



SEALIFT

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

AUGUST 2017 ISSUE



The heavy-lift vessel Ocean Jazz arrives at the port to offload military equipment that will be used in exercise Talisman Sabre 2017. The Ocean Jazz is under a Military Sealift Command contract to support U.S. Army Pacific's transportation requirements. (U.S. Navy photo by Grady T. Fontana)

MILITARY SEALIFT COMMAND SHIPS SUSTAIN FORCES, DELIVER ESSENTIALS DURING TALISMAN SABRE 2017

By Grady Fontana, Military Sealift Command Public Affairs

Military Sealift Command's (MSC) combat logistics force (CLF) and heavy load carrier ships arrived Australia from various locations throughout the U.S. and Asia to deliver and sustain military forces that are participating during exercise Talisman Sabre 2017 (TS17), which starts on July 5 and runs for most of July.

"Talisman Sabre 17 is a bilateral exercise, with 33,000 troops from all Service Components of the U.S. and Australia," said Lt. Cmdr. Carlos Lopez, deputy N4, CLF officer, MSC Far East. "Twenty-one ships make up the combined forces maritime component command, of which eight USS combatants (ships) and five U.S. CLF ships are executing a long string of exercise scenarios offering Naval power projection and sustainment at sea vignettes."



The shipboard crane lifts a vehicle off heavy-lift vessel Ocean Jazz during an offload in support of exercise Talisman Sabre 2017 (TS17). The Ocean Jazz delivered 387 pieces of TS17 equipment and containers slated for U.S. Army Pacific. (U.S. Navy photo by Grady T. Fontana)

United States Navy fleet replenishment oilers USNS Rappahannock (T-AO 204), USNS John Ericsson (T-AO 194), and USNS Tippecanoe (T-AO 199), along with dry cargo ships USNS Richard E. Byrd (T-AKE 4) and USNS Charles Drew (T-AKE 10), are operating out of the Australian ports of Townsville, Gladstone and Brisbane and are tasked with conducting

about 75 replenishment-at-sea (RAS) events to eight U.S. Navy ships in support of the exercise.

The HMAS Success (OR 304), a multi-product replenishment oiler serving in the Royal Australian Navy, is slated to conduct roughly 24 RAS events with Australian units.

"This combined exercise offers opportunities for all participants to learn both joint and combined military interoperability," said Lopez. "It's an amazing opportunity for military personnel to both observe and apply the art of war in an exercise."

Months of logistics preparation and execution were critical to successfully kicking off and sustaining the TS17 events.

According to Lopez, in order to meet the warfighters' sustainment requirements, a myriad of logistics partners synchronized preparations for months: Defense Logistics Agency; Navy Exchange; Fleet Logistics Center, Yokosuka; MSC; Commander, Task Force 73; Commander, U.S. 7th Fleet; and Commander, U.S. Pacific Fleet.

MSC ships supporting TS17 are not limited to CLF ships conducting RAS events. The Ocean Jazz, a heavy-lift vessel, delivered 387 pieces of TS17 equipment and containers slated for U.S. Army Pacific (USARPAC). The Ocean Jazz arrived on June 26 and conducted the offload June 26-28.

The Ocean Jazz is a member of the Maritime Security Program, a listing of American-flag ships that

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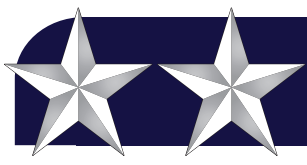
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CONTACT COMMAND LEADERSHIP, AFLOAT CULTURE DEEP DIVE, SMALL BUSINESS PARTNERS

From Commander, Military Sealift Command

Active and timely communication is vital to the success of any organization. At MSC, we unify our efforts through effective communication, continuously exchanging information up and down the chain of command, as well as across the various work units.

While there are many mediums we can use to communicate, one way to connect is to use the “Contact Command Leadership” feature on our MSC portal. Simply click on the button located on the left column, write down your concern, question, or good idea, and then submit. I will personally see your communication and respond. If you prefer, you may choose to remain anonymous with your submission. All of the questions and responses, stripped of any personal identifiable information, will be visible on the portal so that everyone can benefit from this dialogue.

In order to send me a question using this method, you need to be registered on the portal. If you are not already a regular user of the MSC portal, follow this link for easy instructions on how to set up your account:

<https://msc.navy.deps.mil/MSCSupportCenter/SitePages/UserRegistration.aspx>

I appreciate the questions and feedback I have been receiving from you via the Contact Command Leadership tool thus far. I recently answered questions covering CIVMAR use of government email, recognition of civilian employee performance, and challenges with NMCI software updates. Responses to these and other questions are on the portal for all to read.

I encourage you to take advantage of the Contact Command Leadership tool as one method we can use to improve our team communication. Share your ideas, concerns and questions. Our entire team benefits from this transparent communication.

Afloat Culture Deep Dive

Earlier this spring I commissioned a cross-functional team to take a look at the culture and values of our civilian mariners assigned to government-owned, government-operated ships. This review, called the “Afloat Culture Deep Dive,” is intended to better understand the external and internal factors that influence our mariners at sea. The goal is to identify best practices, needed training, and process improvements that will enable the afloat workforce to continue to operate as a championship team during Phase 2 operations.

A key element of the Deep Dive was the mariner survey. We obtained input from more than 2,000 mariners; including CIVMARS in our east and west coast pools as well as aboard 39 ships in every geographic operating area. In the surveys, mariners provided valuable feedback about safety practices, leadership accountability, readiness challenges, and offered recommendations on how to improve the work environment.

Preliminary findings show there is consistency between survey results and what our surveyors experienced, resulting in rich data we can use to guide our curative actions. Under operational and readiness challenges, the most significant areas of concern of our afloat staff are with reliefs, ship scheduling, and manning. In the area of leadership challenges, nearly twenty percent of respondents said poor management and leadership, and ashore and afloat communications were of concern. These are areas that will be the focus of our attention and action.

Teamwork and accountability form the basis of our work. Survey results show that morale, peer relations, and overall command climate are areas that displayed positive indicators. There is strong agreement across the preliminary data indicating Mariners will do the right thing when confronted with integrity violations, and that Mariners are committed to safe shipboard operations. The results in these areas speak to the professionalism and integrity of our Mariners.

The Deep Dive team is mining the data and tracking individual responses from the surveys. After the team reviews the surveys and completes the assessment, they will share opinions and recommendations with our headquarters leadership team. Our surveyors will ultimately return to the ships and share the results and a roadmap for the way ahead, including how we can implement effective and sustainable actions that will improve upon our afloat culture and work environment.

Thank you to the staff conducting the review, and to the Masters, Chief Engineers and mariners who completed the surveys, providing valuable feedback on ways to elevate our performance and improve the work environment and culture.

I am proud of our dedicated and professional workforce, both ashore and afloat. Your work ethic and positive attitude is clearly reflected in the results of your day-to-day work.

Small Business Partners

Small businesses are key contributors as we build and reform our Navy to meet the demands of the maritime environment, today and in the future. In the area of ship building and ship repair, the large shipyards and maritime companies, of course, deserve great credit. However, we must never forget the specialized talents and innovative spirit inherent in our small business partners.

Recently the Military Sealift Command Small Business Program was recognized for superior achievement. We increased prime contract awards to small business from \$708M in FY15 to \$783M in FY16 and we have seen continued growth, going from 24 percent of total obligations being awarded to small business in FY07 to over 45 percent in FY16.

This recognition should be shared by all at the command, particularly those in our program offices and acquisition teams who remained committed to our small business processes and partners. We have a proud history of exceptional program performance, though success in achieving these targets must be a sustained effort.

The Department of Defense also recognized the Department of the Navy as the FY 2016 Vanguard Award winner. The Vanguard Award recognizes the DoD Component that best exemplified a commitment to Small Business Programs across a variety of activities, such as exceeding assigned goals, outreach, and senior leader commitment. Again, MSC contributed to this Navy recognition of small business program success.

A personal commitment to actively seek small business opportunities is essential during early acquisition planning. Our teams will continue to meet our goals by exploring small business opportunities first, increasing the use of small business reserves, and being accountable and actively engaged during the acquisition process. The pathway to current and future success of our small business program requires that we continue to look for innovative concepts and new ideas that will further empower our teams as we strive towards our small business goals.

Small businesses provide critical capabilities that enable MSC mission success and we must continue to fully leverage the innovation, responsiveness and resourcefulness of these business partners.

Thank you for your support to our Small Business Program. Your efforts are extremely important to MSC and the Navy.

United We Sail,

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



MSC ATLANTIC HOSTS CHANGE OF COMMAND

By Military Sealift Command Public Affairs



Capt. Kevin M. Robinson (left), assumes command of Military Sealift Command Atlantic from Capt. Douglas A. McGoff (right) during a change of command ceremony aboard the expeditionary fast transport vessel USNS Yuma (T-EPF 8) June 30. (U.S. Navy photograph by Jennifer Hunt)

Capt. Kevin M. Robinson relieved Capt. Douglas A. McGoff as commander, Military Sealift Command Atlantic (MSCLANT) during a change of command ceremony aboard USNS Yuma (T-EPF 8).

Rear Adm. Dee L. Mewbourne, commander, Military Sealift Command served as the guest speaker.

McGoff, a native of Troy, New York, assumed command of MSCLANT in 2015 maintaining daily oversight of all MSC ships in the Western Atlantic Ocean and Gulf of Mexico performing missions from combat logistics to strategic sealift.

During his tenure, McGoff oversaw combat logistics force ship deployments to support the U.S. Navy's carrier strike groups; 23 major fleet exercises in support of carrier and expeditionary strike groups, independent

deployers, and NATO coalition forces; and 27 prepositioning ships returning to the United States from the Pacific for scheduled maintenance and major shipyard availabilities. Additionally, McGoff executed the movement of ships out of harm's way in the east and Gulf coasts during multiple hurricanes and severe weather events.

"What is evident about your work as commodore, and throughout your entire career, is you embodied the characteristics of professionalism, integrity, and teamwork in everything you did," said Mewbourne.

McGoff graduated from the United States Naval Academy in 1990 with a Bachelor of Science degree in Operational Analysis. At sea, McGoff served on numerous assignments including as executive officer aboard USS Mitscher (DDG 57), and commanding officer aboard USS Ross (DDG 71). Prior to serving as commander, MSCLANT, McGoff was assigned in the Pentagon in the Office of the Deputy Assistant Secretary of Defense for Strategy and Force Development as Deputy Director for Strategic Analysis.

Following the change of command ceremony, McGoff retired after 27 years of faithful service to the nation and U.S. Navy. McGoff plans to be a math teacher in Reno, Nevada.

"This will be a new challenge, and I hope that everything I've learned up to this point in my life helps me to continue to serve the young men and women of our country in that meaningful, but different way," said McGoff. Prior to assuming command of MSCLANT, Robinson served as Plans Chief and Security Assistance Navy Section Chief, Office of Security Cooperation – Iraq. Robinson previously served with MSC aboard the fast combat support ship USS Seattle (AOE 3) and command of the rescue and salvage ship USS Grapple (ARS 53).

MSC operates approximately 120 non-combatant, civilian-crewed ships that replenish U.S. Navy ships, conduct specialized missions, and strategically preposition combat cargo at sea around the world while moving military cargo and supplies used by deployed U.S. forces and coalition partners.

SMALL BUSINESS PARTNERS KEY TO MSC SUCCESS

By Military Sealift Command Public Affairs

Military Sealift Command was recently recognized by the Department of the Navy (DoN) for outstanding Fiscal Year (FY) 2016 Small Business program performance.

Under the leadership of James Kanash, associate director of the Office of Small Business Programs, MSC increased prime contract awards to small businesses from \$708 million in FY 2015 to \$783 million in 2016.

"An MSC small business partner is any company that fully understands our mission and needs, and can provide the quality products or services we require to maintain and operate our ships, and the support that we provide to the warfighter as the nation's premier maritime transportation organization," said Kanash. "We are in this together with our small business partners, for both the success of our mission and the success and growth of their small businesses. Ideally, we would like to see small business grow successfully into large businesses, which help to ensure there is adequate competition years down the road for the acquisitions that are beyond the capabilities of small business."

According to the DoN, small businesses contribute to our national security by contributing combat power to our warfighters and economic power to our nation.

"The support we receive from our small business partners is important not only to achieving our mission, but also to the growth of this nation's economy," said Kanash. "MSC's small business partners provide various parts for our ships, different types of ship repair requirements, from the smallest pier-side repair to mid-term availabilities and overhauls, long term and short term vessel chartering requirements, manning support for vessels, IT

support, engineering support, and multitudes of other required services in support of our civilian mariners."

Kanash credits proper training, local and national outreach, meaningful and current market research and the dedicated support MSC receives from acquisition professionals, technical staff and command leadership for MSC's success with small business partners.

"While we have annual targets and goals established for our small business program, our success is not about the numbers; it is about doing what is right, it is conducting meaningful and current proper market research to identify capable small businesses to support our needs," said Kanash. "Along with identifying capable small businesses, we must also do a deep-dive within our research, to increase opportunities to subsets of small business, including Small Disadvantaged Businesses (SDB), Woman Owned Small Businesses (WOSB), Service Disabled Small Businesses (SDVOSB), and Historically Underutilized Small Businesses (HUBZone)."

According to the DoN, small businesses will be key contributors as the nation reforms its Navy and Marine Corps to meet the maritime environment today and into the future.

"We have built and sustained a culture within MSC to always consider small business as our first option," said Kanash. "The key to success for any small business capable of meeting our unique requirements involves knowing and understanding the importance of our mission and their ability to provide the many products and services we require at the best prices possible."

For More Information About
Military Sealift Command
Visit us at www.msc.navy.mil

USNS SACAGAWEA ARRIVES IN NEW CALEDONIA FOR NEXT PHASE OF KOA MOANA 2017

By Petty Officer 3rd Class Madailein Abbott, Military Sealift Command Far East



Christine McCormack, 3rd Officer aboard USNS Sacagawea (T-AKE 2), assists in sea and anchor detail for the ship's outbound journey from Kiribati during Koa Moana 17. The Koa Moana 17 (Ocean Warrior) exercise is designed to improve interoperability; enhance military-to-military relations and expose Marine Corps forces to different types of terrain for familiarity in the event of a natural disaster or crisis in the region. (U.S. Navy photo by Mass Communication Specialist 3rd Class Madailein Abbott)

Military Sealift Command's (MSC) USNS Sacagawea (T-AKE 2) arrived in New Caledonia June 25 in support of Koa Moana 17 (Ocean Warrior).

The Koa Moana exercise series seeks to enhance senior military leader engagements between allied and partner nations with a collective interest in military-to-military relations and to discuss key aspects of military operations, capability development, and interoperability.

From June-September 2017 U.S. Marines from 3rd Battalion, 4th Marine Regiment, 1st Marine Division, stationed in Twentynine Palms, Calif. and Marines from Combat Logistics Battalion 3, 3rd Marine Logistics Group, from Marine Corps Base Hawaii have embarked aboard the USNS Sacagawea to participate in Koa Moana 17 events in Kiribati, New Caledonia, Solomon Islands, Timor Leste, Tonga, and Vanuatu. Working alongside these partner nations, the Marines also work alongside the crew of the USNS Sacagawea, attending shipboard training, drills, and sharing workload duties during their time onboard.

MSC contracted civilian mariners assigned to the USNS Sacagawea such as able-bodied seaman and deck hands operate ship elevators and cranes, which assist greatly in the movement of U.S. Marine equipment used specifically for this exercise. The involvement of the USNS element in exercises like Koa Moana is vital to the Department of Defense and the continued support of operations in the South Pacific.

"The ship can hold up to 197 crew and passengers total, as well as having

cargo hold space, which can hold food and supplies for up to six months at a time," said Captain Robert Sylvester, Master of USNS Sacagawea. "We are the only ship involved in this exercise in the entire South Pacific. Our primary focus for Koa Moana 17 is supporting the Marines in getting them and their equipment where they need to be, when they need to be there. With our ship's capabilities, we're the perfect one for the job."

The USNS Sacagawea is a Dry Cargo/Ammunition Ship, which provides ammunition, food, repair parts, stores and small quantities of fuel for the U.S. Marine Corps as well as other military service branches. The ship can also be tasked to respond in a disaster in the form of providing equipment and supplies to a target area.

MSC operates approximately 115 non-combatant, civilian-crewed ships that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world and move military cargo and supplies used by U.S. forces and coalition partners.

"There's always an exercise or a mission going on whether it be Cobra Gold, Rimpac, or Koa Moana and the MSC ships are always there and ready to support," said Sylvester. "I think we will be an integral part of these exercises for many years to come."

Once the phase of the exercise has been completed in New Caledonia, the embarked U.S. Marines and Sacagawea crew will sail to Tonga for the next phase of Koa Moana 17.



Dave Fleischman, deck cadet aboard the USNS Sacagawea (T-AKE 2), plots a track line for the ship's outbound journey from Kiribati during Koa Moana 17. (U.S. Navy photo by Mass Communication Specialist 3rd Class Madailein Abbott)

MILITARY SEALIFT COMMAND'S USNS MONTFORD POINT, USNS SODERMAN EXERCISE 'FLOATING-PIER' CONCEPT

By Grady Fontana, Military Sealift Command Public Affairs

Military Sealift Command's (MSC) expeditionary transfer dock USNS Montford Point (T-ESD 1) and large, medium-speed, roll-on/roll-off (LMSR) ship USNS Soderman (T-AKR 317) performed a "skin-to-skin" (S2S) maneuver in the vicinity of Saipan to demonstrate MSC's unique seabasing capability, June 12-13.

The S2S maneuver is achieved by the two ships connecting while the Montford Point acts as a floating pier for a simulated offload. The event displayed the two ships' ability to transfer large cargo at sea.

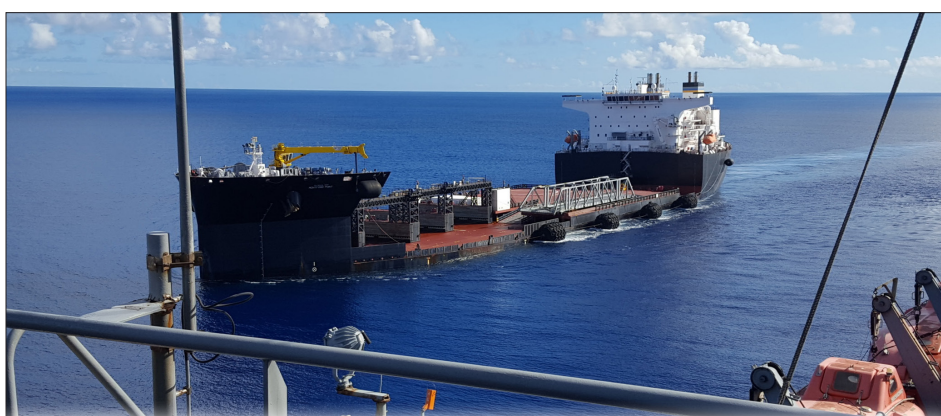
During the first day of the exercise, the two vessels conducted touch-and-go maneuvers, when the ships navigated alongside each other and were moored together. On the second day, the vessels successfully conducted the S2S.

In the S2S exercise, the Soderman lifted the Montford Point's ramp with its shipboard crane and connected the ramp to the LMSR ship.

Once the ramp is connected, vehicles and cargo can be rolled on and off with efficiency. Though, no equipment was transferred during the event, during a full demonstration, the Soderman can discharge equipment onto the Montford Point through the connecting ramp. The equipment can then be loaded into landing craft air cushion (LCAC) vessels for transfer to shore.

While expeditionary transfer dock can act as a floating pier, LMSRs can carry an entire U.S. Army Task Force, including 58 tanks, 48 other tracked vehicles, plus more than 900 trucks and other wheeled vehicles. The ships can carry vehicles and equipment to support humanitarian missions, as well as combat missions.

The Montford Point and Soderman are both part of Maritime Prepositioning Ships Squadron Three (MPSRON 3).



Military Sealift Command's expeditionary transfer dock USNS Montford Point (T-ESD 1) approaches large, medium-speed, roll-on/roll-off ship USNS Soderman (T-AKR 317) during a seabasing exercise near Saipan, June 13. (U.S. Navy courtesy photo)

When the Montford Point is on mission, the ship submerges to about 40 feet while underway. Once on station it submerges to about 50 feet, so that LCACs can maneuver right up on the mission deck to pick up cargo.

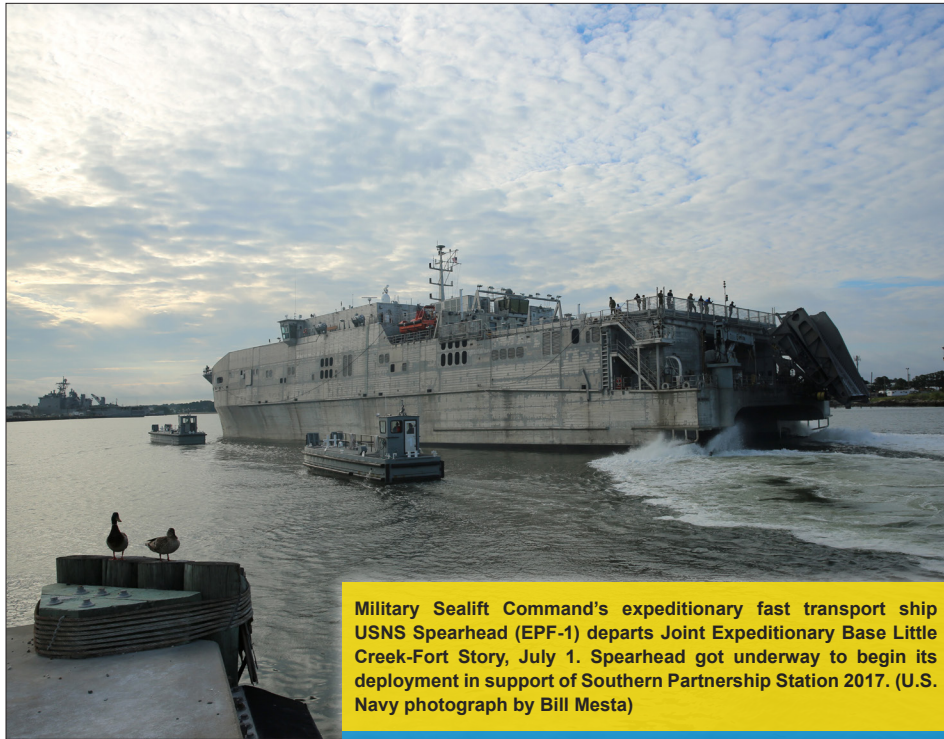
The Montford Point can operate the makeshift pier 25 miles off shore. The ship has 25,000 square feet of vehicle and equipment stowage space and can hold 380,000 gallons of JP-5 jet fuel.

MSC operates approximately 115 non-combatant, civilian-crewed ships that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners.

MPSRON 3, operating in the western Pacific, maintains tactical control of the 12 ships carrying afloat prepositioned U.S. military cargo for the U.S. Marine Corps, the U.S. Army, and the U.S. Air Force. The squadron's mission is to enable force from the sea by providing swift and effective transportation of vital equipment and supplies for designated operations.

SOUTHERN PARTNERSHIP STATION 2017 BEGINS

From U.S. Naval Forces Southern Command/U.S. Fourth Fleet
Public Affairs



Military Sealift Command's expeditionary fast transport ship USNS Spearhead (EPF-1) departs Joint Expeditionary Base Little Creek-Fort Story, July 1. Spearhead got underway to begin its deployment in support of Southern Partnership Station 2017. (U.S. Navy photograph by Bill Mesta)

U.S. Naval Forces Southern Command/U.S. 4th Fleet (USNAVSO/FOURTHFLT) began Southern Partnership Station-Expeditionary Fast Transport 2017 (SPS-EPF 17) by deploying USNS Spearhead (T-EPF 1), Saturday, to Central and South America from July to late October 2017.



Civil Service Mariners attached to MSC's expeditionary fast transport ship USNS Spearhead (EPF-1) pull in mooring lines as the vessel departs Joint Expeditionary Base Little Creek-Fort Story, July 1. (U.S. Navy photograph by Bill Mesta)

Southern Partnership Station is an annual series of U.S. Navy deployments focused on exchanges with regional partner nation militaries and security forces. This year's deployments will visit Guatemala, Honduras, Chile, and Colombia.

SPS-EPF 17 is a U.S. Southern Command (USSOUTHCOM) directed operation planned by Commander, U.S. Naval Forces Southern Command/U.S. 4th Fleet and carried out by deployed adaptive force packages (AFPs) under the direction of the Destroyer Squadron 40 staff.

The AFPs are comprised of military personnel from Navy Expeditionary Combat Command (NECC), Expeditionary Combat Camera (ECC), Naval Construction Group (NCG) TWO, Coastal River-

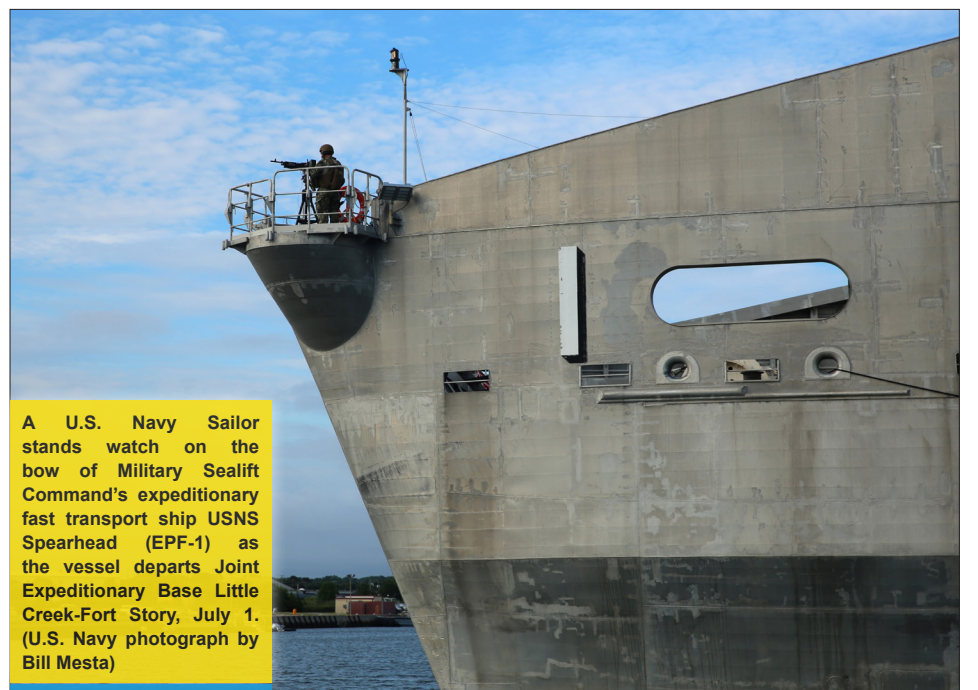
ine Squadron (CRS) ONE, Mobile Diving and Salvage Unit (MDSU) ONE, Commander Destroyer Squadron (CDS) 40, U.S. Navy Bureau of Medicine and Surgery (BUMED), and U.S. Navy's Military Sealift Command (MSC).

Making this deployment possible is Spearhead, the first of the Spearhead-class expeditionary fast transport vessels, which are crewed and operated by civil service mariners, and serves as a platform for embarked military detachments to include AFPs.

AFPs are specialized teams of U.S. service members from the fields of engineering, force protection and medical. They will deploy onboard Spearhead in support of SPS-EPF 17 to collaborate with each participating host nation in Central and South America's partner nation military forces through naval-focused training exercises, military-to-military engagements, and community relations projects.

SPS-EPF 17 will focus on enhancing cooperative partnerships with regional maritime services and improving operational readiness for all participants. In addition, the mission will provide the opportunity for U.S. and partner nation forces to operate in a multinational environment, refine coordination, improve interoperability, and demonstrate flexibility.

For the first time, the AFPs will conduct well drilling operations in remote locations in Guatemala and Honduras. These wells will provide drinking water for local populations coupled with preventative medicine subject matter expert exchanges (SMEEs) focused on preventative medicine, mosquito prevention and control, and safe water sanitation practices to improve quality of life for host nation citizens.



A U.S. Navy Sailor stands watch on the bow of Military Sealift Command's expeditionary fast transport ship USNS Spearhead (EPF-1) as the vessel departs Joint Expeditionary Base Little Creek-Fort Story, July 1. (U.S. Navy photograph by Bill Mesta)

USNAVSO/FOURTHFLT supports USSOUTHCOM's joint and combined military operations by employing maritime forces in cooperative maritime security operations to maintain access, enhance interoperability, and build enduring partnerships in order to enhance regional security and promote peace, stability, and prosperity in the Caribbean, Central, and South American regions.

USNS CITY OF BISMARCK (T-EPF 9) LAUNCHED

From Team Ships Public Affairs

The launching of a ship represents a multi-step process. The ship is constructed in a Modular Manufacturing Facility and is moved to a docking barge and then transported to a dry dock where it can be submerged into the water. All of this takes place over the course of two days.

"Launching the ninth ship in the T-EPF production line is a great achievement for the Navy and Austal," said Capt. Henry Stevens, Strategic Theater and Sealift Program manager, Program Executive Office, Ships. "Launching is a significant achievement in the production process. We'll now focus our efforts to final outfitting in preparation for trials."

T-EPF 9 is designed for the fast intra-theater transportation of troops, military vehicles and equipment. Capable of transporting 600 short tons 1,200 nautical miles at an average speed of 35 knots, the ship will provide U.S. forces with added mobility and flexibility.

T-EPFs are equipped with a flight deck and an off-load ramp which allow for vehicles and helicopters to quickly access ports and quays. Littoral

operations and port access are further enhanced by the ship's 15-foot shallow draft, ability to interface with roll-on/roll-off discharge facilities, and ease of access to austere and deteriorated piers. This makes T-EPF 9 an extremely flexible asset, capable of supporting a wide range of operations including non-combatant evacuation operations, humanitarian assistance, and disaster relief.

The Navy and industry partner Austal USA have already marked major milestones on the T-EPF program this year. USNS Yuma (T-EPF 8) delivered in April and the Navy christened USNS City of Bismarck (T-EPF 9) the following month.

As one of the Defense Department's largest acquisition organizations, Program Executive Office Ships is responsible for executing the development and procurement of destroyers, amphibious ships, special mission and support ships, and boats and craft.

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LONG ROAD TO MSC

By Matthew Montgomery, Military Sealift Command Europe Public Affairs

James Anderson's road to the Military Sealift Command wasn't typical, but three years into his career he's glad he decided to put away his camera and go to sea.

Anderson attended college for two years before deciding the U.S. Marine Corps was a better option. After a successful tour as an infantryman, he went back to school to finish his degree.

"While in college I got a job working for the local paper as a photographer," said Anderson. "I liked it so much I decided to quit school and move to Seattle to become a professional photographer."

Anderson cultivated his business and landed major catalogs and magazines as regular clients, after years of working as an assistant for notable photographers. He also served as a location scout for television and movie productions.

In 2008, after more than 15 years of growing his business, things started to change. "I could see the writing on the wall in terms of working as a freelancer," said Anderson. "Most of my clients decided to bring their departments in-house as staff or some ceased to exist. It was becoming harder and harder to be successful without having to work 24 hours a day. I was looking for a more stable job that would still allow me to travel and earn a good salary."

Anderson had friends who were personal chefs on private yachts, and through them he met people who were with commercial shipping companies. His brother-in-law is a ship's engineer, and through these multiple influences, Anderson said he started to see a mariner as a legitimate career option.

At the age of 40, Anderson decided to put away his camera and attend the California Maritime Academy. It was at school that Anderson first learned about the sealift command.

"MSC wasn't initially on my radar, but I knew cadets that sailed with them," said Anderson. "I actually did my sea semester with a commercial tanker company and didn't like the on/off schedule."

"I was looking for an opportunity where I could sail as much as I wanted, plus I didn't want to maintain a residence if I decided not to," Anderson continued. "By the time graduation came, I decided MSC had all the things I was looking for."

Anderson currently serves as the Third Officer for USNS Trenton, and it's his second Expeditionary Fast Transport ship, a class known as T-EPF. He previously served aboard the USNS Fall River for more than two years.



James Anderson, USNS Trenton third officer, watches as personnel at the shipyard Chantier Naval de Marseille, located within the port of Marseille, France, complete overhaul work on April 4. Trenton is an Expeditionary Fast Transport ship, which has a mandated annual dry-dock period per the American Bureau of Shipping requirements. (U.S. Navy photo by Matthew Montgomery)

The T-EPF can support various operations; from serving as a small humanitarian relief assistance and mobile hospital platform, to the transportation of combat-ready Marines and equipment when needed. Trenton is capable of transporting 600 short tons for 1,200 nautical miles at an average speed of 35 knots.

"I really like the T-EPF platform because we work with Marines and Navy personnel — it reminds me of the good ole days," said Anderson, in his third year with MSC. "We also have a very unique mission and a smaller crew, which makes it feel more like family."

Being aboard the Trenton has been both exciting and challenging for Anderson. As the third officer he serves as the officer of the watch and supervises the security of the ship. At sea, he stands watch for four hours and then has eight hours off. During that time, he has management responsibilities for the medical department where he serves as the ship's medical officer.

"Anderson is always a good shipmate," said USNS Trenton's Master, Capt. Jeff Helfrich. "He has a good sense of humor. He's older than many of our third officers and brings tempered judgment and maturity to the table."

A career with MSC was the furthest thing from Anderson's mind when he started this new journey, but now that he's here, he considers it the perfect fit for him.

"I wish I would have known about MSC when I was in the Marine Corps. I probably would have done this right after," said Anderson. "I think it's great; a stable job and good opportunities."

MT NORD NIGHTINGALE RESCUES GERMAN SAILORS

By Matthew Montgomery, MSC Europe and Africa Public Affairs



A Military Sealift Command contracted ship diverted from their mission to perform a rescue at sea mission on July 7. The vessel, MT Nord Nightingale, was in transit in from Houston, Texas, to Europe when they helped save two German sailors stranded at sea off the coast of Florida.

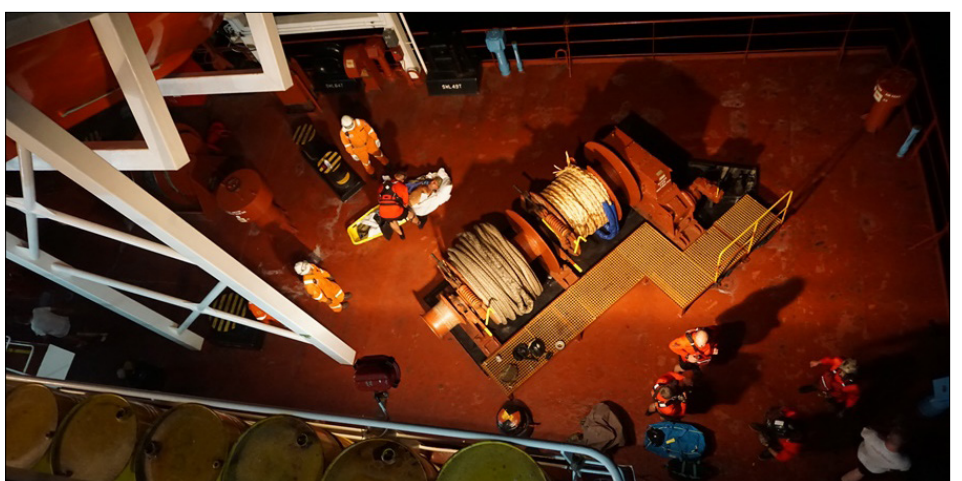
"The crew did an excellent job of redirecting their focus and assisting with rescue operations when we received the distress call," said Capt. Nicolae Gainuse, MT Nord Nightingale master. "You never set out on a delivery mission thinking you're going to be saving people at sea, but fortunately we were in the right place to provide assistance."

The distress call was received by the ship at approximately 3:08 p.m. (12.08 utc), at which point they called the Maritime Rescue Coordination Center in Miami for additional details. Gainuse then called the Health Safety Security Environmental Quality division of Thome Ship Management, the vessel's owner, and received full support to proceed with recovery operations. Less than 20 minutes after the distress call, the crew was changing course and preparing for the new mission.

"It took us almost five hours and 54 [nautical miles] to locate the stranded personnel," said Gainuse. "During that time, I was working with the MRCC in Miami to confirm helicopter and medical personnel support. We also assigned duties to the crew, established lookouts and prepared the ship for the upcoming operation."

The life raft carrying the two stranded sailors was located around 8 p.m., and within an hour aircraft was dropping rescue personnel into the water for recovery. Once the stranded personnel were aboard, the crew ensured all rescue team members, to include inflatable boats and military equipment, were brought aboard before heading to the Florida coast.

"When we got close enough, helicopters recovered personnel from the ship and began removing the recovery personnel and equipment. We were able to resume our voyage about 2 a.m.," said Gainuse. "I can't say enough about the professionalism of the crew during the long operation. We train for scenarios like this hoping we never have to execute, but it's rewarding to see it all come together when it counts."



Rescue personnel and crew members from the MT Nord Nightingale prepare two German sailors for transit back to Florida following a successful at-sea personnel recovery effort on July 7. (Courtesy photograph)

DO YOU SEE ME? DIVERSITY AND INCLUSION

By Bill Mesta, Military Sealift Command Public Affairs



Victoria Bowens, the Department of the Navy's Director, Diversity and Inclusion, addresses service members and federal civilian leaders at the Fourth Annual Diversity Leadership Training Summit held on board Naval Station Norfolk, June 20. (U.S. Navy photograph by Bill Mesta)

The Fourth Annual Diversity Leadership Summit, hosted by United States Fleet Forces Command and Military Sealift Command, was held onboard Naval Station Norfolk, June 20.

The Equal Employment Opportunity program-coordinated summit was held to stimulate and instill diversity and inclusion in the work place. "Diversity and inclusion are about understanding where people come from," said Victoria Bowens, Department of the Navy's (DoN) Director for Diversity and Inclusion. "Diversity and inclusion are also about understanding that people are not perfect and we make mistakes. But our authenticity and how we feel about issues is how we change the make-up throughout our organization."

The audience was presented with the DoN's Roadmap for Diversity and Inclusion which includes three imperatives.

First, DoN employers are charged with recruiting and accessing personnel from a diverse group of applicants to secure a high-performing, innovative workforce that reflects all segments of society.

Secondly, DoN employers are to cultivate an inclusive culture that accelerates opportunities to empower each individual's maximum impact, encourage innovation and collaboration, enhances developmental opportunities, and retains the best talent to enable uniformed and civilian personnel to contribute their full potential.

Finally, DoN employers must develop strategies to equip leaders with the ability to effectively manage diversity, be accountable, measure results and refine approaches to engender a sustainable culture of inclusion.

The DoN roadmap lays out the direction the U.S. Navy and MSC's leadership are heading in their quest for a diverse and inclusive workforce, according to Bowen.

Bowens asked the audience to consider unconscious bias when addressing diversity and inclusion.

"Your eyes are useless if your mind is blind," added Bowens. "We use our eyes to determine what is important to us. So what we see determines how we react. And our behavior depends on where we come from."

"Using this logic, I should be able to look at you and know everything about you," said Bowens. "But what about all of the things which make up who we are which one cannot see. If you see a person, do you really see that person as they should be seen?"

The presentation included a video which challenged the audience with the question, "Do you see me?" to encourage all to look deeper when developing inclusive relationships. The sole character presented a variety of personal characteristics including being rich, poor, sad, sick, worried and suffering to demonstrate aspects of people which cannot be seen by simply looking at someone.

"In general, the shadows of our unconscious mind steer how we initially see people," said Bowens. "We make our initial assessments of what we think about a person based on what we have seen, been taught and what we have heard. Not necessarily what the reality is for a person."

To counter this mindset Bowens encouraged the audience to dig deeper when interacting with our co-workers: Ask people where they come from, find out what their childhood was like, ask about their parents and how they were raised, get to know the individual.

"My professional guidelines for diversity and inclusion are based on my personal belief which is to be open and accepting of all people," said Rear Adm. Dee Mewbourne, Commander, Military Sealift Command. "I want all of my leaders to ask themselves what inclusion really means? How does MSC promote diversity? Also, I want our team to think about how diversity and inclusion improves our organization as a whole."

"I believe a professional culture at MSC based on diversity and inclusion is a moral imperative," added Mewbourne. "We must treat each other with mutual respect and remember that we are all created equal."

"I also believe in collaboration," added Mewbourne. "I feel it is important to be surrounded by people who have a variety of viewpoints and can bring their personal beliefs, experiences, education and individual thoughts into play to solve problems in the workplace."

"My experience has been that this approach is very effective," added Mewbourne. "To make this approach work you must be willing to listen to everyone and you must treat everyone equally. You must also must be patience and give everyone an opportunity to contribute."

Mewbourne concluded that fostering a diverse and inclusive environment not only allows for a very rich discussion of issues but also frequently results in solutions to matters which may have never been apparent without a collaborative climate.

For more information about the DoN Diversity Roadmap, please refer to Executive Order 13583: "Establishing a Coordinated Government-wide Initiative to Promote Diversity and Inclusion in the Federal Workforce;" Public Law 112-239, the National Defense Authorization for Fiscal Year 2013, section 519: "Diversity in the Armed Forces and Related Reporting Requirements;" and the Equal Employment Opportunity Commission Management Directive 715.

PRIDE IN ALL WHO SERVE

By Military Sealift Command Public Affairs



Chief Petty Officer Karimah Smith, the mistress of ceremonies for Military Sealift Command's LGBT special observance, addresses service members and civilian teammates during the celebration held onboard Naval Station Norfolk, June 28. (U.S. Navy photograph by Bill Mesta)

Service members and civilian teammates attached to the U.S. Navy's Military Sealift Command gathered at Ely Hall onboard Naval Station Norfolk to celebrate Lesbian, Gay, Bisexual and Transgender Month 2017, May 28.

The annual celebration was hosted by MSC's Equal Employment Opportunity program to honor the service of LGBT teammates.

"The theme for the 2017 LGBT Month celebration is 'Pride in All Who Serve'," said Chief Petty Officer Karimah Smith, the mistress of ceremonies for the event. "June was selected as 'Pride' month to commemorate the events in June of 1969 known as the Stonewall Riots."

The Stonewall Riots was a series of violent and spontaneous demonstrations spurred by a police raid targeting the LGBT community. The riots lasted three days.

"Patrons and supporters of the Stonewall Inn, in Greenwich Village, New York, resisted police harassment of the LGBT community," according to Smith. "The Stonewall Riots were recognized as a catalyst for the LGBT movement in the United States."

On June 2, 2000, President Bill Clinton issued Proclamation Number 7316 for the first Gay and Lesbian Pride Month.

"The dedication and contributions of our lesbian, gay and bi-sexual service members and LGBT civilians have had an immeasurable impact on our country's national security via the Department of Defense," according to Smith.

"Diversity is one of our nation's greatest strengths," added Smith. "During LGBT Pride Month, we celebrate our military's rich diversity and renew our commitment to equality."

According to Smith, MSC's institutional roadmaps, "Voyage Plan' and 'Navigation Tracks' are aligned with the goals of LGBT Pride Month.

"Embracing our similarities and differences are a critical part of our efforts to 'bend the curve' at MSC," said Smith. "Our MSC 'Voyage Plan' identifies people, platforms, processes and partnerships as its four institutional pillars."

PRIDE Continued on page 8

are assets the U.S. military can draw upon during contingencies. Ocean Jazz is a time-chartered commercial container ship that is contracted by MSC for USARPAC to support the Army's transportation requirements.

Concurrent to TS17, the Ocean Jazz is engaged in a mobility operation for USARPAC called Pacific Pathways 17-2 and 3, where the ship will be conducting follow-on missions.

Pacific Pathways is an innovation that links a series of U.S. Pacific Command-directed Security Cooperation exercises with allied and partner militaries to a single MSC charter vessel on a single voyage plan that delivers U.S. Army equipment to support the various exercises. The Pacific Pathways concept commits a designated task force and their force package equipment to the entire duration of a pathway. TS17 is the first offload for the Ocean Jazz.

"In the next six months, the Ocean Jazz will travel to nine ports in six countries, while supporting six exercises," said U.S. Army Chief Warrant Officer 4 Lorena C. Peck, senior mobility officer, USARPAC. "Pacific Pathways is the link between these previously-independent bilateral and

multilateral exercises, and the unit is mission-tailored and task-organized for the entire series of exercises."

Additionally, five MSC reserve-component Sailors also participated in TS17 and assembled an expeditionary port unit (EPU).

EPUs are highly mobile units that can quickly deploy anywhere in the world to establish port operations, even when port infrastructure is damaged or destroyed.

"The EPU 102 is here to prepare the way for the ship before its arrival," said Lt. Cmdr. John B. Ward, a strategic sealift officer and head of training department with MSC's Expeditionary Port Unit 102 out of New York. "The EPU assists in ship husbandry. I coordinate with the ship's agent for the tugs, line handling...any support the ship might need."

MSC operates approximately 115 non-combatant, civilian-crewed ships that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners.

PRIDE Continued from page 7

"MSC will recruit, hire, train and develop a diverse workforce and improve its capabilities by creating a culture which seeks to maximize the contributions of all," said Smith. "We want all of our colleagues to reach their professional and personal potential by providing them with the necessary training tools, mentoring opportunities and encouragement."

MSC's LGBT Pride Month 2017 observance included the singing of the National Anthem by civilian teammate Teresa Keithley and a prayer presented by Pastor Daniel Wickert from the Bayview United Church of Christ.

"We all share the responsibility to create a work-environment which is free of discrimination, harassment, hazing, reprisal, and inappropriate conduct," concluded Smith. "MSC will strive to harness the diversity of knowledge, experience, skills and perspective of its workforce."



CONSENT.
IF YOU DON'T GET IT,
YOU DON'T GET IT.

Sex without consent is not sex. It's rape.
And it's on us, all of us, to help stop it.



ANYDAY

A U.S. Sailor, assigned to the forward-deployed Whidbey Island Class dock landing ship USS Ashland (LSD 48), gives signals to workers aboard USNS Joshua Humphreys (T-AO 188) while performing a resupply at sea in the Gulf of Thailand June 14, while underway in support of exercise Cooperation Afloat Readiness and Training (CARAT). (U.S. Navy photo by Lance Cpl. Carl King Jr.)



The guided-missile cruiser USS Philippine Sea (CG 58) approaches the fast combat support ship USNS Supply (T-AOE 6). (U.S. Navy photo by Mass Communication Specialist 2nd Class Patrick Ian Crimmins)



SEALIFT

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An M1A1 Abrams tank is lowered off the USNS SGT William R. Button (T-AK 3012) and onto an Improvised Naval Litterage System Causeway ferry, bound for the beach to participate in Operation Saber Strike 2017. (U.S. Navy photo by Lieutenant Junior Grade Rob Kunzig)



NEXT ISSUE: LEWIS B. PULLER