



SEALIFT

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

MAY 2017 ISSUE



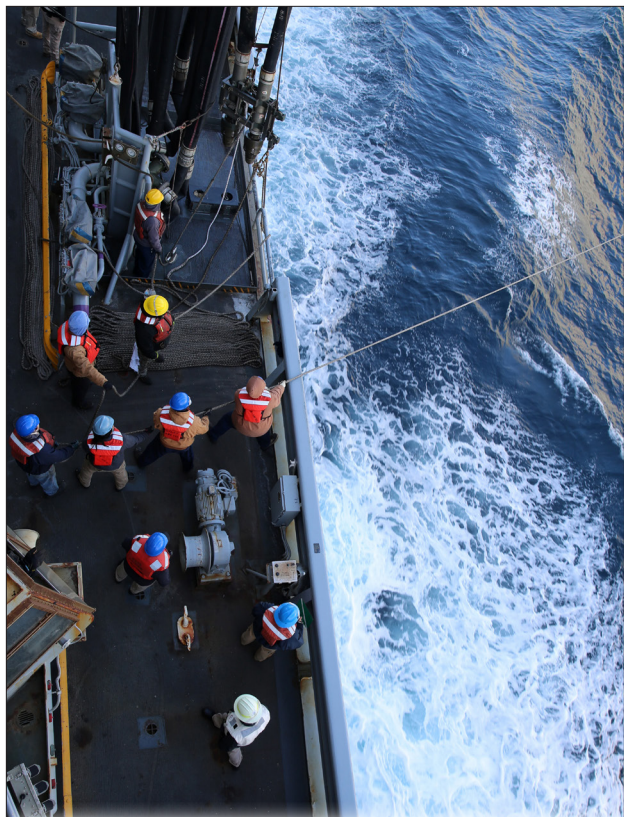
Military Sealift Command's fast combat support ship USNS Arctic (T-AOE 8) receives a fuel line from the fleet oiler USNS Laramie (T-AO 203) during an underway replenishment at sea, March 23. (U.S. Navy photograph by Bill Mesta)

100 YEARS OF UNDERWAY REPLENISHMENTS AT SEA

By Bill Mesta, Military Sealift Command Public Affairs

The Civil Service Mariners who crew Military Sealift Command's fast combat support ship, USNS Arctic (T-AOE 8), got the ship underway from Naval Station Norfolk, March 22, to do what the U.S. Navy has done for 100 years, underway replenishments at sea (UNREP).

Underway replenishments are a critical naval capability which allows U.S. Navy and allied ships to be resupplied with fuel, food, and stores without pulling into a port. This capability allows naval warships to stay on station longer and continue with their mission uninterrupted.



Civil service mariners, attached to Military Sealift Command's fast combat support ship USNS Arctic (T-AOE 8), send over fuel lines to the San Antonio-class amphibious transport dock ship USS Arlington (LPD 24), March 24. U.S. Navy photograph by Bill Mesta)

"UNREPS keep the Navy going," said Jamie Gleber, Arctic's first officer. "If a Navy ship had to pull into port every time it needed supplies that ship would be taken out of the game."

As first officer, Gleber is responsible for the planning and execution of all the Arctic's cargo movements and deliveries.

"The UNREPS Arctic performs include vertical replenishments (VERTREP), where we deliver non-liquid cargo, such as ammunition or repair parts to a ship using helicopters," said Gleber. "We also perform along-side UNREPS, which include wire transfers for dry cargo or hose rigs to deliver liquid products such jet fuel, water or lube oil."

"Navy ships are designed to be re-supplied at sea," added Gleber. "They really aren't built to receive cargo in port. So we keep them running."

On March 23, Arctic performed three underway replenishments with the Ticonderoga-class cruisers USS San Jacinto (CG 56), USS Monterey (CG 61) and the Arleigh Burke-class guided missile destroyer USS Bainbridge (DDG 96).

Arctic also provided three training opportunities for UNREP qualifications, known as System Qualification Tests (SQTs), for MSC's fleet oiler USNS Laramie (T-AO 203). Laramie was able to simulate taking aboard and delivering fuel. The two ships also transported simulated stores between each other.

"SQTs are required whenever a ship goes into the shipyard, has a large amount of maintenance or repair on its resupply rigs and/or it has a large crew turnover," said Edward Logan, Arctic's Second Mate. "Before

a ship can be certified to use its rigs again for UNREPS it must complete SQTs."

Arctic also performed an UNREP with San Antonio-class amphibious transport dock USS Arlington (LPD 24) on March 24 to send the warship fuel and perform SQTs.

In less than 24 hours, Arctic delivered 677,000 gallons of fuel to the Navy warships.

An UNREP includes an intricate series of precision evolutions which must be completed like clockwork for a successful at-sea re-supply.

Arctic has both port and starboard fueling and stores delivery stations. This gives the ship the ability to provide fuel and stores for two ships simultaneously.

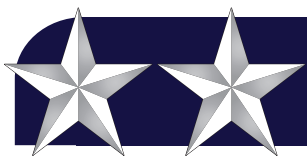
As the ships approached Arctic, the ROMEO signal flag was raised indicating the vessel's readiness to begin the UNREP. Once Arctic's customer responded with their own ROMEO signal flag, they pulled along side.

"Performing an UNREP is a very challenging undertaking because you are dealing with two very large and heavy ships which weigh anywhere from 20,000 tons to upwards of a hundred thousand tons which are operating within 200 feet of each other, and sailing between 12 to 16 knots," said Gleber. "So an UNREP isn't an inherently auspicious situation."

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100 YEARS OF UNREPS, TEAM MSC AND OPSEC

This month marks the 100-year anniversary of our Navy's use of underway replenishment to refuel and resupply our combatant ships at sea.

As the organization responsible for the operation of Combat Logistics Force ships, we can take great pride in this anniversary knowing that we have contributed to this significant milestone.

Starting in 1898, the Navy began experimenting with ways to transfer coal from colliers to battleships, spending 15 years trying different methods to perfect an at-sea transfer system. A system of alongside refueling of liquid fuel dates to 1917, when then-Lieutenant Chester Nimitz jury rigged a system with ship booms supporting two hoses between the ships. Using this system, the USS Maumee (AO2) transferred fuel to 34 destroyers during a three-month period during World War I. Incredibly, these fuel transfers were done with only a 40-foot separation between the moving ships.

The foundations for our current replenishment system date to the 1950s and 1960s with the development of a multi-product ship that could deliver fuel, ammunition and stores to an aircraft carrier task force. These ships saw the first use of a transfer system using a ram tensioner that keeps the highline between the ships tensioned, allowing for smooth transfer and accounting for the movement of the ships. This method evolved into the system we use today, the Standard Tensioned Replenishment Alongside Method or STREAM.

Our ability to successfully conduct underway replenishments gives our Navy the ability to remain on-station, forward-deployed, ready to answer the call. This is just one more example of how the work we do at MSC, assured maritime logistics, contributes to the security of our nation.

We should not lose sight of the fact that the success of our underway replenishment systems over these 100 years emanates from accomplished seamanship and ingenious engineering solutions. It's really people, mariners and those who developed these systems, who enable us to celebrate this anniversary.

We recognize the hard work and personal sacrifice, and say thank you to each and every man and woman who have contributed to this legacy.

Teamwork

We've been hearing much discussion lately about teamwork. The Chief of Naval Operations and Master Chief Petty Officer of the Navy talk about it at every opportunity. The need for teamwork is woven throughout the Navy's Design for Maintaining Maritime Superiority, and it is one of our guiding principles in our Voyage Plan.

When we work as a team, we are committing ourselves to a shared vision of our organization, being the nation's premier maritime transportation organization. Working as a team elevates our individual performance, and leads to synergy where the work of the team is more effective than the sum of the individual efforts.

Importantly, we acknowledge the strengths and weaknesses of our co-workers, believing that they can and will succeed, and we collaborate in our decision-making as much as possible. Members of effective teams share common attributes such as trust, integrity, respect, open dialogue, enthusiasm, commitment, collaboration, and shared vision.

Most importantly, teammates look out for each other. We correct each other, we praise each other, and we push each other to do better, and to be better. Teammates truly care about each other. Let us look for opportunities to be the best teammate we can be.

An idea that I find interesting and compelling is that teamwork gives us a competitive advantage over our adversaries. We know our people are our greatest asset. So working as an effective team, elevating our performance, can keep us ahead of our adversaries. In today's environment, we need to identify and exploit every opportunity to frustrate and defeat those who want to do us harm. Our people, working together in a collaborative, team-based environment, will assume mission accomplishment.

OPSEC

Operations Security or OPSEC. This may not seem like the most engaging of topics, but it's vitally important to the success of our mission. Our adversaries have become adept at monitoring, collecting and benefiting from our open source information. Properly executed, Operations Security protects critical information and prevents an adversary from determining our intentions or capabilities.

Our focus on OPSEC needs to move beyond our annual required training and become a part of our day-to-day thought process and decision making. Last year the Secretary of the Navy released an updated Operations Security instruction (SECNAVINST 3070.2). The instruction was followed up with an ALNAV message that reiterated the importance of OPSEC and our need to be significantly more vigilant in what we say and do. The ALNAV highlighted that the "exploitation of internet based capabilities, publicly released information, and other UNCLASSIFIED but potentially sensitive data gives adversaries the ability to undermine our technological edge, threaten our personnel, and potentially compromise our operations."

This is a sobering assessment and should energize us to be engaged in OPSEC best practices in everything we do.

The commanders of the U.S. Fleet Forces and the Pacific Fleet detailed in a recent joint message, "OPSEC is an imperative program for all hands and must be part of our Navy culture. The alternative is unacceptable."

We should apply common sense every day to protect our operations from inadvertent release of sensitive information. Information concerning ship schedules, cargo and plans is potentially sensitive and should only be disclosed to responsible personnel and organizations that have a legitimate need-to-know. The decision to release information should only be made after a risk assessment is conducted and the commander has accepted the risk. Admittedly, the nature of our working relationships with commercial partners makes this particularly challenging for MSC; however, we must be smart in how we share and communicate information.

All this points to the need to operationalize OPSEC. The tenets of good OPSEC must be integrated into our operational and contingency planning processes and mission execution.

Together, let's think carefully about what we are doing and saying, and how our communication could be picked up and learned by our adversaries. Ultimately, for Operations Security to work everyone must participate. All hands must understand that they are accountable for adherence to OPSEC guidelines. This must be a team effort.

Thank you for the teamwork you display each and every day in your work at MSC.

United We Sail,

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



USNS GUADALUPE REFUELS USS FRANK CABLE AT SEA



Military Sealift Command civil service mariners, assigned to the submarine tender USS Frank Cable (AS 40), work together during a fueling at sea with the fleet replenishment oiler USNS Guadalupe (T-AO 200), March 21. (U.S. Navy photograph by Mass Communication Specialist 3rd Class Alana Langdon)

The Navy has been conducting these complex evolutions since World War II. The synchronized evolution has become routine as a primary way the fleet refuels, and Sailors get mail, food, parts and supplies needed to stay on station.

While MSC handles these types of evolutions on Frank Cable, the evolution could not have been done alone. It also took Sailors from Frank Cable's small boats division doing their job to ensure the evolution went smoothly and safely.

"It was a pretty surreal experience, not only being able to see the fueling at sea, but to be able to take part in it as well," said Electrician's Mate Fireman Zachary Young. "I was in charge of raising the restricted maneuvering flag, as well as the prep flag. Just being able to see two big ships riding side by side about 180 yards from each other is a pretty cool thing to witness."

Frank Cable, en route to Portland, Oregon, for her dry-dock phase maintenance availability, conducts maintenance and supports submarines and surface vessels deployed to the Indo-Asia-Pacific region.

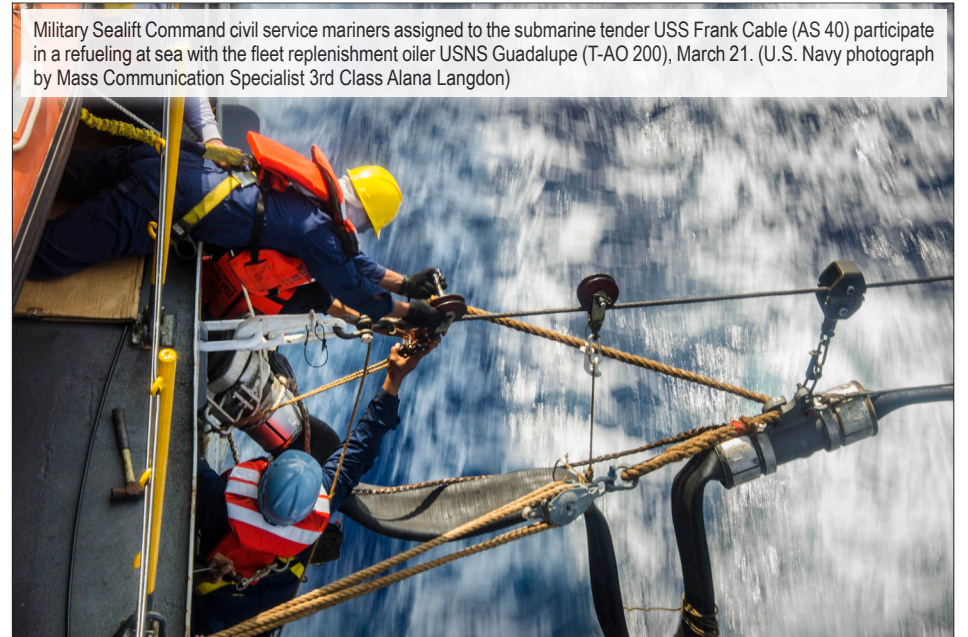
By Mass Communication Specialist 3rd Class Josh Cote, USS Frank Cable Public Affairs

The fleet oiler USNS Guadalupe (T-AO 200) pulled alongside the submarine tender USS Frank Cable (AS 40) for a fueling at sea, March 21.

This was the first refueling completed underway by Frank Cable since April 2014. During the fueling, Guadalupe transferred more than 120,000 gallons of fuel to the Frank Cable, ensuring the ship is capable of meeting its ever changing mission requirements.

Capt. Drew St. John, Frank Cable's commanding officer, said that during the past year, the Navy's two tenders, Frank Cable and USS Emory S. Land (AS 39), have demonstrated that the submarine tender is a capable platform and can be a force multiplier.

"We do much more than just repair submarines," said St. John. "Demonstrating the capability to refuel at sea is key in the growing recognition of the utility and flexibility of our submarine tenders. These ships have long had the capability, but it has not been routinely exercised."



Military Sealift Command civil service mariners assigned to the submarine tender USS Frank Cable (AS 40) participate in a refueling at sea with the fleet replenishment oiler USNS Guadalupe (T-AO 200), March 21. (U.S. Navy photograph by Mass Communication Specialist 3rd Class Alana Langdon)

ONLINE CONDUCT FOR THE NAVY TEAM

Produced by the Navy Office of Information (CHINFO)

The U.S. Navy defines on-line conduct as the use of electronic communications in an official or personal capacity that is consistent with Navy Values and standards of conduct. It is important that all Sailors know that once they have logged on to a social media platform, they still represent the U.S. Navy.

Online bullying, hazing, harassment, stalking, discrimination, retaliation, and any other type of behavior that undermines dignity and respect are not consistent with Navy core values and negatively impact the force.

When conducting themselves on-line and in social media, Sailors should:

- Consider what messages are being communicated and how they could be received.
- Create or share content that is consistent with Navy values.
- Only post if messages or content demonstrate dignity and respect for self and others.

Explicit images taken without consent, or posted on-line without consent may constitute violations of the Uniform Code of Military Justice (UCMJ). Further, Deputy Secretary of Defense Policy Memorandum, Hazing and Bullying Prevention and Response in the Armed Forces, December 23, 2015, identifies hazing as so-called initiations or rites of passage in which individuals are subjected to physical or psychological harm." It identifies bullying as, "acts of aggression intended to single out individuals from their teammates or coworkers, or to exclude them from a military element, unit or Department of Defense organization." Additionally, the memo states that hazing and bullying are unacceptable and are prohibited in all circumstances and environments, including off duty or unofficial unit functions and settings, as well as on social media and other digital environments.

As outlined in the CNO's Design for Maintaining Maritime Superiority core attributes, the Navy is a values-based organization where everyone is expected to conduct themselves in a manner that is, "always upright and honorable, both in public or when no one is looking."

Joining Networks

Social media can be a positive tool for helping individuals with similar interests connect and interact. Sailors should take care to ensure they are not participating in on-line or social media groups that do not reflect Navy values, including groups that post graphic, obscene, explicit or racial comments, or groups posting comments that are abusive, hateful and vindictive, or intended to defame anyone or any organization.

Setting Guidelines

Leaders should communicate social media expectations with their Sailors. It is important to outline unit policy, making sure Sailors know what they can and cannot do on social media.

Follow the UCMJ

Sailors using social media are subject to the UCMJ at all times, even when off duty. Commenting, posting or linking to material that violates the UCMJ may result in administrative or disciplinary action.

Punitive action may include Articles 88, 89, 91, 120b, 120c, 133 or 134 (General Article provisions, Contempt, Disrespect, Insubordination, Indecent Language, Communicating a threat, Solicitation to commit another Offense, and Child Pornography offenses), as well as other Articles.

Possible Legal Consequences

- Electronic Harassment – 47 U.S.C. § 223 (a)(1)(C) makes it a crime to anonymously use a telecommunications device (i.e. telephone, computer, or other electronic device used for communication) to harass a person; 47 U.S.C § 223 (a)(1)(E) prohibits initiating communications via a telecommunications device solely to harass the recipient.

- Electronic Threats – 18 U.S.C § 875 prohibits transmitting communications containing threats to kidnap or physically injure someone. It also criminalize as the actions of someone who, with intent to export (receive anything of value), electronically threatens to injure the property or reputation of a person. "Sextortion" indicates (being tricked into providing sexual images and then being asked for money to not have the images published on-line) may fall under provisions of this law.

- Cyber Stalking – 18 U.S.C. § 2261A prohibits a person, with the intent to kill, injure, harass, or intimidate someone, from using a computer (or other digital communications system), to engage in actions (course of conduct) reasonably expected to cause a person (or immediate family member, spouse, or intimate partner) substantial emotional distress.

- Obscenity – 47 U.S.C. § 223(a)(1)(A) prohibits using a telecommunications device to make, create, or solicit, and transmit any obscene comment, request, suggestion, proposal, image, or other communication.

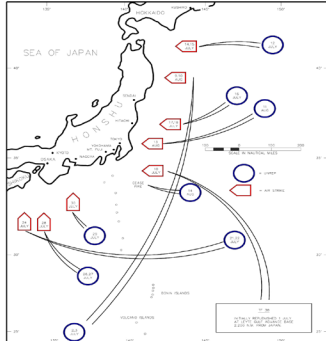
- Child Exploitation / Child Sexual Exploitation – 18 U.S.C. § 2251, 2252, and 2252A. Using a computer (a smart-phone is a "computer") to solicit,

ONLINE continued on pg. 8

100 Years of Underw



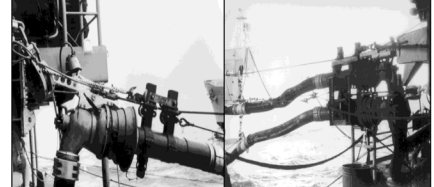
1907 – Great White Fleet Demonstrated U.S. Naval Power



1945 – Bombs, Bullets and Black Oil FADM Nimitz: Navy's Secret Weapon



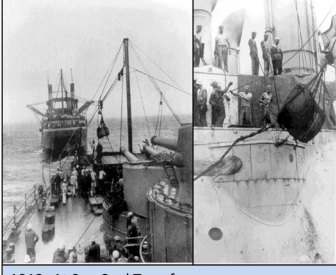
1952 – USS Conecuh Ex German Oiler Outfitted with Conventional Cargo and Fuel Rigs to Test Multi Product Unrep Ship Concept



1961 – Probe Fueling Single Probe 10 min. Connect/Disconnect versus 22 min.



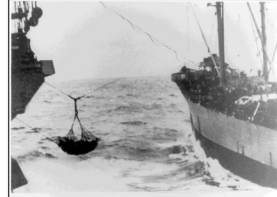
1965 – Yankee Station : Vietnam AOE – Station Ship AO/AE/AFS – Shuttle Ships



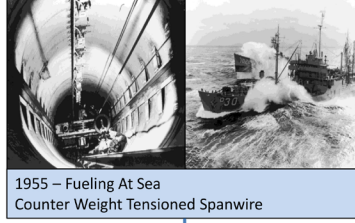
1913- At Sea Coal Transfer



1917 – First Unrep - Close in Fuel Rig USS MAUMEE (AO2) - LT Chester Nimitz



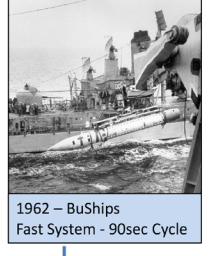
1944 – Burton Rig Captain Burton B. Biggs Fifth Fleet Logistic Officer



1955 – Fueling At Sea Counter Weight Tensioned Spanwire



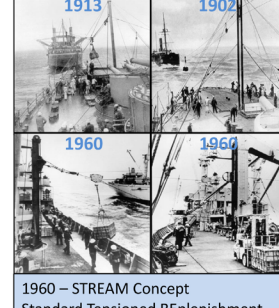
1957 – ADM Arleigh Burke Directs Development of High Speed AOE Class Unrep Ships Simultaneous Transfer: One Stop shopping



1962 – BuShips Fast System - 90sec Cycle



1956 – Surface to Air Missile Transfer Tartar, Terrier, Talos



1960 – STREAM Concept Standard Tensioned Replenishment Alongside Method



1963 – UNREP Engineering Group Moves from San Francisco to Port Hueneme with Intent to Fix Problems with FAST system.



1967 – C... advises System i... worthy Mainte...



ADM Arle



“.. time spent... was time lost”

Underway Replenishments

High Burke



replenishing
in combat .."



1970 – Port Hueneme UNREP Engineers Develop STREAM Concept to Simplify FAST. Port Hueneme is Designated as Design Agent to Develop Navy Standard UNREP Machinery for STREAM System.

1982 – Design Begins on HENRY J. KAISER (T-AO 187) Class of Fleet Oilers. Navy Standard STREAM UNREP System, Designed by Port Hueneme Engineers, to be System of Record.

1987 – UNREP Test Site at Port Hueneme Completed and Dedicated by COMNAVSEA, VADM Rowden.
1987 – USNS HENRY J. KAISER (T-AO 187) Enters Service and Port Hueneme Engineers Commended on Their Design of the UNREP System and Navy Standard Machinery by RADM Bulkeley.

1991 – MSNAP Joins the Fleet

2001 – Port Hueneme Engineers Begin Development of Heavy UNREP Control System.

2007 – Port Hueneme Engineers Demonstrate the Capability to Transfer 12,000 lb. Loads at the UNREP Test Site Using a Modified Navy Standard Hauling Winch.

2011 – First E-STREAM Cargo Delivery Prototype Installed at UNREP Test Site in Port Hueneme.

1970 – OPTEVFOR CNO that FAST is not Fleet-Wide due to High Burden.

1980 – Port Hueneme Developed Air-Clutch Hauling Winch Becomes Navy Standard Hauling Winch Fleet-Wide.

1981 – MSNAP Merchant Ship Naval Augmentation Program

1987 – The Navy's Design Agent for Underway Replenishment Systems

1989 – Port Hueneme Engineers Develop and Prototype VLS Rearming At Sea Concept at UNREP Test Site.

1994 – USS SUPPLY (AOE-6) Class Enters Service. The AOE's are a Multiproduct UNREP Ship that Provides Everything an Aircraft Carrier or Combatant Needs in one UNREP Evolution. Second Class of UNREP Ships with Port Hueneme Designed Navy Standard UNREP System.

2006 – USNS LEWIS AND CLARK Class Enters Service to Replace the AE Ammo UNREP Ships. Third Class of UNREP Ships with Port Hueneme Designed Navy Standard UNREP System.

2008 – Port Hueneme Engineers Conducted an Analysis of Alternatives to Determine the Main Technology for Next Generation UNREP System, Controls.

2020 – USNS JOHN LEWIS (T-AO 205) Replacement Fleet Oiler. E-STREAM installation. UNREP system of record. Designed by Port Hueneme Engineers.

2013 – Second E-STREAM Cargo Delivery Prototype Successfully Tested At Sea and Deployed on USNS ARCTIC (T-AOE 8).



1972 – Military Sealift Command Civilian Mariner Demonstration

1972 – Erna Elizabeth ADM Zumwalt Merchant Tanker to Support Naval Force.

1979 – HEAVY LIFT Indian Ocean OPS

1982 – MODULAR UNREP STATIONS Fuel and Cargo

1965 1970 1975 1980 1985 1990 1995 2000 2005 2010 2015 2020

APR 1975 WAR
JAN – SEP 1968 TET OFFENSIVE CAMPAIGN

AUG 1990 – FEB 1991 GULF WAR

OCT 2001 – DEC 2011 ENDURING FREEDOM
SEPTEMBER 11th, 2001 TERROR ATTACK
MAR 2005 – DEC 2011 IRAQI FREEDOM

Public release; distribution is unlimited.



NSWC PORT HUENEME UNDERWAY REPLENISHMENT DIVISION

(U.S. Navy photoillustration by Bob Hilgar, Unrep Manager, Port Hueneme Division)

MSCCENT HOLDS CHANGE OF COMMAND

**By: Mass Communication Specialist 2nd Class Victoria Kinney
U.S. Naval Forces Central Command Public Affairs**

U.S. Naval Forces Central Command's (NAVCENT) Military Sealift Command Central (MSCCENT), Commander, Task Force (TF) 53, held a change-of-command ceremony at Naval Support Activity Bahrain, March 19.

Capt. Timothy Gibboney relieved Capt. Edwin Kaiser as commodore of a task force responsible for coordinating logistics requirements in U.S. 5th Fleet area of responsibility. This includes scheduling underway replenishments, tracking supply stores, expediting critical repair parts, coordinating ship repairs, surveying the ocean bottom, and moving bulk cargo, fuel, and munitions. They oversee a contingent of Combat Logistics Force, Service Support, Special Mission Survey, and Strategic Sealift ships to achieve this mission.

Under Kaiser, the task force was responsible for 23 combat logistic ships and 15 aircraft, delivering over \$600 million of fuel and ammunition, and 80,000 pallets of material to units throughout the region.

As MSCCENT area commander, he had tactical command of six government-owned special mission support vessels and 45 U.S.- and foreign-flagged commercial vessels, delivering over 24 million barrels of fuel and more than 13,000 tons of munitions supporting operations in Yemen, Iraq, Syria and Afghanistan.

"Not only does [Commodore Kaiser] and his team get people, parts and supplies to the places where they are needed, but he makes sure the ships all around the area of operations are ready," said Vice Adm. Kevin Donegan, NAVCENT commander.

Kaiser assumed command Nov. 30, 2014. Under his leadership TF 53 earned the 2016 Admiral Stan Arthur Award for Logistics Excellence, an annual award to recognize both individuals and teams that exemplify logistics professionalism and excellence.

"Throughout my tour, we've had some great successes," said Kaiser. "I could not ask for a better and more dedicated team of professionals."

Gibboney, the new commodore, thanked his family and those who have helped in his transition from his previous command, the office of Chief of Naval Operations.

"It is a great honor that the Navy has bestowed upon me by allowing me to lead this task force," said Gibboney. "This is such a unique and hard charging command, and I hope to continue the forward momentum from Capt. Kaiser's leadership."



Capt. Timothy Gibboney, commander Military Sealift Command Central relieved Capt. Edwin Kaiser at a change of command ceremony at Naval Support Activity Bahrain, March 19. (U.S. Navy photograph by Mass Communication Specialist 2nd Class Victoria Kinney)

MULTI-FACETED USNS SPEARHEAD PLAYS CRITICAL ROLE IN CONTINUING PROMISE

**By Mass Communication Specialist 2nd Class Brittney Cannady,
Expeditionary Combat Camera**

Military Sealift Command (MSC) expeditionary fast transport ship USNS Spearhead (T-EPF 1) is currently underway supporting the humanitarian mission Continuing Promise 2017 (CP-17).

This year marks the first time Spearhead is serving as the deploying platform for Continuing Promise. Chief Mate Adam Streeper, responsible for cargo operations, training, safety and security matters aboard Spearhead, believes the ship is more than ready for the task.

"Of the 13 years I've been out to sea, by far Spearhead is the most exciting and dynamic ship I've ever worked on," said Streeper. "Things can get challenging, but the crew is very good at adapting and remaining focused to get the job done."

Spearhead provides military commanders intra-theater support with its high-speed sealift mobility, cargo handling capabilities, and ability to achieve positional advantage over operational distances. Capable of holding 600 tons of cargo and conducting air operations, Spearhead can travel up to 1,200 nautical miles at an average speed of 35 knots when fully loaded.

The ship has directly assisted in the mission's 12,997 patient encounters by transporting the team of 169 service members and their cargo to Puerto Barrios, Guatemala, and Trujillo, Honduras, while also making resupply stops in Key West, Florida, when CP-17 is operating in country.

The resupply visits also brought deliveries totaling \$1.8 million in donated medical supplies from U.S.-based charities to the two Central American countries. By mission's end, Spearhead will have transported approximately 3,260 tons of cargo in support of the mission.

The ship's 26 civil service mariners (CIVMARS) from MSC operate, navigate, and maintain the ship. In addition to performing weekly shipboard drills and operations, the crew also conducts training -- fire-fighting, abandon ship, etc. -- alongside CP-17 military personnel to maintain ship's proficiencies. Spearhead also supported U.S. Joint Task Force Bravo by conducting helicopter deck landing qualification training off Central America during a CP-17 resupply transit.

Force Health Protection Officer, Chief Hospital Corpsman Naranjo Andres thinks Spearhead's unique capabilities also make it a valuable experience for Sailors deploying on the platform.

"One of the advantages of using Spearhead is the amount of medical equipment and materials that we can transport with people aboard in a relatively short amount of time," said Naranjo, who is assigned to Naval Hospital Jacksonville, Florida.

For Deck Cadet Kelly Flynn, a midshipman at the U.S. Merchant Marine Academy assigned to Spearhead, the opportunity to work alongside both CIVMARS and military personnel is one of the most exciting aspects of CP-17.

"I think it's great that I can see two sides of the same coin by working on the bridge, and in the mission bay with the cargo handlers and Seabees when they're loading equipment," said Flynn. "It's a great experience being able to see what these guys do, while learning about the humanitarian side of the mission and seeing everyone work together."

The Spearhead crew and Navy culinary specialists also worked together to keep embarked military personnel fed, and to date have served 9,674 meals.

"[When aboard] we help prepare every meal, and the [culinary specialist] team fully integrates with the CIVMARS," said Culinary Specialist 1st Class John Blake, CP-17's leading culinary specialist. "They take the lead, and we assist them. In the beginning it took a while to get everyone fed with space being a limiting factor, but now we can feed close to 200 people in less than two hours, so it's been a good learning experience."



Chief Boatswain's Mate Jose Cruz, assigned to Navy Cargo Handling Battalion (NCHB) 1, directs a forklift onto the brow of the expeditionary fast transport ship USNS Spearhead (T-EPF 1) in Puerto Barrios, Guatemala. (U.S. Navy photograph by Mass Communication Specialist 2nd Class Shamira Purifoy)

AMERICAN WOMEN: OUR COUNTRY'S BEST THROUGHOUT HISTORY AND INTO THE FUTURE



Dr. Christine Darden, a retired National Aeronautics and Space Administration (NASA) senior executive service member and mathematician, addresses service members and civilian teammates at Military Sealift Command's Women's History Month Celebration, March 16. (U.S. Navy photograph by Jen Hunt)

By Bill Mesta, Military Sealift Command Public Affairs

Service members and civilian teammates attached to Military Sealift Command gathered on board Naval Station Norfolk to celebrate Women's History Month, March 16.

The annual special observance was organized by the MSC Equal Employment Opportunity program to honor the contributions and sacrifices of women-in-service throughout America's history.

Dr. Christine Darden, a retired National Aeronautics and Space Administration (NASA) senior executive service member and key mathematician featured in the best-selling historical, non-fiction book turned hit movie, "Hidden Figures," was the keynote speaker for the celebration.

"I am grateful for the many women in our country's history who have done so much for our country," said Darden.

"We still have a lot of young women in the country who fear the math and science fields who still believe 'women are just not good in these fields' and pursue other professions," according to Darden. "I would like to encourage young women across the country to take Science, Technology, Engineering and Math (STEM) courses. I want to encourage women to become engineers and to go into the science fields because I believe we are currently missing out on an awful lot of talent."

Darden not only encouraged women to take on professions in these critical fields but to perform in their careers at a high level.

"I encourage the women in our country to first and foremost, do their work well," said Darden. "At NASA, we were hired to do a job, and despite the discrimination and obstacles faced by women in the workplace at the time, we did our work well."

"Hidden Figures" documented the efforts and accomplishments of a team of women mathematicians who worked for NASA during the 1960-70's "Space Race."

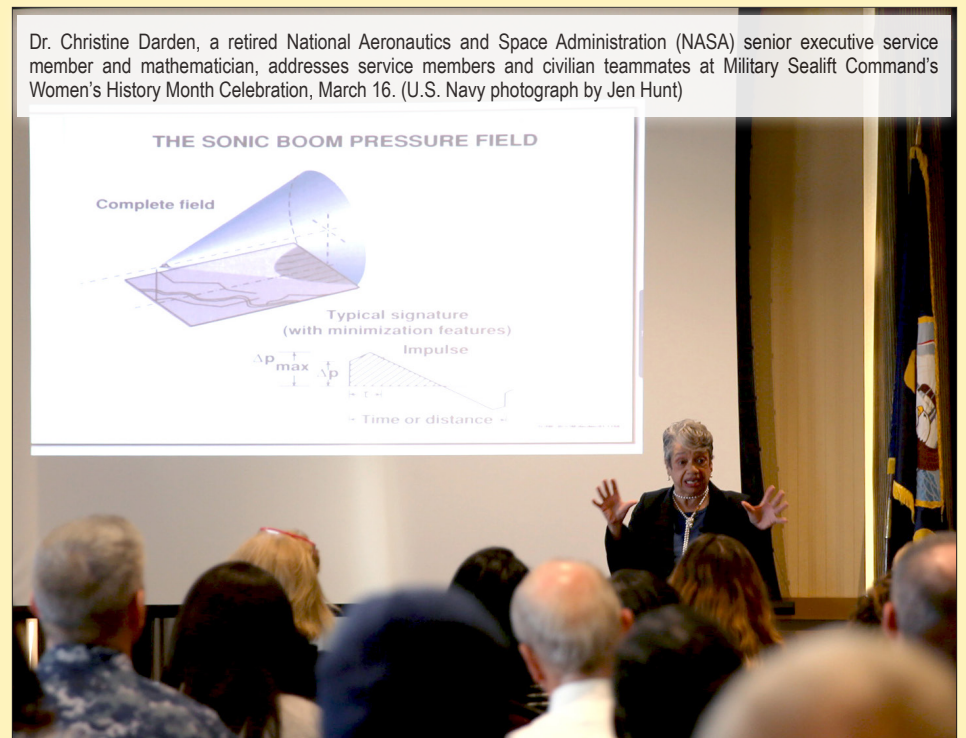
"The women at NASA used their voices and spoke up in defense of what they wanted professionally such as the desire to become a supervisor or an engineer," added Darden. "Also, we wanted to be in the meetings with the generals and other leaders because we were going to do the calculations based on information presented in those meeting. Otherwise, we had to receive the information needed for our work second and third hand."

"We spoke up for these things at NASA and ultimately achieved all of the things we set out to," said Darden.

The celebration also included reading of the 2017 Women's History Month Presidential Proclamation by MSC civilian teammate Stephanie Edwards.

"America honors the celebrated women pioneers and leaders in our history, as well as those unsung women heroes of our daily lives. We honor those outstanding women, whose contributions to our Nation's life, culture, history, economy, and families have shaped us and helped us fulfill America's promise," Edwards read from the proclamation. "Millions of bold, fearless women have succeeded as entrepreneurs and in the workplace, all the while remaining the backbone of our families, our communities, and our country."

Women's History Month can be traced back to its first celebration in 1911, which was called International Women's Day. In 1987, the observance evolved into Women's History Month and was initially designed to promote equality between the sexes in America's schools.



Dr. Christine Darden, a retired National Aeronautics and Space Administration (NASA) senior executive service member and mathematician, addresses service members and civilian teammates at Military Sealift Command's Women's History Month Celebration, March 16. (U.S. Navy photograph by Jen Hunt)

CIVILIAN WORKFORCE STRATEGIES TO BE ESTABLISHED

From Chief of Naval Personnel Public Affairs

The Navy announced Thursday in NAVADMIN 061/17 that Echelon II commands must establish civilian workforce strategies by June 30, 2017, following the release of the Navy's Civilian Workforce Framework by Chief of Naval Operations, Adm. John Richardson.

"The mission of the Navy depends not only on Sailors, but also on civilians who provide critical technical expertise, continuity of knowledge and experience, and diversity of perspective," said Chief of Personnel, Vice Adm. Robert Burke. "The civilian framework is the first step toward identifying what Navy can do to strengthen the civilian workforce, and by extension, the Navy Team as a whole."

Within their strategies, commands should include objectives that align to Civilian Workforce Framework goals as well as measures of outcome-oriented effectiveness to monitor progress and ensure successful completion of these objectives.

"Navy civilians offer unique technical expertise, continuity of knowledge and experience, and diversity of thought and perspective that we need," Burke said.

OPNAV N1C, with the assistance of the Civilian Advisory Board, will support commands in development and management of these strategies,

which should include:

- * A workforce plan that identifies a baseline of all current authorized civilian workforce billets and position requirements (skills and competencies) at least five to eight years in the future.
- * A civilian leader development plan to nurture high potential employees and provide a succession plan for all critical positions reflecting changes to billets and position requirements across the Fiscal Year Defense Plan.
- * A talent management plan of how units can streamline internal recruiting and hiring practices to ensure that the Navy is able to attract and retain the best talent
- * A plan to enhance employee engagement by enabling a workplace where individuals are pro-actively and passionately adding value.
- * Estimated costs and methods for resourcing career development and education.
- * A plan that articulates functional management and community sponsor engagement. Functional Community Managers will assist commands as principal advisors and technical authorities.
- * Specific details on where commands need assistance in removing barriers and addressing challenges with supporting their civilian workforce.

NAVADMIN 061/17 can be found at www.npc.navy.mil and the Navy Civilian Workforce Framework can be found at: http://www.navy.mil/navydata/people/cno/Richardson/Resource/Navy_Civilian_Framework.pdf.

UNREP Continued from page 1

Members of the UNREP station teams from the receiving ship then use a bolt-action rifle, which has been modified to launch a large plastic projectile with a string attached to the other ship.

The string is used to pull the telephone and distance line (T&D line), fueling hose heaving lines and stores cables from one ship to another. The T&D line is used by each ship's bridge team to monitor the distance between the two ships throughout the UNREP. The T&D line also contains a sound powered phone line, which is used for constant communications between the two ships.

"If you have skilled personnel working on both the sending ship and the receiving vessel an UNREP looks easy," added Gleber. "We employ teams of experienced UNREP CIVMARS which include Bosun Mates, Able Bodied Seamen, and Ordinary Seamen who actually perform the UNREPS. We also receive manning support from the engine side and supply department to round out our UNREP teams."



A civil service mariner attached to Military Sealift Command's fast combat support ship USNS Arctic (T-AOE 8) changes the ROMEO flag signaling to the San Antonio-class amphibious landing dock ship USS Arlington (LPD 24) that it is ready to begin an underway replenishment at sea, March 24. (U.S. Navy photograph by Bill Mesta)



Once the stores and/or fuel have been delivered, Arctic performs emergency breakaway drills, which involves retrieving all of the hoses, cables and lines in a very rapid fashion and quickly disengaging from the customer ship.

"The UNREPS Arctic performed during this underway went great," according to Gleber. "There were lots of learning opportunities for the crew and they did really well. Our ships don't run without the deck-plate crew and officers, and the crew of the Arctic demonstrated that we are skilled, talented and motivated."

Arctic is one of two fast combat support ships in MSC's inventory that specialize in performing UNREPS. MSC also has a fleet of fleet oilers and dry stores/ammunition ships that are responsible for providing Navy and allied warships with UNREP services.

ONLINE Continued from page 3

make, create, transmit, or receive child pornography is illegal. For these provisions, a "child" is anyone under the age of 18. 18 U.S.C. § 1462 makes it a crime to transmit obscene matters. 18 U.S.C. § 1470 criminalizes the transfer of obscene materials, to include digital images, to persons under the age of 16. Sending sexually explicit (graphic "dirty" talk) electronic messages to minors, or soliciting sexually explicit communications, also are criminal offenses.

• Computer Misuse ("Hacking") – A person engaging in cyber misconduct may also commit violations of 18 U.S.C. § 1030, if, for example, he or she exceeds authorized access to the computer or accesses the computer without authorization (i.e. hacks into an account or network) to send the harassing, intimidating, humiliating, or even threatening communication.

Don't Get Hacked – Tips for Safe On-line Conduct

Sailors should be mindful of the following when engaging on social media:
• Ask, "What could a person do with this information? Could it compromise the safety or integrity of myself, my shipmates or the Navy?"

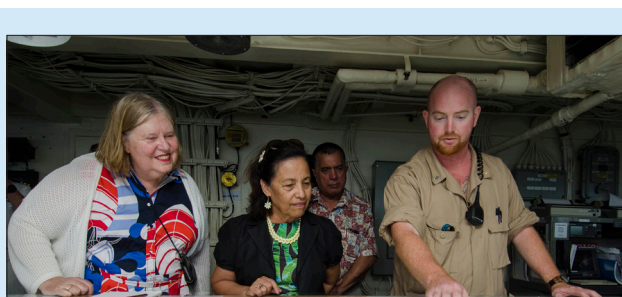
- Closely review photos or videos before posting to ensure sensitive or personal information is not released.
- Look closely at all privacy settings. Platform security and privacy settings change frequently. Routinely check and update settings to be as restrictive as possible.
- Change passwords every 60 days.
- Do not share passwords.

Reporting Incidents

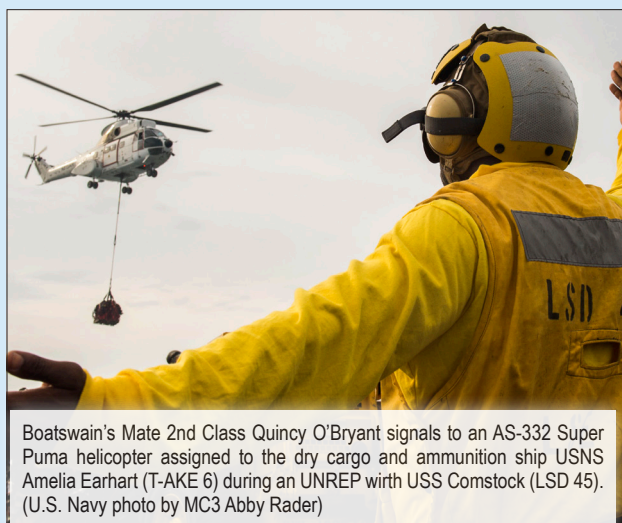
Any member of the Navy community experiencing or witnessing incidents of improper on-line behavior should promptly report matters to their chain of command via the Command Managed Equal Opportunity (CMEO) or Fleet and Family Support Office. Additional avenues for reporting any information include Equal Employment Opportunity Offices and the Inspector General. The Naval Criminal Investigative Service (NCIS) encourages anyone with knowledge of criminal activity to report it to their local NCIS field office directly or via text, web, or smart-phone app.



Civil service mariner Doris Jean, attached to the fast combat support ship USNS Arctic (T-AOE 8), gathers a shot-line during an underway replenishment at sea, March 24. (U.S. Navy photograph by Bill Mesta)



Military Sealift Command Navigator Alex Footman, assigned to the USS Frank Cable (AS 40), explains the workings of the pilot house during a ship tour with the President of the Republic of the Marshall Islands Hilda C. Heine and U.S. Ambassador of the Republic of the Marshall Islands Karen B. Stewart. (U.S. Navy photo by MC3 Alana Langdon)



Boatswain's Mate 2nd Class Quincy O'Bryant signals to an AS-332 Super Puma helicopter assigned to the dry cargo and ammunition ship USNS Amelia Earhart (T-AKE 6) during an UNREP with USS Comstock (LSD 45). (U.S. Navy photo by MC3 Abby Rader)



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U.S.C.G RECOGNIZES CIVMARS**