



SEALIFT

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

APRIL 2017 ISSUE

PACIFIC PARTNERSHIP 2017 MAKES INAUGURAL MISSION STOP IN SRI LANKA

The Sri Lanka Navy Band performs as the expeditionary fast transport ship USNS Fall River (T-EPF 4) arrives in Hambantota to participate in Pacific Partnership 2017 mission stop Sri Lanka March 7. (U.S. Navy photograph by Mass Communication Specialist 2nd Class Joshua Fulton)



By Lt. j.g. Emily Wilkin, Pacific Partnership Public Affairs

Pacific Partnership 2017 made its initial mission stop in Hambantota, Sri Lanka, March 7, with the arrival of Military Sealift Command expeditionary fast transport USNS Fall River (T-EPF 4).

This marked the first mission to Sri Lanka in the 12-year history of the annual civil-military operation. The Pacific Partnership mission in Sri Lanka continues through March 18 and will make follow-on mission stops in Malaysia and Vietnam.

Pacific Partnership is the largest annual multilateral humanitarian assistance and disaster relief (HA/DR) preparedness mission conducted in the Indo-Asia-Pacific, and aims to enhance regional coordination in areas such as medical readiness and preparedness for man-made and natural disasters.

Participating in this year's Sri Lanka mission are partner military and non-government personnel from the United States, Australia, and Japan.

While in Hambantota, Pacific Partnership personnel will work side-by-side with Sri Lankan medical professionals, participate in civil engineering projects, conduct HA/DR readiness drills, and partner in community engagements.



Members of the Sri Lanka Navy Band perform as the expeditionary fast transport ship USNS Fall River (T-EPF 4) arrives in Hambantota to participate in Pacific Partnership 2017 mission stop Sri Lanka March 7. (U.S. Navy photograph by Mass Communication Specialist 2nd Class Joshua Fulton)

Lt. Cmdr. Robert Pipkin, the American officer in charge of the Sri Lanka mission, said he was excited about the inaugural arrival of Pacific Partnership to Sri Lanka.

"This mission stop will include engineering projects, medical subject matter expert exchanges, public band performances, and community relations events," said Pipkin. "We aim to learn from each other and develop better ways to work together in this mission, which will better prepare everyone to respond in a crisis or natural disaster."

Pacific Partnership medical personnel will team up with Sri Lankan doctors and nurses to conduct subject matter expert exchanges at Tissamaharama Base Hospital, the General Hospital and Nurse Training School in Hambantota, as well as other local clinics and hospitals. Mission doctors and nurses will also conduct medical clinics in select cities.

"We are excited to be working with our friends in Hambantota and throughout the greater southern region during Pacific Partnership's first visit to Sri Lanka," said Capt. Stanfield Chien, Pacific Partnership mission commander. "We will be closely collaborating alongside our Sri Lankan counterparts conducting numerous medical exchanges, engineering projects, and community events. Our time in Sri Lanka is about building relationships and the capability and capacity to work together for the future."

In addition, local Sri Lankan organizations working together with U.S. Navy civil engineers will complete renovations of the Divisional Hospital Ambalantota, Wishaka Mahila Preschool, Sri Gunananda Preschool and multiple Maternity and Child Clinic Centers. The U.S. 7th Fleet Band will perform at the Hambantota Beach Park, Galle Fort, Matara, and the Tangalle City Center.

"The United States is ready to help Sri Lanka respond more quickly to humanitarian challenges, and the Sri Lankan people are able to share their valuable lessons learned from past natural disasters," said U.S. Ambassador Atul Keshap. "This is a partnership in the truest sense."

IN THIS ISSUE

Frank Cable Life Saver

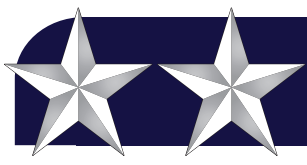
RFA Training

USNS Comfort Ready for Anything

Cobra Gold

Grumman Home

Honoring History



RESPECT FOR OUR TEAMMATES

MSC teammates, many of you have seen recent reports about a “Marines United” social media site that degraded female members of our sister service. If you thought the website or the misconduct was limited to the Marine Corps, I regret to say this is not the case. We, the Navy and MSC, have a serious problem and we must come together to solve it.

Degrading behavior is flat out wrong. It violates the trust of our teammates and threatens our ability to carry out our mission. These cowardly acts are toxic and make our team weaker. They must stop.

The vast majority of our team treats each other with respect and is genuinely disgusted by this conduct. The few who engage in this behavior need to know that we will not tolerate it. Those who violate a sacred trust must know that there is no place for you on our team.

I will not tolerate any MSC employee, military or civilian, being harassed or having their privacy violated. This degrading behavior threatens the welfare of our people and the health of our organization. We cannot function as a team if there are members who are being harassed, ridiculed, embarrassed, and even threatened. Imagine how we would feel if members of our own family were treated this way?

I need everyone to act. Leaders at every level must engage their team, clearly communicating standards of conduct that we expect of every employee at MSC. We must get at the root cause of this egregious conduct, fix it, and ensure it stops happening.

Any victims of this behavior must know that we support you and will assist you to the fullest extent possible with appropriate legal and support programs.

I challenge everyone in the command to discuss this subject and tackle it head on. Let’s ask ourselves, “Why is this happening?” What can we do to change our culture to where behaviors such as these have absolutely no place? And most importantly, discuss how your individual behaviors, actions and attitudes will drive us to a solution.

I know this recent news is shocking to most of you and I share your outrage over this deplorable behavior. Let us commit together to solving this problem, reaching for that higher standard in everything we do, and fostering an inclusive environment where every team member is valued and respected.

United We Sail,

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

NAVY RESERVE CELEBRATES 102ND BIRTHDAY

By Mass Communication Specialist 1st Class Jason Behnke

Sailors and guests gathered at the Navy Memorial in Washington, D.C., March 6 to celebrate the 102nd birthday of the U.S. Navy Reserve.

Navy Reserve Force Master Chief CJ Mitchell, spoke to the crowd about his trips to visit Navy Operational Support Centers and how he is continuously impressed with the Sailors he meets.

“I am excited and enthusiastic about the Navy Reserve today,” said Mitchell. “They pride themselves on being ready. They are proud to contribute, proud to serve and they want to do more.”

Vice Adm. Luke M. McCollum, chief of Navy Reserve and commander, Navy Reserve Force, talked about how the Navy Reserve has changed over the years. He said there have been some of the most dramatic changes since 9/11.

“Since 9/11 we have learned to operate much differently,” said McCollum. “There’s an expectation that you [Reservists] will go on active duty and mobilize, and deploy.”

He explained that the key to dealing with changes and the success of the Navy Reserve in the future is obvious.

“Everybody knows that it’s the people and then it’s about what the people deliver,” said McCollum. “Our people make the difference.”

CORE VALUES

Last month the Chief of Naval Operations released the “Navy Leader Development Framework.” This framework outlines how the U.S. Navy will develop leaders who demonstrate both operational excellence and strong character at every level of seniority.

The release of this document provides a timely opportunity for us to discuss how character development and core values can inform our leadership development and work ethic here at MSC.

At some level, everyone, civilian and military, is a leader and can benefit from leadership development and training. Training can take the form of formal schools, on-the-job training, or self-guided learning.

Certainly competence is a key to each team member successfully completing their daily work activities. Character development, however, is also an important ingredient to our success.

Voyage Plan, our roadmap to keep us moving in the right direction, includes our vision, mission, and pillars of our organization, strategic themes and our guiding principles. But what enables us to move forward as a team, working toward a common goal are our core values. Our values: honor, courage, commitment, integrity and accountability should be interlaced throughout everything we do. It’s these core values, applied to our Voyage Plan and Navigation Track, which will keep us moving toward our mission of empowering global warfighting capabilities.

Core values are not limited to our professional lives. These values define who we are and how we function and should give us direction in our personal and professional activities.

At MSC these core values manifest themselves through increased teamwork and collaboration, greater respect and awareness of our team members and their ideas, and a commitment to excellence in everything we do.

As a team, let’s keep our MSC core values in the forefront and use them to govern how we conduct business and execute our mission.

United We Sail,

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

MILITARY EXCHANGES ONLINE SHOPPING PRIVILEGES TO OPEN TO HONORABLY DISCHARGED US VETERANS

By Kristine M. Sturkie, Navy Exchange Service Command Public Affairs

Beginning Veteran’s Day, Nov. 11, military exchange online shopping privileges will be extended to all honorably discharged veterans of the U.S. military.

The Department of Defense announced this policy change as a way to recognize the contributions of service members who served in the military and to thank them for that service.

“We are proud to support this policy and extend the on-line shopping benefit to the nearly 15 million honorably discharged U.S. veterans,” said retired Rear Adm. Robert J. Bianchi, Navy Exchange Service Command (NEXCOM) CEO. “It is one small way to honor those who have served. This policy change is great for our veterans, and is a win for our current customers. By having a larger customer base shopping our online store, we expect to be able to expand our merchandise assortment; and by purchasing more from our vendors, strengthen our value to our customers even more. We also expect to see an increase in contributions given to Navy Morale, Welfare and Recreation for quality-of-life programs, as well.”

Prior to Nov. 11, honorably discharged veterans may go to <http://www.myNavyExchange.com/veterans> or the Navy Exchange Facebook page to check for information and announcements. The Defense Manpower Data Center will be the sole source for verification data of authorized exchange shoppers.

SWIFT ACTION BY FRANK CABLE SAILOR SAVES CHILD'S LIFE



Machinist's Mate (Auxiliary) 2nd Class Chase Slicer, assigned to submarine tender USS Frank Cable (AS 40) used his Navy training to save the life of a child he didn't know. (U.S. Navy photograph by Mass Communication Specialist 2nd Class Allen Michael McNair)

By Mass Communication Specialist 2nd Class Allen Michael McNair, USS Frank Cable (AS 40) Public Affairs

From the moment he noticed a family in distress, to the moment an unconscious child lay on the floor in front of him, time did not exist. Inside a floral shop in Haganta, Guam, the sounds of crying and incomprehensible speech filled the room.

Though they could not understand English, he used gestures to assure the family he could help. He examined the child's body; no signs of breathing. He placed two fingers on his neck; no pulse. With his palms sweating and his heart pounding, he got down on the floor. He leaned in, gave two short breaths of air, and then began chest compressions.

Machinist's Mate (Auxiliary) 2nd Class Chase Slicer, assigned to submarine tender USS Frank Cable (AS 40) and native of Vacaville, California, used his Navy training to save the life of a child he didn't know.

"There was no second guessing in my mind that if the baby needed help, I would be the one to do it," said Slicer. "As far as I knew, I was the most qualified in the room."

Slicer was in his car at a red light at approximately

4 p.m. Dec. 12, 2016, and saw a family behaving frantically as they carried a child into a floral shop. Slicer's intuition told him something was wrong, so instead of continuing on through the stop light, he made a U-turn and went to investigate.

He walked into the shop and the employees told him the child was not responsive and they asked if he could help.

"Going into the room in uniform, people instantly look to you as a figurehead," said Slicer.

About 30 seconds after beginning chest compressions, the child's eyes began to open. Slicer placed two fingers on the child's neck and was relieved to feel a steady, beating pulse. Moments later, a Guam police officer appeared on the scene. Shortly after, paramedics appeared. Slicer informed them of his actions and they took over from there.

"You think you're ready for something like that, but when it actually happens, you revert back to your training," said Slicer. "It felt really good knowing that I had the potential of changing someone's life forever."

Capt. Drew St. John, Frank Cable's commanding officer, said he was glad to know Slicer did not

LIFE SAVER, continued on pg. 8

MARITIME PARTNER TRAINING; NATO REFUELING PROBE REPAIR, MAINTENANCE



Leading Hand Deck Michael Stroh, a British Royal Fleet Auxiliary civilian mariner, performs repairs on a fuel probe at the MSC Probe Repair and Maintenance course, Feb. 14. (U.S. Navy photograph by Bill Mesta)

By Bill Mesta, Military Sealift Command Public Affairs

Three British Royal Fleet Auxiliary civilian mariners graduated from Military Sealift Command's 'Probe Repair and Maintenance' course on board Joint Base Little Creek-Fort Story, Feb. 15.

The three-day course, held at the MSC Underway Replenishment Training Center, was offered to enable the RFA mariners to perform repairs and maintenance on their NATO refueling probes.

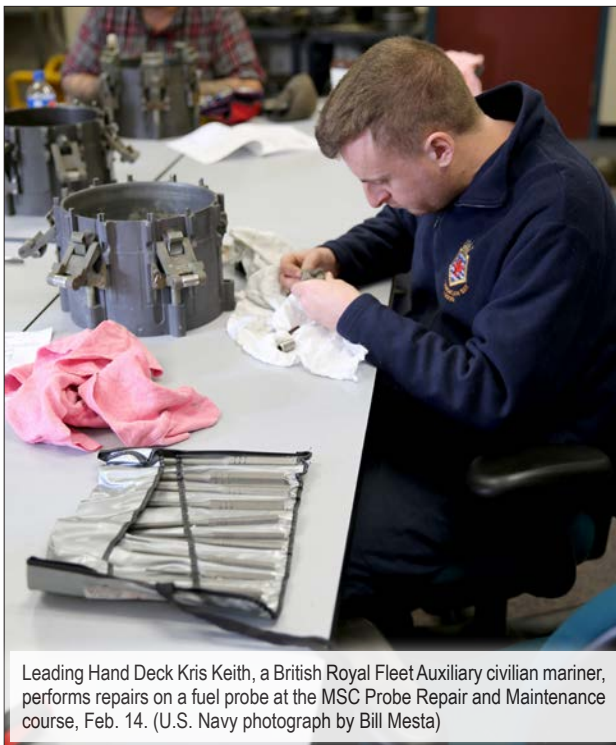
"Prior to this course, we were required to send our fuel probes back to shore for repair and maintenance which has been expensive and time consuming," said Leading Hand Deck Darren Perks, one of the RFA mariners who completed the course. "So we attended this course to learn how to work on the fueling probes ourselves, at sea."

The key goals for this training effort were to improve financial savings and improve process efficiency by eliminating the need to hire a contractor to perform maintenance and repair on the RFA's NATO refueling probes.

"By completing this course, we will be able to repair a large number of our fueling probes and place them back in service," said Perks. "Currently

we are low on operational refueling probes and it takes a long time to send them out for repair."

"The three mariners were chosen to attend the course as experienced deck mariners who will be able to make best use of the training to the benefit of the RFA," said Cmdr. Dudley Scorgie, the RFA liaison to MSC. "When these mariners return to the United Kingdom, they will be undertaking the overhaul of 25 fuel probes which are currently held unserviceable in the repair system."



Leading Hand Deck Kris Keith, a British Royal Fleet Auxiliary civilian mariner, performs repairs on a fuel probe at the MSC Probe Repair and Maintenance course, Feb. 14. (U.S. Navy photograph by Bill Mesta)

The RFA will enjoy reduced equipment downtime and a savings of approximately \$5,000 per fueling probe by completing maintenance and repair in-house.

"Once these mariners complete the repairs on the probes, the equipment will be placed back in service of the RFA fleet where the knowledge gained will be invaluable in the maintenance of probes afloat," said Scorgie.

NATO refueling probes are used by allied naval ships to perform underway replenishments at sea.

"This course is a combination of classroom lecture and hands-on training," said William Kordyjak, site administrator branch head of the MSC Underway Replenishment Training Center. "Students are instructed in the proper method of safely disassembling, assembling and repairing the fueling-at-sea probe assembly."

"During the lecture portion of the class, students will be familiarized with the probe's parts, functions, the importance of procedural disassembly and reassembly, and all safety requirements associated with performing maintenance on a fueling probe, added Kordyjak.

"During the hands-on training portion of the course, the students were guided, step-by-step, in the disassembly, replacement of parts, and assembly of the fuel probe. A written test and a practical test, requiring a passing grade for credit, were administered at the conclusion of the course."

RFA, continued on pg. 8



Leading Hand Deck Darren Perks, a British Royal Fleet Auxiliary civilian mariner, performs repairs on a fuel probe at the MSC Probe Repair and Maintenance course, Feb. 14. (U.S. Navy photograph by Bill Mesta)

WE ARE READY FOR ANYTHING:

By Bill Mesta, Military Sealift Command Public Affairs

U.S. Navy Sailors and civil service mariners (CIVMARS) who crew Military Sealift Command's hospital ship USNS Comfort (T-AH 20) pulled back into Naval Station Norfolk after completing Comfort Exercise (COMFEX) 17, Feb. 24.

COMFEX 17 was an advanced-phase training exercise designed to prepare the ship and crew for the upcoming amphibious exercise, Bold Alligator (BA) 17.

"Our COMFEX was our last dress rehearsal in preparation for the world's largest amphibious war-game, BA 17," said Capt. Lanny Boswell, commanding officer of Comfort's medical treatment facility. "The Comfort conducts a COMFEX quarterly and each is a training battery designed to keep the medical personnel, support staff, and civil service mariners who serve aboard USNS Comfort sharp. It is important for us to conduct this quarterly training program to be ready to respond wherever and whenever the Navy needs us."

"We have built on the lessons the crew has learned from previous COMFEXs," said Boswell. "This exercise was the culmination of turning those training experiences into a highly successful COMFEX 17."

COMFEX 17 was based on a multi-day scenario which simulated the ship's response to service members being wounded in combat during a U.S. Marine Corps amphibious assault. Comfort was required to receive casualties and provide acute medical care. Some of the simulated trauma the crew was faced with included amputations, severe burns, and extensive internal wounds.

"When the Comfort is called into action, we have approximately a 1,200-person crew who gets underway," said Boswell. "The majority of the medical professionals who are part of our crew spend much of their time at other Navy medical facilities. As such, when the bell rings, we have five days to bring everyone we need aboard and respond to a crisis."

COMFEX 17 included the use of both live role players and human casualty simulators which offered medical professionals and support enablers a realistic training environment.

"The simulators have proven to be very valuable training aids for simulating medical emergencies," said Hospital Corpsman 2nd Class Patrick Gravel of Naval Medical Center Portsmouth's Healthcare Simulation Center. "These mannequins are more effective than traditional advanced medical training methods. The simulators are anatomically correct when compared to human subjects, and have advanced to a level which leads to very accurate and efficient training."

Comfort has three primary missions: at-sea mobile medical support to the warfighter, providing full hospital services to support U.S. disaster relief, and humanitarian operations worldwide.



Civil Service Mariners attached to Military Sealift Command's hospital ship USNS Comfort (T-AH 20) transport a simulated casualty during a man-overboard conducted drill aboard the ship, Feb. 20. (U.S. Navy photograph by Bill Mesta/released)Bill Mesta)



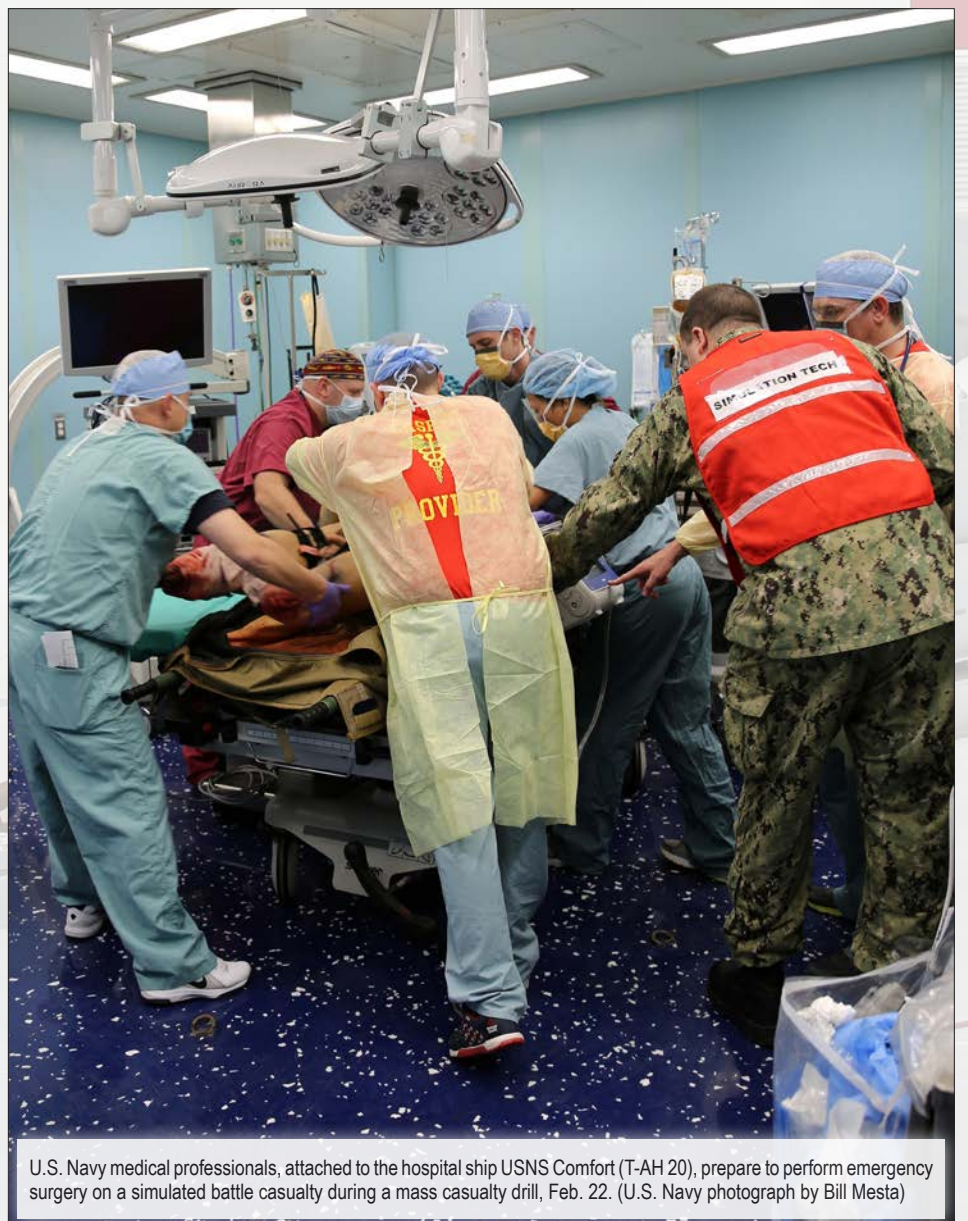
Third assistant Engineer Sam O'Donnell pulls Engine Utility Billy Chiguina, Surface Rescue Swimmers, Civil Service Mariners attached to the Military Sealift Command's hospital ship USNS Comfort (T-AH 20), swim through the open ocean during a rescue-at-sea exercise, Feb. 23. (COMFEX) (U.S. Navy photograph by Bill Mesta)



Cargo Mate James Beshada, a Civil Service Mariner attached to the Military Sealift Command hospital ship USNS Comfort (T-AH 20), provides instruction to U.S. Navy Sailors and civilians during an abandon ship drill aboard the vessel. (U.S. Navy photograph by Bill Mesta/released)



An HS-60 Sea Hawk helicopter attached to Helicopter Sea Combat Squadron Seven (HSC 7), The Dusty Dogs, comes in for a landing aboard the hospital ship USNS Comfort (T-AH 20), Feb. 23. (U.S. Navy photograph by Bill Mesta/)



U.S. Navy medical professionals, attached to the hospital ship USNS Comfort (T-AH 20), prepare to perform emergency surgery on a simulated battle casualty during a mass casualty drill, Feb. 22. (U.S. Navy photograph by Bill Mesta)

COMFORT EXERCISE 17

“The Comfort is the largest Role III medical facility afloat and its primary mission is to support the warfighter,” said Capt. Paul Arp, head of Comfort’s nursing department. “We are an agile ship and crew with tremendous capabilities and professionals who are ready to meet all of the Navy’s requirements.”

“The crew threw itself into the COMFEX 17 scenario and brought a very diverse skill set to bear,” said Arp. “For a large percent of the crew, this was their first COMFEX so there was a steep learning curve. But the crew got ‘on plane’ very rapidly and performed wonderfully.”

The five-day COMFEX 17 included two mass casualty drills, helicopter flight operations, and an abandon ship drill.

“Even though COMFEX 17 was a training scenario, it highlighted how capable our team really is,” said Cmdr. Shawn Brown, a nurse anesthetist aboard Comfort.

The Comfort crew also performed a man overboard drill, fire response training, and a full medical inventory. An additional highlight was the performance of a rescue-at-sea scenario using both of the ship’s tenders, CIVMAR surface rescue swimmers and role-players acting as wounded Sailors after their ship was destroyed in combat.

During the exercise, Comfort was crewed by approximately 400 U.S. Navy medical professionals, support enablers, and CIVMARS.

“The CIVMARS aboard are much more than ship drivers,” said Andrew Chen, Comfort’s chief mate. “We are active members of the team and are here to enable the military treatment facility (MTF) in successful mission execution. Our CIVMARS are always here to support the MTF.”

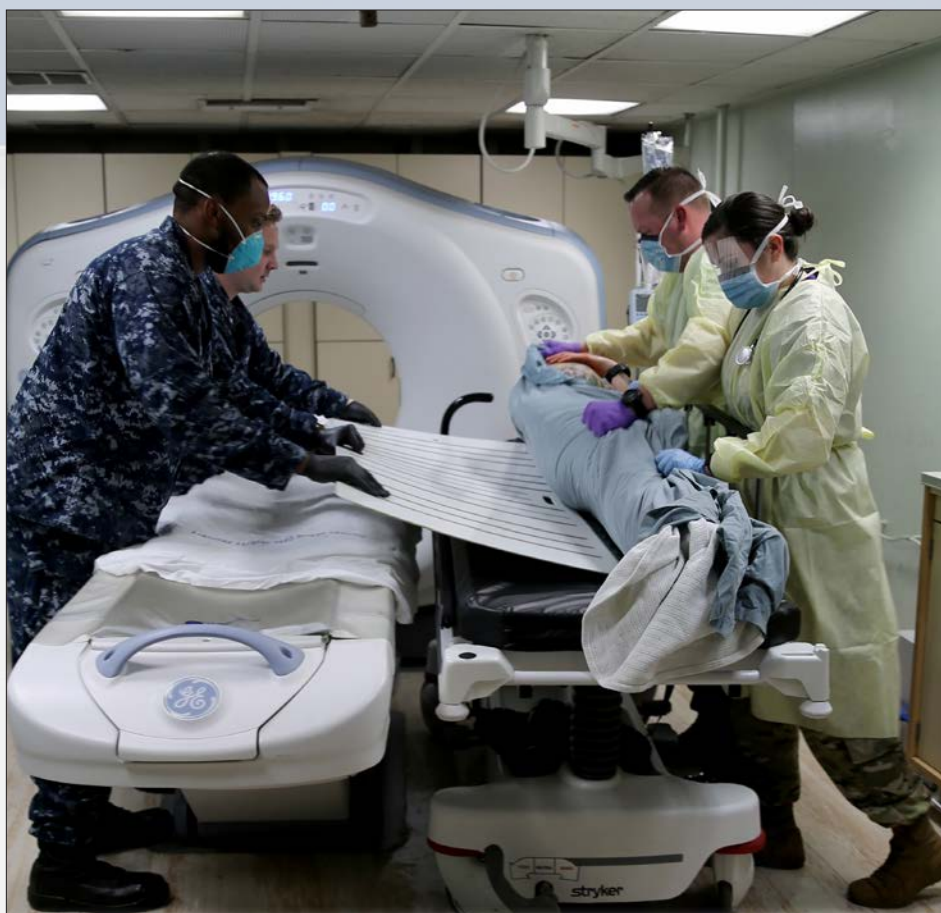
Comfort’s CIVMARS perform a wide variety of critical ship tasks including navigation, propulsion, water and electrical services for the MTF.

“The service members and civilians who crew the Comfort are the best of the best,” concluded Boswell. “Our people excelled during COMFEX 17 and we are ready for Bold Alligator 17.”

Comfort is scheduled for a shipyard availability soon prior to its participation in BA-17, later this year.



U.S. Navy Sailors, attached to the hospital ship USNS Comfort (T-AH 20), transport a simulated battle casualty during a mass casualty drill, Feb. 22. The mass casualty drill was part of the ship’s Comfort Exercise (COMFEX). (U.S. Navy photograph by Bill Mesta)



U.S. Navy and U.S. Army medical professionals, attached to the hospital ship USNS Comfort (T-AH 20), prepare to perform a computerized tomography scan (CT Scan) on a simulated battle casualty during a mass casualty drill, Feb. 22. (U.S. Navy photograph by Bill Mesta)



U.S. Navy medical professionals, assigned to the hospital ship USNS Comfort (T-AH 20) perform diagnostics on a simulated battle casualty, Feb. 23. (U.S. Navy photograph by Bill Mesta)



Second Engineer Andrew Mahsimowicz, a Civil Service Mariner assigned to Military Sealift Command’s hospital ship USNS Comfort (T-AH 20) removes a boiler barrel for maintenance from the boiler aboard the ship, Feb. 23. (U.S. Navy photograph by Bill Mesta)

Members of Military Sealift Command Far East Expeditionary Port Unit 113 (EPU 113) and kids of the Protection and Development Center (CPDC) play relay games during a Cobra Gold 2017 community outreach event, Feb. 5. (U.S. Navy photo by Grady T. Fontana)



MILITARY SEALIFT COMMAND SAILORS VISIT THAI ORPHANAGE DURING COBRA GOLD 17

Story by Grady Fontana, Military Sealift Command Far East

Members of Expeditionary Port Unit 113 (EPU 113) participated in a community relations event at an orphanage here as part of their civic outreach program during Cobra Gold 2017 (CG-17), Feb. 5.

Eight members of the EPU went to the Protection and Development Center, a local orphanage dedicated to the caring of displaced children, orphans and rescued trafficked children.

“It’s just incredibly fulfilling to know that you’re impacting a child’s life that’s obviously had some hardships in their life that they really didn’t have a decision or put themselves in,” said Lt. Cmdr. Brad Eastman, strategic sealift officer with Commander, Naval Reserve Forces. “If you can help make their day brighter...maybe it’s playing a game of soccer

with them; maybe it’s sharing a meal with them. When you see those smiles and you get those hugs at the end of the day, it just warms your heart. It’s so hard to leave.”

Members of EPU 113 also distributed much needed supplies, toys and clothes to give to about 60 kids at CPDC, who range in age from 4 to 17. The CPDC is located inland about 12 miles southeast of the Sattahip Port in Chuk Samet, which is where the EPU is posted conducting exercise port operations training.

During the exercise, the EPU’s role is to ensure the proper contacts are made at the port, to direct the ship in where to go, and query as to what the ship is going to need when it arrives.

COBRA GOLD, continued on pg. 8



Lt. Stephen Haden, operations officer, Expeditionary Port Unit 113 (EPU 113) and Navy reserve component Sailor, shares a meal with kids of the Protection and Development Center (CPDC) during a Cobra Gold 2017 community outreach event, Feb. 5. (U.S. Navy photograph by Grady T. Fontana)

GRUMMAN RETURNS HOME AFTER 6 MONTH DEPLOYMENT

By Military Sealift Command Public Affairs

Military Sealift Command’s fleet replenishment oiler USNS Leroy Grumman (T-AO 195) pulled into Naval Station Norfolk to complete its forward deployment in support of military operations overseas, March 6.

Bravo Zulu to Capt. Richard Gray, officers, and crew of USNS Leroy Grumman for a successful sixth-month deployment in Sixth Fleet’s area of operation and off the waters of southern united kingdom,” Capt. Douglas A. McGoff, Commander Military Sealift Command Atlantic. “You served as the primary replenishment oiler supporting the Royal Navy’s Flag Officer Sea Training program and Joint Warrior exercises, designed to provide NATO and allied forces with the opportunity to train in a multi-national, multi-platform, multi-warfare environment.”

“Your ability to quickly transition on short notice from this event to duties as U.S. Sixth Fleet’s oiler, providing support during a sister-ship’s extended repair period was truly exceptional,” added McGoff.

During the Grumman’s deployment the ship performed 45 at-sea-replenishments, transferring 4 million gallons of fuel and nearly 350 pallets of vital supplies.

“Steaming 34,207 nautical miles, Grumman was faced daily with ever-changing challenges, from heavy fishing and shipping traffic to inclement weather,” said McGoff. “Despite those challenges, Grumman remained rock-steady in keeping our naval forces and our allied partners combat ready at sea.”

“The Grumman crew is also to be commended for the outstanding role you played during the boarding exercise with Belgian ship Louise-Marie and Belgian special forces.” added McGoff.

As a fleet replenishment oiler, Grumman provides U.S. Navy ships and allied vessels replenishment at sea services, thus allowing our ships to stay on station for longer periods of time.

In addition to your operational achievements, the Grumman crew excelled as goodwill ambassadors during port visits to France, Gibraltar, Greece, Italy, and Scotland, concluded McGoff. “As you return home to well-deserved reunions with family and friends, take pride in the superb work accomplished in support of our nation and its partners. You have my heartfelt thanks and gratitude for a job well done.”

Grumman is crewed by approximately 80 Civil Service Mariners who perform all functions required to sail the ship including navigation, propulsion and culinary services.



A Civil Service Mariner attached to Military Sealift Command’s fleet replenishment oiler USNS Leroy Grumman (T-AO 195) tosses a heaving-line to the pier as the ship pulls into Naval Station Norfolk, March 6. Grumman pulled in port to complete a six-month deployment in support of military operation in the U.S. Sixth Fleet’s area of operation. (U.S. Navy photograph by Bill Mesta)

HONORING THE CONTRIBUTIONS AND SACRIFICES OF AFRICAN AMERICANS

By Military Sealift Command Public Affairs

Military Sealift Command's Special Emphasis Observance Committee hosted a Black History Month celebration on board Naval Station Norfolk, Feb. 15.

African American History month is an annual celebration of achievements by African Americans and a time set aside to recognize the central role of African Americans in U.S. history.

The keynote speaker for MSC's Black History Month celebration was Bruce Smith, a legendary National Football League (NFL) Hall of Famer, founder of Bruce Smith Enterprises and native of Norfolk, Virginia.

"The contributions, sacrifices and efforts of African Americans have made our country stronger, a better place to live, and inclusive," said Smith. "I am honored to stand here before you today to pay homage to the founder of Black History Month, Carter G. Woodson."

Carter G. Woodson created the precursor to African American History Month in 1926 when he announced the second week of February to be 'Negro History Week.' This week was chosen because it coincided with the birthday of President Abraham Lincoln on Feb. 12 and of Frederick Douglass on Feb. 14, prominent figures in the African American community.

"The NFL and the military have a few things in common," said Smith. "Both became racially integrated in the 1940's. As a result of integration, the sport of professional football became better and the military became better."

"Both institutions became very influential, well respected and admired by many. And we should feel extremely proud of this," added Smith. "It is because of our leaders and the courage of African American men and women, and other minorities, the issues facing African Americans were brought to the forefront. It is because of the sacrifices of these great Americans that we are here today. When we as African Americans succeed our country succeeds."

The celebration included the introduction of



NFL Hall of Fame football player, Bruce Smith, addresses service members and civilian teammates at MSC's Black History Month celebration, Feb. 15. (U.S. Navy photograph by Jen Hunt)

Master Sergeant (RET) Curt Clark, president of Montford Point Marines Association, and an audience viewing of a short film about the christening of MSC's expeditionary transport dock USNS Montford Point (T-ESD 1).

"We are not just celebrating black history this month; we are celebrating American history," said Clark. "Please take the information you are learning today and share it and continue to celebrate the history of our country each and every day."

In 1942, President Franklin D. Roosevelt issued a directive giving African Americans the opportunity to be recruited into the Marine Corps. In 1948 President Harry S. Truman ended the practice of segregation in the U.S. Military.

"Montford Point was a segregated camp," added Clark. "They had to fight for the right to fight. And when those Marines came home they were not always received in a loving manner."

"The Montford Point Marines are World War II heroes," said Clark. "From 1942 to 1949 approximately 20,000 African Americans trained on the hallowed grounds of Jacksonville, North Carolina, to earn the title Marine."



Mr. Curt Clark, the president of the Montford Point Marine Association poses for a photograph with Montford Point Marines during a celebration honoring Black History Month, Feb. 15. (U.S. Navy photograph by Jen Hunt)

EMORY S. LAND COMMUNITY EFFORTS MAKES GUAM SAFER

By Mass Communication Specialist 1st Class Timmy Wakefield, USS Emory S. Land

Thirty-five Sailors attached to USS Emory S. Land (AS 39) participated in a community relations (COMREL) event in the village of Merizo, Guam.

The Sailors were asked by Merizo Mayor Ernest Chalgara to help make the community safer by painting a high-traffic bridge to make it more visible to the community.

Chalgara expressed his gratitude, addressing Sailors at the beginning of the event.

"Words cannot express the gratitude and appreciation I have for the United States Navy in helping us out with this project," Chalgara said. "Thank you all for you coming out here and painting this bridge. You have helped make our community safer by brightening this bridge and making it safer for our people."

Land's Navy chaplain and COMREL officer, Lt. Takana Jefferson, said this COMREL had been in development for nearly 10 months.

"Were very happy to finally be working with our sister village, Merizo,"

said Jefferson. "It's been a long time in the making. Watching our Sailors and the community partner together is an uplifting experience because it shows the true essence of the Navy's spirit and goodwill."

A variety of Sailors, enlisted and officer, including Guam natives, had one thing in common in helping the community: a duty and responsibility to their host, Guam.

"I'm a native of Guam so not only am I [an] ambassador of the Navy, but I'm providing a service and increasing safety in my community," said Logistics Specialist 3rd Class Jomar Macaraeg. "I'm out here reconnecting with nature. There is so much beauty here; the ocean breeze, the sound of the waves crashing the shore, the trees and the flowers in bloom. It's a joy to be out here with my fellow Sailors and the local community."

Chief Logistics Specialist Bryan Reid said he felt a sense of duty to show the local community that he cares and takes pride in being stationed in Guam.

"We're doing this to give back to the community and to help beautify this village," said Reid. "It's our duty and responsibility to Guam to show that we, the Navy, care about the communities we are in."



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hesitate to react when he saw someone who needed help.

“Petty Officer Slicer is a great example of the professional Sailors who crew the Frank Cable,” said St. John. “I have no doubt that each and every one of them would have reacted in much the same way.”

Slicer said he hopes his actions can be an example for his shipmates and other Sailors in the fleet.

“It’s as simple as stopping to help change a flat tire,” said Slicer. “We may think that’s a simple task, but for some people, it’s not. You don’t know that if you keep driving someone else will come along.”

On Friday, Jan. 28, Capt. St. John awarded Slicer with a Navy and Marine Corps Commendation Medal for his bravery and swift action.

“I’ve always tried to be a good citizen; if people need help, I always stop,” Slicer said. “I don’t help people for the award. I appreciate the award but I did it because it’s who I am.”



Machinist's Mate (Auxiliary) 2nd Class Chase Slicer, assigned to submarine tender USS Frank Cable (AS 40) poses for a photograph with Command Master Chief Jason Dinkel (left), Guam Lt. Governor Ray Tenorio (center left) and Capt. Drew St. John, the USS Frank Cable's commanding officer. Slicer was recognized for his heroic actions when he rescued an infant, Dec. 2016 (U.S. Navy photograph by Mass Communication Specialist 2nd Class Allen McNair)



Royal Fleet Auxiliary Cmdr. Dudley Scorgie, Leading Hand Deck Michael Stroh, Leading Hand Deck Darren Perks, Leading Deck Hand Kris Kieth and MSC Instructor Dave Dodge pose for a photograph in front of the training facility, Feb. 14. (U.S. Navy photograph by Bill Mesta)

RFA Continued from page 3

A Leading Hand Deck in the RFA is a position similar to a Bosun who serves with MSC.

“This was an excellent course that has given us a broader understanding of the Military Sealift Command and specifically the knowledge to go out to the RFA flotilla and undertake front line maintenance on the refueling probes,” said Leading Hand Deck Kris Keith, one of the RFA mariners who completed the course. “It was a great experience training together with our American colleagues.”

The civilian-manned Royal Fleet Auxiliary delivers worldwide logistical and operational support for the wide range of tasks the Royal Navy undertakes including warfighting, counter-piracy, humanitarian and disaster relief, and counter-narcotics operations.

According to Perks, “The main objective of the RFA is to provide the British and allied navy ships fuel, food, water and stores while they are underway at sea so the ships are able to continue with their missions without pulling into port.”

COBRA Continued from page 6

In doing so, the reserve-component Sailors manned a mobile sealift operations command center (MSOC), a portable communications facility designed to operate and manage port operations, even if port infrastructure is damaged or destroyed. EPU’s can quickly deploy to a contingency operation and manage the arrival and departures of cargo ships in port.

Prior to any ship arriving, the members of EPU 113 took advantage of the lull in operations and decided to visit the orphanage and learn a little more about Thai culture.

“It educates us as Americans to see more than just the military,” said Lt. Stephen Haden, operations officer, EPU 113. “It’s part of that cultural presence and cultural communication.”


During the three-hour evolution, the children played soccer and a variety of playground-type games that often led to many laughs, cheers and yells of encouragement that were fostered by the EPU members, the facility volunteers and the kids.

EPU 113 is a reserve unit based out of Fort Worth, Texas, and conducts expeditionary port operations in support of operations and contingencies. There are 17 EPU units under the control of MSC.


ANYDAY




A dolphin swims in front of the dry cargo and ammunition ship USNS William McLean (T-AKE 12). (U.S. Navy photo by Mass Communication Specialist 3rd Class Joshua M. Tolbert)



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