Dhabi, Dubai, Jebel Ali, and Fujairah," concluded Sykes. "The entire crew proudly represented MSC's Combat Logistics Force, the U.S. Navy and the Nation."

**TEXTING AND DRIVING
MAKES GOOD PEOPLE LOOK BAD.**

STOPTEXTSTOPWRECKS.ORG



SERVING OUR NATION; NATIONAL AMERICAN INDIAN HERITAGE



Sharolyn Graybiel addresses civilian teammates and service members assigned to Military Sealift Command during a special observance honoring National Native American Heritage Month, Dec. 1. (U.S. Navy photograph by Bill Mesta)

By Bill Mesta, Military Sealift Command Public Affairs

Military Sealift Command civilian support staff and service members hosted a special emphasis observance for National American Indian Heritage Month on board Naval Station Norfolk, Dec. 1.

The event, hosted by MSC's Special Emphasis Program, was held to honor American Indians and Alaska Natives.

The Presidential Proclamation for National American Indian Heritage Month was read aloud for the audience in attendance.

"As the First Americans, Native Americans have helped shape the future of the United States through every turn of our history," the Presidential Proclamation read. "Today, young American Indians and Alaska Natives embrace open-ended possibility and are determining their own destinies."

"During National Native American Heritage Month, we pledge to maintain the meaningful partnerships we have with tribal nations, and we renew our commitment to our nation-to-nation relationships as we seek to give all our children the future they deserve," it continued.

The Keynote Speaker for the special observance was Sharolyn Graybiel. Graybiel is a coordinator for Industry and Professional Certifications for Workforce Development at Thomas Nelson Community College, Virginia and the Administrative Assistant to the Vice President for Workforce. Graybiel is also former U.S. Navy Officer.

"My friends and fellow Americans, what I have to say today comes straight from my heart," said Graybiel. "I want to tell you in my own way how the Native American culture impacted my decision to serve my country and how those same values still serve me today."

"I am one-fourth Chippewa Native," she said. "I am very proud to say I am part of the Chippewa tribe. I am proud not only to be a Native American but a Veteran as well."

The nation's population of American Indians and Alaska Natives, including those of more than one race, was 5.4 million in 2014, making up about two percent of the total population.

"My father was an elder in our tribe known as Chief Walking Eagle," continued Graybiel. "He was a storyteller and he inspired the members of our tribe. He was very devoted to our country, to our people and prided himself with our ancestry."

By the year 2060, the population of American Indians and Alaska Natives is expected to be 10.2 million.

"To help re-enforce the theme of 'serving our nation' Native Americans have always been dependent on our private virtues," said Graybiel. "We do not live for ourselves but we live for our country."

"A sense of honor is pervasive in all aspects of Native American life," she added. "We take care of those who cannot take care of themselves."

"For Native American women, we stand on our morals. We are expected to be equal to Native American men in physical endurance and skill," said Graybiel. "Women are told to be ready to undertake the impossible and if we see a path we do not recognize to follow it so we can see where it leads."

"Also, in Native American culture, other people are held in higher regard than ourselves. Duty is inspiring and patriotism is sacred," added Graybiel.

Tony Verducci, MSC Counsel, also addressed the audience during the special observance.

"In many ways, Native Americans are not only our ancestors but also our nation's mentors," said Verducci. "Native Americans understood ecology long before the rest of us woke up and understood the interrelationship between people and our environment. They also understood the importance of working together for a greater good."

Currently, there are 567 federally recognized American Indian and Alaska Native tribes and more than 100 state-recognized tribes.



Tony Verducci, MSC Counsel, addresses civilian teammates and service members assigned to Military Sealift Command during a special observance honoring National Native American Heritage Month, Dec. 1. (U.S. Navy photograph by Bill Mesta)



**For More About Military Sealift Command
Visit Us at www.msc.navy.mil**

Sealift Online, Press Releases, Command Biographies, Current Events, and more!

MCDEW, continued reading from page 3

“The world is changing and the enemy we face is changing as well,” said McDew. “Traditionally, we break down our conflicts into geographic regions and think in terms like the ‘U.S. Central Command fight’, ‘the U.S. European Command fight’ or the ‘U.S. Pacific Command fight.’ But not necessarily the global fight.”

“The enemy we face does not recognize the same traditional geographic boundaries we do,” added McDew. “To counter this we provide trans-regional support. Our missions are global by nature.”

“We understand the contested access and the fact our force may suffer attrition in the next fight,” said McDew. “The enemy we have been facing for the last 15 years has primarily been low-tech extremists. But we must be ready to face an enemy who can match our force in technology, equipment and numbers of service members.”

“We have enjoyed domain dominance for the last fifteen years globally,” added McDew. “We could sail our ships anywhere we wanted to. We could fly anywhere we wanted to. We didn’t have to worry about cyber-attacks.” “We will not enjoy domain dominance with an adversary who can match our capabilities,” said McDew. “This is why our leadership is having us look at how we conduct multi-domain warfare around the globe. We must focus on the next war and not the last one.”

A significant portion of the presentation focused on McDew’s push to strengthen our cybersecurity.

“Cyber takes up quite a bit of our time and is what I consider our biggest vulnerability,” said McDew. “We can defend our networks but people have to start thinking about cybersecurity in a different way.”

CYBER, continued reading from page 3

Regardless of where you are stationed, MSC personnel must remember that they are in the battlespace and are our first line of cyber-defense.

“Cybersecurity should be a factor in every click you make and form you fill out on the Internet. Like driving a car, one momentary lapse in judgment can lead to some very bad results,” according to Sobus. “Regardless of your role at your command, you play an important part in making sure MSC is protected from cyber-attacks. Don’t open emails that come from somewhere other than a .mil address unless you were expecting it and don’t click on links or attachments that come from an unknown sender.”

Cybersecurity assist visits are available to any MSC platform interested in receiving individualized training and review of their cybersecurity posture. “Depending on ship and crew availability, the team can spend 2 to 8 hours conducting an informal review,” said Sobus. “The team strives to provide both efficient and effective service to the fleet through pre-visit planning and coordination with the program managers, area commanders, and ship’s company,” said Sobus.

Cybersecurity is constantly evolving and so is MSC’s Cyber Assist Team.

“We are in the process of merging Cybersecurity assist visits with Cybersecurity compliance visits with the goal of further improving the security posture across MSC’s mission assets,” said Sobus. “While the assist visits evaluate some compliance factors, the Cybersecurity compliance visit is an in-depth assessment of a ship’s implementation of existing cyber and physical security guidance, policies and procedures.”

She added, “We are currently analyzing the checklists to see which functions can be done remotely in order to minimize any impacts to the ship’s crew, with the expectation of the first combined visits starting in February 2017.”

McDew also addressed concerns about the future manning of military logistics.

“We need to focus on finding leaders who will help us win the next war,” said McDew. “We are now at a crossroads after 15 years of war which has produced the most battle-tested, battle-hardened force we have ever had. We need to develop our next leaders from this force as they are likely working in our midst today.”

“The question is ‘how do we recruit these leaders moving forward?’ And ‘what are we doing to enable them to think differently about the work we do?’” asked McDew.

McDew charged the audience with examining innovation in how we conduct business.

“You may be whatever you resolve to be,” he said. “We need to resolve to conduct better training exercises. We need to resolve that we know we can make a difference in our own world without needing permission to make improvements.”

“We need to resolve ourselves to get rid of old procedural baggage which we have been perpetuating and does not add value today as it did when it started,” he said. “We can be our own worst enemy and we need to figure out how to unshackle our brains and innovate.”

McDew’s ‘all call’ included an awards presentation for teammates who have served as federal employees for an extended amount of time and a motivational video.

ARCTIC, continued reading from page 1

“As a T-AOE class, we combine the abilities of an oiler and a stores ship,” Sobey explained. “That doubles the work and cuts the time alongside in half. It’s our job to make sure the customer has everything they need.”

The T-AOE class combines the capabilities of multiple supply ships. It offers the three necessities which force a ship to discontinue its warfighting efforts and pull into port: food, fuel, and ammunition.

“It’s extremely high tempo here,” said Geoffrey Polinder, the ship’s navigator. “There are so many moving parts, and because of the nature of the ship we get pulled in a lot of different directions. The crew does a fantastic job of meeting any demands any strike group can place on them. From ice cream to bombs, we’ve got it all.”

Ike, embarked Carrier Air Wing (CVW) 3 and the Eisenhower Carrier Strike Group (Ike CSG) are deployed in support of Operation Inherent Resolve, maritime security operations, and theater security cooperation efforts in the U.S. 5th Fleet area of operations.

ANYDAY



ABOVE The forward-deployed Arleigh Burke-class guided-missile destroyer USS Barry (DDG 52) conducts an underway-replenishment with the Military Sealift Command (MSC) Dry Cargo and Ammunition Ship USNS Richard E. Byrd (T-AKE 4). Barry is on patrol in the U.S. 7th Fleet area of operations supporting security and stability in the Indo-Asia-Pacific region. (U.S. Navy photograph by Petty Officer 2nd Class Kevin V. Cunningham)

LEFT Military Sealift Command’s container and roll on/roll off ship, USNS PFC Eugene A. Obregon (T-AK 3006), gets underway from Newport News, Virginia, Dec. 4. The ship got underway to support the military training exercise, Resolute Endeavor II. (U.S. Navy photograph by Bill Mesta)

**NEXT ISSUE:
USNS GYSGT FRED W. STOCKHAM**



Printed on recycled paper



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: 757-443-2890
DSN: 646-2890

EMAIL: lewis.w.mesta@navy.mil

All photographic submissions must be sent via e-mail, express mail or parcel service.

- Commander** Rear Adm. Dee Mewbourne, USN
- Director, Public Affairs** Tom Van Leunen
- Deputy Director, Public Affairs** Jillian Morris
- Editor** Bill Mesta, Norfolk, VA
- Visual Information** Brian Suriani, Norfolk, VA
- Writers** David Griesmer, Norfolk, VA
Wayne Perry, Norfolk, VA
Nathan Potter, Norfolk, VA
Shevonne Cleveland, Norfolk, VA
LaShawn Sykes, Norfolk, VA
Grady Fontana, Singapore
Sarah Burford, San Diego, CA

Military Sealift Command reports to the Commander, U.S. Transportation Command for defense transportation matters, to the Commander, U.S. Fleet Forces Command for Navy-unique matters and to the Assistant Secretary of the Navy for Research, Development and Acquisition for