



# SEALIFT

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

OCTOBER 2017 ISSUE

USNS William McLean (T-AKE 12) gets underway from Naval Station Norfolk, Aug. 31. Military Sealift Command's dry cargo/ammunition ship went to sea in support of federal, state and local authorities' ongoing hurricane relief efforts. (U.S. Navy photograph by Bill Mesta)



### USNS WILLIAM MCLEAN; KEEPING THE FLEET SUPPLIED DURING HURRICANE IRMA RELIEF EFFORTS

By Bill Mesta, Military Sealift Command Public Affairs

Military Sealift Command's dry cargo and ammunition ship USNS William McLean (T-AKE 12) has commenced logistic support operations in the vicinity of Puerto Rico and the U.S. Virgin Islands, following the devastation caused by Hurricane Irma.

USNS William McLean was directed to move to the region to support federal, state and local authorities' ongoing relief efforts to alleviate the destruction caused by the storm as it moved through the Caribbean islands.

"Our main mission is ensuring the other U.S. Navy ships supporting the efforts are able to do their job," said Joshua Tamasovich, USNS William McLean's chief mate. "Once Hurricane Irma moved out of the region, the U.S. Navy and Marine Corps moved assets in to provide relief efforts. USNS William McLean will be delivering fuel, stores and other associated supplies to the U.S. Navy ships taking part in the relief effort."

As of September 11, USNS William McLean pumped 620,000 gallons of diesel fuel, 40,000 gallons of jet fuel and delivered 40 pallets of supplies to U.S. Navy units providing relief support, according to Tamasovich.

"The support that the USNS William McLean is providing to the U.S. Navy relief effort, and the U.S. Marines attached to those ships is keeping those ships and personnel on scene so relief efforts can take place," added Tamasovich.

USNS William McLean is crewed by approximately 100 civil service mariners who provide all of the ship's services to include cargo handling, navigation and propulsion.

"The crew of McLean is going to be doing what we are really good at; we are ready to deliver food, cargo and fuel to supply the U.S. Navy ships who are going to be directly supporting the disaster relief efforts, as well as any regional crisis support, as required," said Tamasovich.

"The good thing about this ship is we bring a lot of support options with us," said Tamasovich. "This ship has a freeze and chill hold so we can make ice if required. We are capable of delivering humanitarian supplies if requested and do have the capability to berth personnel if needed."

### NAVY LAUNCHES USNS HERSHEL 'WOODY' WILLIAMS

From Team Ships Public Affairs

The Navy launched expeditionary sea base Hershel 'Woody' Williams (ESB 4) at the General Dynamics NASSCO shipyard, Aug. 19.

The launch of ESB 4 involved slowly flooding the launching dock with water until the ship could freely float for the first time. Following launch, the ship completed construction and final outfitting before going to sea to complete a series of tests and trials prior to delivery in early 2018.

"We're making tremendous progress on this ship," said Capt. Scot Searles, Strategic Sealift and Theater Sealift program manager, Program Executive Office Ships. "We'll begin powering many of the ships engines and systems as early as next month as we prepare to get underway for sea trials in the coming months."

The ESB will primarily support aviation mine countermeasure and special operations force missions. In addition to the flight deck, the ESB has a hangar with two aviation operating spots capable of handling MH-53E Sea Dragon-equivalent helicopters; accommodations, work spaces, and ordnance storage for embarked force; enhanced command, control, communications, computers, and intelligence to support embarked force mission planning and execution; and reconfigurable mission deck area to store embarked force equipment to include mine sleds and rigid hull inflatable boats.

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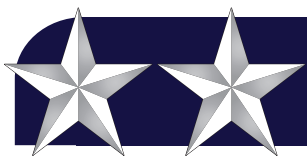
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# HURRICANE RELIEF EFFORTS, SEXUAL ASSAULT, SUICIDE PREVENTION, CYBER VIGILANCE

From Commander, Military Sealift Command

Over the last several weeks, two very strong hurricanes made landfall in Texas, Florida and several Caribbean islands causing significant destruction and forcing the dislocation of thousands of people. Our thoughts and prayers are with the families and communities affected by this tragedy, and with the responders who are currently helping those in need.

Through preparation and planning, Military Sealift Command is well-positioned to provide assistance and support military, federal and state response efforts. For example, USNS William McLean (T-AKE 12), USNS Spearhead (T-EFP 1) and USNS Supply (T-AOE 6) have commenced logistic support operations in the vicinity of Puerto Rico and the U.S. Virgin Islands, providing fuel and supplies to Navy units conducting relief operations.

This is the second year in a row where we have responded to a hurricane recovery operation. It should serve to remind us that we may be called upon at any time to support a contingency or crisis operations. Maintaining a high state of readiness is key to our ability to provide assured maritime logistics.

Thank you to the staff and mariners who conducted the planning and ship movements, and to the mariners assisting in recovering operations.

## Sexual Assault

Sexual assault is a crime that destroys trust, divides teams and degrades operational readiness. It is inconsistent with our core values, our One Navy Team concept, and the pillars our MSC Voyage Plan. We must, individually and collectively, work to eradicate sexual assault in every aspect of our work, liberty, and service.

MSC team members are each responsible for cultivating a climate of trust and professionalism, intolerant of sexual assault and sexual harassment. We must be vigilant in our responsibilities to report and prevent this unacceptable conduct. We cannot be bystanders who miss the opportunity to prevent sexual assault. These crimes injure our personnel, our friends and our families, destroy our professional values, and compromise our readiness.

I want all MSC personnel to understand that victims of sexual assault will be treated with sensitivity, decency and respect. Victims will receive the full scope of the medical, emotional, psychological and social services they deserve and desire. We will respect the wishes and confidentiality of victims, releasing information only to those who have a need to know.

Victims who have the courage to report must feel confident that their personal safety will be protected and they will not be re-victimized by the organization. Help is available; you may speak with a Victim Advocate by calling MSC's anonymous Sexual Assault and Prevention Hotline at 757-813-4530.

Leaders at every level are responsible for creating a work environment and command climate in which every individual is treated with dignity and respect. Our greatest weapon in the battle against sexual assault has been, and will continue to be, decisive and engaged leadership. I challenge each leader and individual to accept this responsibility.

As a high-performing team, we must look out for, and take care of each other. Our workforce deserves nothing less.

## Suicide Prevention

September was Suicide Prevention Month. Suicide is an issue that has touched far too many lives, including many people here at MSC. The purpose of this special emphasis month is to help promote resources and awareness around the issues of suicide prevention, how you can help others, and how to talk about suicide without increasing the risk of harm.

This month provides us an opportunity to do something significant: learn more about mental health issues and commit ourselves to helping those who may be struggling with depression or suicidal thoughts.

Suicidal feelings can affect anyone regardless of age, gender or background. Suicide is the third leading cause of death among young people and is often the result of mental health conditions that effect people when they are most vulnerable. In many cases the individuals, friends and families affected by suicide are left in the dark, feeling the shame or stigma that often prevents talking openly about issues dealing with suicide.

Efforts to engage and educate your teammates about stress navigation and suicide prevention can help promote a culture supportive of psychological health and seeking help.

If you notice anything out of the norm from your teammate, one conversation can open the door for support by breaking the silence and facilitating early intervention. Ask Care Treat (ACT) is our Navy's call-to-action to encourage early intervention when a Sailor or teammate is experiencing difficulty navigating stress or may be at risk for suicide.

Ask - Ask directly: "are you thinking of killing yourself?"

Care - Listen without judgment. Show that you care.

Treat - Get the teammate immediate assistance. Escort him or her to the nearest chaplain, trusted leader or medical professional for assistance.

Remember, seeking help is a sign of strength. Suicide prevention and mental health awareness is about taking care of our teammates.

## Cyber Vigilance

There have been many stories in the news lately about computer ransomware attacks. Ransomware is a type of malicious software that infects a computer and restricts users' access to the infected machine until a ransom is paid to unlock it. Often, the malicious software is introduced by a user opening an infected file sent via email. While ransomware is the most highlighted problem, other types of cyber attacks, computer scams and hacked data systems are occurring on a more frequent basis.

These attacks are real and touch our work at MSC. The ransomware known as Petya affected Maersk, a company with whom we regularly do business. In May, the ransomware called WannaCry targeted computers running the Microsoft Windows XP operating system, encrypting data and demanding ransom payments from major companies around the world.

The good news is that the DoD cyber enterprise quickly responded to these events, protecting our computer networks and systems from intrusion and harm. The attacks should remind us, however, that cyber security never ends. We must be alert and proactive across the cyber domain, continuously. Our adversaries seek to disrupt our activities and do us harm. This is the cyber segment of the "contested environment" in which we are now operating.

It's worth reminding ourselves to be focused and prepared in all our cyber activities:

- Download and install software updates and security patches as soon as they are available.

- Don't open email or click on links that come from a source you do not know or trust.

- Execute cyber best practices, report suspicious activity, complete annual training, and recognize the threat is real.

Vigilance in all our cyber activities is critical to the success of our mission.

Thank you for making cyber awareness a priority and incorporating it into your daily battle rhythm.

United We Sail,

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



**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.



# MILITARY SEALIFT COMMAND; DELIVERING IN A CONTESTED ENVIRONMENT

By Bill Mesta, Military Sealift Command Public Affairs

For more than 50 years the mariners of Military Sealift Command have sailed virtually uncontested around the globe to deliver the logistics and service support our fleet commanders and deployed warfighters require to complete their missions. But today we can no longer assume unfettered access across the maritime domain. Our competitors and adversaries can compete with us on a global scale across all domains, therefore we must prepare our mariners to operate in an environment where the rapid pace of technology means change is exponential and training and preparation are essential to future success.

I recently had the opportunity to sit down with the commander of Military Sealift Command, Rear Adm. Dee Mewbourne, to discuss the topic of operating our ships in a contested environment.

**For decades, the U.S. Navy and Military Sealift Command have enjoyed unimpeded access in the maritime domain, with little to no interference from adversaries or competitors. How has the maritime environment changed and what are some of the challenges we currently face?**

**-Mewbourne-** The operating environment which Military Sealift Command ships operate has changed. Most significantly, our mariners are now sailing in a contested environment. We've seen several recent examples where civilian-crewed vessels have been attacked.

Our civilian and military leadership acknowledge there are four nation-states which the United States is concerned about; Russia, China, North Korea and Iran. We are also deeply engaged in the fight against violent extremism worldwide.



As an example of the contested environment we now face, in October 2016, the high-speed logistics vessel MV Swift, which was leased to the United Arab Emirates' navy, was badly damaged by an anti-ship missile attack, off the strait of Bab-el-Mandeb.

That same month, a missile attack was launched from the coast of Yemen at the Navy's guided missile destroyer USS Mason (DDG 87) and near MSC's afloat forward staging base USS Ponce (AFSB(I) 15) forcing Mason to fire missiles in response to the threat. This is an example of the contested environment we are witnessing.

While these incidents were carried out by a smaller, less capable force, we must also be concerned with the maritime threats posed by the rise of strategic rivals or 'near-peer' adversaries to include powerful nation states such as China and Russia.

Both of these nations have very capable naval forces and each is currently increasing their naval capabilities. Both are considered global navies and possess the ability to project power throughout the global commons.

The U.S. Navy is transparent when it comes to our maritime operations. This is not the case with many other nations. The manner in which some states operate at sea raises the possibility of harmful incidents due to miscalculations or misunderstanding.

Should our country find itself in a naval conflict with another nation, MSC's fleet will be providing support to our combatant ships in a war zone, something our mariners have not encountered since WWII.

While the U.S. Navy has been involved extensively in strike warfare against targets ashore in the land wars of the last several decades, the seas have not been the primary battlespace. Previously the sea was a generally safe environment from which our naval forces could operate and strike our enemies with impunity. That is no longer the case.

**What steps will MSC have to take to ensure we can deliver assured maritime logistics in this increasingly complex and contested environment?**

**-Mewbourne-** Military Sealift Command is the best in the world at what we do today. There is no other organization that provides the level of joint-warfighter maritime logistical support we do. My focus is making sure we continue to provide that same level of support five, 10 and 20 years from now.

We're building upon the good work that every employee has contributed

to MSC over the past six and half decades to continue to be the best maritime transportation organization in the nation.

We're focused on things like process improvement, building strong business practices and partnerships, maintaining our ships, and training our mariners. To maintain MSC's effectiveness, we must continue to excel at these things by focusing on high-end training and becoming proficient in new skill sets. While we might hope to evade the shoal waters ahead, we must prepare to operate and win in this new environment.

My vision is that MSC trains to successfully carry out our missions in a contested environment, and that our mariners and shore staff are ready for the threats and complex problems they may encounter.

To demonstrate metaphorically, we use the MSC 'United We Sail' graphic which includes one of our fleet oilers sailing the high seas into a storm. The oiler in this graphic is sailing in very troubled waters and there is a powerful storm looming off the bow on the horizon of the ship.

While the crew is hopeful to avoid the storm, the mariners aboard must be prepared to weather the threat. This is the mindset I want MSC's teammates to embrace. We must be prepared to weather the storm.

Focusing on ship and crew readiness is a priority; be it the material condition of our platforms, training of our shipboard personnel, proper manning of our ships with qualified mariners, or the resilience of our people and their families; all of these play a role in the holistic readiness of our fleet.

**How are we training our civilian mariners to safely operate in this new more complex environment?**

**-Mewbourne-** The training our people receive must address the hazards we could face in a contested environment.

During WWII, mariners understood there was a strong likelihood that their ship could be targeted and attacked. They focused on skills which would increase their chances of survival. Our mariners need to do the same and focus on what I like to call 'life skills' such as swimming, survival at sea tactics, celestial navigation, damage control, and medical life-saving procedures. These basic skills are needed to survive in times of peril at sea.

Another area we need to focus on is the ability to sail undetected. During WWII we became very proficient at avoiding detection by German U-boats. To accomplish this we implemented tactics such as turning out lights, reducing radio transmissions, and avoiding certain areas which increased the chances of ship detection by adversaries.

MSC must develop, implement and practice similar tactics to counter detection in a modern contested environment and prevent our ships from being targeted.

**MSC recently stood up the Contested Environment Working Group. What is this group's objective and how will it contribute to the overall problem of operating in a contested environment?**

**-Mewbourne-** The overall purpose of a working group is to be the engine which drives change at MSC. In order to implement change, we must first understand where we are today, where we want to go, and then plot a course to get there.

The Contested Environment Working Group is a collection of cross-functional experts who understand how MSC operates today, and is actively seeking information through war games, training exercises, personal testimony, and historical examples about the potential future of our fleet while operating in challenged seas.

The working group uses this knowledge to compare where MSC is now with where it should be heading. Furthermore, the working group evaluates gaps in capability, capacity, knowledge and training, and proposes solutions to remedy any deficiencies.

# PACER GOOSE 2017: DLA DISTRIBUTION, MSC PARTNERSHIP ENABLE ANNUAL THULE AIR BASE RESUPPLY

By Emily Tsambiras, DLA Distribution Public Affairs



The Military Sealift Command contracted ship MV Ocean Giant unloads equipment and supplies at Thule Air Base during Pacer Goose Sustainment 2017, the annual resupply mission to the remote military outpost. (U.S. Navy courtesy photograph)

As the temperature soared into the mid-90's in Norfolk, DLA Distribution employees raced to meet a deadline to load critical supplies to be delivered 750 miles above the Arctic circle at Thule Air Force Base, Greenland.

For four searing days in mid-July, the team prepared the Military Sealift Command-chartered MV Ocean Giant with more than 3 million lbs. of material in support of Pacer Goose Sustainment 2017, previously known as Operation Pacer Goose. The goal of the mission is to move a year's worth of sustainment material into Thule AB during the small window that the ice is thin enough to be broken and ships can pull into port.

According to a supervisory marine transportation specialist for MSC and the on-site representative for the mission, Rick Caldwell, even in the "warmer" months, the weather at Thule is still a challenge. "It's inhospitable. The weather can go from a 'balmy' 35 degrees to a chilly -10 fairly quick with the constant Arctic wind."

To meet the tight time-frame for delivery, DLA Distribution and MSC Atlantic had to begin preparations to resupply the air base many months in advance.

And planning for the mission is no small effort, says Caldwell. Prior to the execution portion of Pacer Goose, extensive preparation is required. "There are pre-planning meetings and various site surveys, depending on the cargo to be carried. There is a tremendous amount of paperwork

that is required... [and] we have to produce vessel schedules, briefings, clearances for crews and vessels, a Letter of Instruction, Planning Order documents and more."

Similarly, DLA Distribution conducted numerous planning meetings and coordination efforts throughout the spring to ensure required supplies, such as vehicles, medical supplies, dry goods, commissary and Base Exchange supplies, and specialized equipment to handle jobs in ice and snow, were ready for load and the proper loading equipment in place.

It's not as simple as loading some boxes, says Isai Vazquez, marine cargo specialist for DLA Distribution Norfolk. "Required items can vary greatly in size, so we also need to determine the equipment needed to lift those items onto the ship. This year we on-loaded a 68,000 lb. aircraft loader a 35,000 lb. Air Force fire truck, among other items."

Upon the loaded vessel's departure from Norfolk, MSCLANT tracked the ship's path to Thule, and, prior to arrival, ensured the port was clear for safe and timely entry. A Canadian Coast Guard Ice Breaker escorted the ship toward the end of its journey, providing a helicopter for ice recon, and powerful radar to assist in ice tracking/vessel transit. "Having an icebreaker for escort is cheap insurance, as opposed to not having one and one of our vessels gets into dire straits," said Caldwell.

The organization also relied on the National Ice Center to provide Ice Analysis updates to the vessels, Caldwell and operations staff at MSCLANT.

Following a multi-day offload and subsequent on-load of items to be removed from the base, the Ocean Giant began its return to DLA Distribution Norfolk.

Upon its arrival back in Norfolk on August 20, the DLA Distribution team offloaded more than 2 million lbs. of retrograde cargo such as trash and items for disposal, including several vehicles.

"We are extremely pleased to have contributed to yet another successful execution of the resupply in Thule. It is undoubtedly the valued partnership between DLA, the Air Force, and Military Sealift Command that enables such a complex operation to remain seamless," said Navy Supply Corps Capt. Andrew Matthews, DLA Distribution Norfolk commander.

Military Sealift Command first began supporting this mission in the 1960's and this is the 20th year that DLA Distribution has participated in the Thule resupply.

## U.S. NAVY COMMISSIONS FIRST-OF-CLASS EXPEDITIONARY SEA BASE, USS LEWIS B. PULLER

By Mass Communication Specialist 2nd Class Kevin Steinberg, U.S. Naval Forces Central Command Public Affairs

The U.S. Navy converted USNS Lewis B. Puller (T-ESB 3) to a U.S. naval warship, commissioning the Expeditionary Sea Base, USS Lewis B. Puller (ESB 3), during a ceremony at Khalifa bin Salman Port in Al Hidd, Bahrain, Aug. 17.

Puller is the first U.S. ship to be commissioned outside the United States. With its commissioning, the U.S. Navy adds yet another warship towards its goal of having a larger, more capable force. The ship's reclassification provides U.S. Central Command (CENTCOM) and U.S. 5th Fleet greater flexibility to better meet regional challenges.

Vice Adm. Donegan, commander of Naval Forces Central Command said, "The Puller isn't just another ship, but a revolutionary concept; a ship that provides us a key platform that will provide continuity to a variety of operations," he continued saying, "Named after the most decorated Marine in American history, the USS Lewis B. Puller will provide greater operational flexibility to 5th Fleet, forward-deployed as the first ship built specifically for the purpose of serving as an expeditionary sea base. As such, it will augment our amphibious forces, not replace them, mine countermeasure forces and provide an expeditionary sea base for maritime security operations throughout the region."

The need for new solutions to new problems in the 5th Fleet area of operations continues to grow and Donegan recognized the challenge.

"As the security environment becomes faster paced, more complex and increasingly competitive, with the ever-growing and evolving challenge of asymmetric threats from state and non-state actors alike, the Navy has a growing need to station more diverse and capable warships around the globe. Commissioning this expeditionary sea base, the USS Lewis B. Puller, will allow the Navy and Marine Corps team to meet the threats in the region head on," said Donegan.

Puller's namesake, Lt. Gen. Lewis Burwell "Chesty" Puller, was the most decorated Marine in the history of the U.S. Marine Corps. He is one of only two men, and the only Marine, to be awarded five Navy Crosses. He



Capt. Adan G. Cruz, commanding officer of the expeditionary sea base USS Lewis B. Puller (ESB 3), walks through side boys during the ship's commissioning ceremony. (U.S. Navy photo by Mass Communication Specialist 2nd Class Kevin Steinberg)

fought in Haiti and Nicaragua, as well as several key battles in World War II and the Korean War.

"For the most part, [Puller] spent much of his time in the Pacific," said Lt. Gen. Dave Beydler, commander of U.S. Marine Corps Forces Central Command. "Why was he there? Because that is where the fight was ... I would argue that if he lived in our era, he would have spent a majority of his time in this region, the CENTCOM [area of responsibility]. I'm glad to have Chesty Puller back where the fight is."

Capt. Adan G. Cruz is the USS Lewis B. Puller's first commanding officer. Per naval tradition, Cruz read his orders before addressing those in attendance.

"It is really an honor to be part of a team and part of a crew with great Sailors and great civilian mariners," said Cruz.

# ‘SOMETHING BIGGER THAN THEMSELVES’: FRANK CABLE EXPERIENCES SOLAR ECLIPSE

By Mass Communication Specialist Seaman Heather C. Wamsley, USS Frank Cable Public Affairs



Sailors assigned to the submarine tender USS Frank Cable (AS 40) view the solar eclipse aboard the ship Aug. 21, 2017. Frank Cable is in Portland, Oregon, for a scheduled dry-dock phase maintenance availability. (U.S. Navy photo by Mass Communication Specialist Seaman Heather C. Wamsley)

Sailors, Military Sealift Command civilian mariners and Vigor Industrial employees aboard the submarine tender USS Frank Cable (AS 40), witnessed the Great American Eclipse while in dry-dock, Aug. 21, in Portland, Oregon.

Frank Cable, normally forward-deployed to the island of Guam, is undergoing a scheduled dry-dock phase maintenance availability in Portland, putting her just outside the path of totality for the first total solar eclipse in the continental United States in 38 years.

The total eclipse - with the sun being completely blocked out by passage of the moon - was visible in Oregon and continued across North America to South Carolina.

For most of the Sailors on the ship, it was their first time experiencing a total solar eclipse.

“I thought it was pretty cool,” said Engineman 2nd Class Joseph North. “It was interesting to look at my shadow. It just looked so different.”

Interior Communications Electrician 3rd Class Thomas Oakley shared similar sentiments.

“I’ve seen partial eclipses before, but I’ve always wanted to see a total eclipse,” he said. “This is the closest I’ve come to seeing one, and it was pretty amazing.”

As the moon eclipsed the sun and darkness fell over the ship, lights on the ships and throughout the shipyard began to turn on.

“I was surprised when all the lights turned on,” added Oakley. “I thought they were all on a timer until they all started turning on during the eclipse.”

For many people aboard Frank Cable and in the shipyard, it was a chance to take time out of their day to witness the rare event.

“I looked up, and on all the decks were Navy Sailors and Vigor employees all looking up at the sky with their glasses and welding helmets watching the eclipse,” said Robert Randleman, a Vigor Industrial journeyman boilermaker. “It was good to see everybody coming together to watch something bigger than themselves.”

Frank Cable conducts maintenance and support of submarines and surface vessels deployed in the Indo-Asia-Pacific region.

## MILITARY SEALIFT COMMAND’S MV OCEAN JAZZ TREKS THROUGH THE PACIFIC SUPPORTING MULTIPLE EXERCISES

By Mass Communication Specialist Seaman Heather C. Wamsley, USS Frank Cable Public Affairs

Heavy-lift vessel MV Ocean Jazz arrived in Thailand to back-load equipment from exercise Hanuman Guardian 2017 (HG 17), continuing its voyage in support of six back-to-back exercises.

Hanuman Guardian is a U.S.-Thailand army-to-army exercise designed to improve humanitarian assistance and disaster relief response, stability operations and soldier skills.

During the two-day back-load operation, members of the Royal Thai Navy and U.S. service members loaded about 150 end items aboard the Ocean Jazz, which is currently on an MSC time-chartered contract to support U.S. Army Pacific (USARPAC).

The Ocean Jazz most recently retrieved USARPAC equipment from Australia, which supported exercise Talisman Saber 2017 (TS 17). After the TS 17 back-load, the Ocean Jazz continued the voyage to back-load gear from Thailand in support of HG 17.

“What’s interesting about this operation is that the Ocean Jazz is carrying the equipment that will support six separate USARPAC exercises,” said Christopher M. Cassano, plans director, Military Sealift Command (MSC) Far East. “During a single voyage plan, the Ocean Jazz will have traveled to six ports in six countries, while supporting six exercises: Talisman Saber in Australia, Tiger Balm in Singapore, Keris Strike in Malaysia, Garuda Shield in Indonesia, Hanuman Guardian in Thailand, and Orient Shield in Japan.”

MV Ocean Jazz is engaged in a mobility operation for USARPAC called Pacific Pathways 17-3, where the ship hops around the Pacific region supporting these 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.

Reserve-component Sailors of MSC’s Expeditionary Port Unit 112 (EPU 112), from Little Rock, Ark., were in Thailand during their two-week annual training to support the back-load. 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 biggest benefit that we get out of this type of scenario as an EPU is familiarizing and gaining an understanding of what the various players

are doing in the operation,” said Lt. Cmdr. Joshua Gillespie, operations officer, EPU 112. “We learn to understand the vocabulary and how their processes work so we can better support the operation, if we’re ever mobilized.”

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

MSC operates approximately 125 non-combatant, civilian-crewed ships that replenish U.S. Navy ships, conduct specialized missions, preposition combat cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners.



An M1126 Infantry Carrier Vehicle “Stryker” is lowered into heavy-lift vessel MV Ocean Jazz during a back-load of military equipment that was used in exercise Hanuman Guardian 2017. The Ocean Jazz is under a Military Sealift Command contract to support U.S. Army Pacific’s transportation requirements. (U.S. Navy courtesy photo)

# MSC TEAMMATE AWARDED 2016 ADMIRAL STAN ARTHUR CIVILIAN LOGISTICIAN OF THE YEAR

By Military Sealift Command Public Affairs



Vice Admiral Dixon Smith, Deputy Chief of Naval Operations, presents Roberta Jio, Food Service Director of Military Sealift Command Afloat Units, the 2016 Admiral Stan Arthur Civilian Logistician of the Year Award. (U.S. Navy courtesy photograph)

Roberta Jio, Food Service Director of Military Sealift Command Afloat Units, has been awarded the 2016 Admiral Stan Arthur Civilian Logistician of the Year.

This award recognizes military and civilian logisticians who represent excellence in logistics planning and execution.

"This award means that MSC Logistics personnel are coming up with innovative ways to surpass our internal and external customer expectations," according to Jio. "Being recognized as the Navy's Civilian Logistician of the Year means I have a chain of command that supports creative thinking and challenges each of us to not be confined to thinking within a certain box."

"Roberta Jio conceived and spearheaded the design, development and implementation of a revolutionary enterprise and virtual support capable Ship/Shore Automated Subsistence System (SASS) which utilizes best commercial practice mobile point of sale concepts and data replication technologies to integrate shipboard processes with a centralized backbone system ashore," according to the award citation. "With exceptional foresight and ingenuity, she institutionalized the new capability as part of a holistic food service business model to sustain globally-deployed maritime forces as an integrated supply chain connecting both suppliers and consumers."

"Jio enabled her shore team to provide virtual oversight of the afloat food service operation and perform functions traditionally executed by shipboard personnel," the citation continued. "The ability to conduct near-real time record audits drastically reduced the afloat financial reporting workload by 95 percent, streamlining reporting from twenty-three financial documents to a single document."

In 2016, the virtual distance support approach was successfully demonstrated on simultaneous mission deployments of three MSC ships; USNS Mercy (T-AH 19), USNS Spearhead (T-EPF 1) and USNS Sacagawea (T-AKE 2).

As MSC's Food Service Director, Jio oversees afloat food service and hotel operations program policy and procedures, business system requirements, technical and fiscal performance, professional development of civilian mariner personnel pipeline, and galley designs for both new ship construction and conversion programs.

"I believe in staying knowledgeable in commercial food-service systems, food trends, production, labor saving devices," said Jio. "I do this by keeping my Certified Executive Chef Credentials current and in accordance with the American Culinary Federation standards."

Jio credits her ability to perform at a high level to having served in the Navy and understanding what our food-service customers need and being able to articulate those needs to improve the current systems and guidelines

"I won the individual Stan Arthur Award, but it took my entire food-service team to provide outstanding support to our customers in order for me to win as this was a group effort," said Jio. "Success is achieved by ensuring my team stays flexible and are available for our customers, especially our afloat customers. Our customers have access to me and my team 24 hours a day, 7 days a week. Our team understands that this is not a 9 to 5 ashore food-service job and as long as our customers need support, we will be there to answer the call."

"Jio's innovative design and unique distance support approach brought cohesion and unity of effort among ship and shore staffs, significantly raising logistics readiness and resiliency in wartime operations," concluded the citation. "Her superlative efforts truly exemplifies excellence in Naval logistics support."

Jio began her food service career in the U.S. Navy, enlisting in 1983 as a Mess Management Specialist and retiring as a Master Chief in 2003. Credentialed by the American Culinary Federation, the largest association of professional chefs in North America, as a Certified Executive Chef (CEC) and Certified Culinary Educator (CCE), she is recognized by the U.S. Navy logistics community as a technical authority in afloat food service management.

"Recognition of this prestigious award speaks volumes about your exceptional dedication and commitment to the support of our Navy's fleet," said Rear Adm. Mewbourne, Commander, Military Sealift Command. "Your innovative approach to enhance the afloat food service operations exemplifies our collective effort at MSC to 'bend the capabilities curve' in support of our warfighters. On behalf of all of us at MSC, please accept my personal commendation on a job well done!"

## MV EMPIRE STATE, USNS MATTHEW PERRY MAKE HISTORY

By Military Sealift Command Public Affairs



Military Sealift Command's dry cargo/ammunition ship USNS Matthew Perry (T-AKE 9) conducts a consolidated cargo replenishment CONSOL with the chartered motor tanker ship Empire State (T-AOT 5193), July 28. This was the first time a CONSOL has been conducted between a state class tanker ship and a dry cargo/ammunition ship. (U.S. Navy courtesy photograph)

Military Sealift Command's dry cargo/ammunition ship USNS Matthew Perry (T-AKE 9) made history, off the coast of Hawaii, with the long-term chartered motor tanker ship Empire State (T-AOT 5193) as they conducted the first underway consolidated cargo replenishment, or CONSOL, between a state-class tanker ship and a dry cargo/ammunition ship, July 28.

The CONSOL capability is when a specially outfitted MSC-controlled tanker ship conducts underway refueling operations while at sea.

"Military Sealift Command Pacific has done a fantastic job of making sure Empire State gets quarterly CONSOL opportunities and they always manage to add new wrinkles to push capabilities and promote readiness," said Matt Sweeney, MSC's Tanker Deputy Project Officer. "The CONSOL with the Perry was significant as it was the first with a T-AKE. Typically we CONSOL with our fleet oilers."

Empire State successfully transferred 10,000 barrels of diesel ship fuel to the Perry, without incident, thus opening to the door to future CONSOL operations with other dry cargo/ammunition ships.

According to Marissa Strawbridge of MSC Pacific's tanker program, "Both of the ship's Captains and crews communicated and executed the evolution professionally and efficiently."

MSC point-to-point tankers have conducted CONSOL operations worldwide since the 1940s as a core capability.

Empire State's last CONSOL was a night fuel transfer conducted with the fleet replenishment oiler Henry J. Kaiser (T-AO 187) in May 2017.



# CELEBRATING WOMEN'S RIGHT TO VOTE

By Bill Mesta, Military Sealift Command Public Affairs



The Honorable Daun Hester, Virginia Delegate, addresses service members and civilian teammates attached to Military Sealift Command during a celebration held for Women's Equality Day, Aug. 18. The MSC hosted event was held to raise awareness about the Women's Suffrage Movement which resulted in women gaining the right to vote in the United States. (U.S. Navy photograph by Bill Mesta)

Service members and civilian teammates attached to Military Sealift Command gathered at Ely Hall on board Naval Station Norfolk to celebrate Women's Equality Day, Aug. 18.

Women's Equality Day was established in 1971 as a way to commemorate the struggle for

women in the United States to win the right to vote, known as the Suffrage Movement. The annual observance also calls attention to the ongoing efforts made by women to establish full gender equality.

"We are here today to mark the 97th anniversary of the passage of the Nineteenth Amendment to the U.S. Constitution which reads 'the right of citizens of the United States to vote shall not be denied or bridged by the United States or any state on the basis of sex,'" said the Honorable, Daun Hester, Virginia Delegate and keynote speaker for the celebration. "Securing the right to vote for women was an essential step towards equality in the United States."

"The campaign to achieve and maintain equality has never been easy. It has been hard-fought, relentless and difficult," according to Hester. "As our country has grown in size, population and influence on the world stage, the pursuit of life liberty and happiness has also grown. As a bedrock principle of our nation, equality must be not only marked and celebrated, but secured for all."

Pioneers of the Suffrage Movement included Lucretia Mott, Elizabeth Cady Stanton and Susan B. Anthony, who launched the women's movement and first fought for women's right to vote.

"Women who supported the Suffrage Movement in the United States often suffered; many were

arrested, many were beaten and tortured, all because they so strongly believed in having a participatory vote in our democracy," said Hester.

The woman suffrage amendment was introduced for the first time to the United States Congress on January 10, 1878. It was re-submitted numerous times until finally in June 1919 the amendment received approval from both the House of Representatives and the Senate. Over the following year the suffragists spent their time lobbying states in order to have the amendment ratified by the required two-thirds of the states. On August 24th, Tennessee, the final state needed for ratification, narrowly signed the approval by one vote. The vote belonged to Harry Burn, who heeded the words of his mother when she urged him to vote yes on suffrage.

"The theme for this year's celebration is 'Celebrating Women's Right to Vote,'" said Information Systems Technician Second Class Allison Shorter, mistress of ceremonies and MSC N-6 teammate. "On Women's Equality Day we commemorate the struggle of women to gain the right to vote. The movement for women's rights began on a national level in 1848 with what became known as the Suffrage Movement." On August 26, 1920, the 19th Amendment to the United States Constitution, which granted women the right to vote, was ratified. This was the culmination of the long struggle by women seeking the right to vote."



Military Sealift Command Chaplain Lt. Cmdr Vito M. Crecca. (U.S. Navy photograph by Bill Mesta)

## THE MARINER'S CHAPLAIN

There is one place where respite from the chaos and peace from life's storm can be found; one place where retribution and remuneration are unused words; a place where compassion and grace and forgiveness is dispatched. In this place friendship and counsel abounds; strength and faith are dispatched. It is the Office of the Chaplain and in this place the Mariner is welcomed.

Whether standing ready at the Mariner's Pool, involved in formalized training, or embarked on a ship around the world, the MSC Chaplain...the Mariner's Chaplain...Your Chaplain can be reached.

It can start with a phone call, a text message, an e-mail, a passing comment in a passageway. However the request...the response is both positive and immediate.

Based on availability, the Chaplain can embark, site visit, schedule an appointment, provide counsel over phone/e-mail or coordinate care around the world with another Chaplain.

Contact the Chaplain Today!

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For More Information About  
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**We've heard you say the phrase "bend the curve" when addressing challenges associated with contested environments. Could you explain what "bending the curve" means and how it applies to MSC?**

**-Mewbourne-** To understand the concept of 'bend the curve,' envision a basic curve graph.

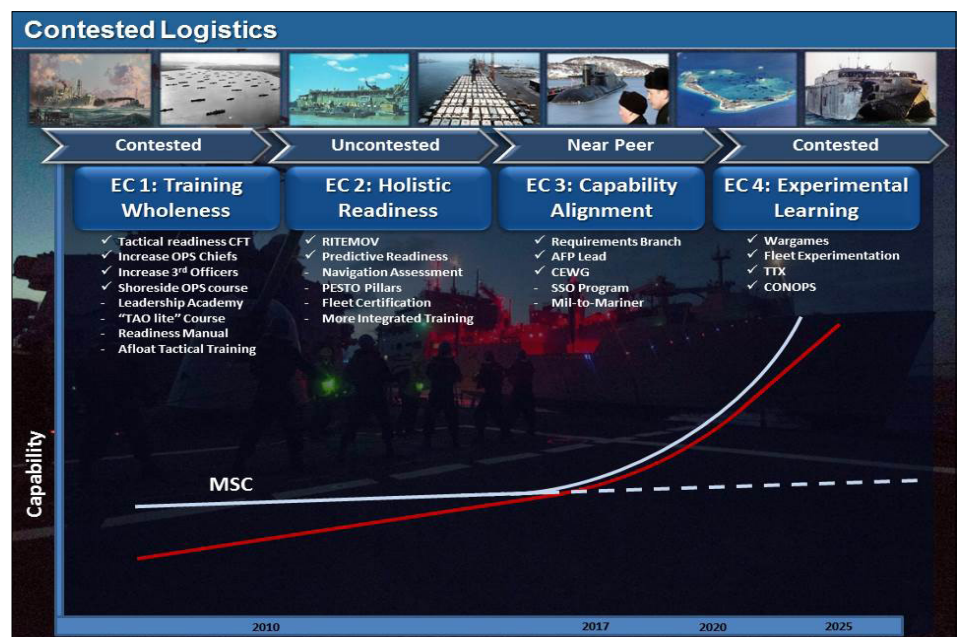
The horizontal axis of the graph demonstrates the element of time. The time period we are concerned with begins just after WWII and extends to today and into the near-future.

The vertical axis represents MSC's ability to support the warfighter.

If we were to plot MSC's ability to provide logistics support over the years, we would see a relatively small growth in our warfighter support methods since the end of WWII because the seas have not been a battlefield.

After WWII, we primarily focused on becoming more efficient, more effective, and modeled our operations on some of our county's successful maritime business practices. This course led us to being the best in the world but is represented on the graph by a relatively flat line because we also stopped doing some of the things which were necessary to operate successfully in a contested environment. Examples include removing military personnel such as the Navy Armed Guard, and certain self-defense systems from our ships.

At the same time that we've remained in a near steady state, our potential near-peer adversaries have been pushing to increase their capabilities. They have invested lots of resources, manpower and effort into strengthening their ability to conduct warfare at sea. These actions are demonstrated by an upward curving "ski-jump" shape to the graph. So, if MSC doesn't 'bend our combat support capability curve,' then we



run the risk of our potential adversaries outpacing us, and beating us in the race to successfully operate in a contested environment.

As Americans, defeat is not in our vocabulary. As a nation, we do all we can to avoid armed conflict, but if we must fight, we are in it to win. So when I'm talking about 'bending the curve,' I'm talking about increasing MSC's combat support capability so that our mariners never find themselves outmatched by a potential adversary.

We need to do everything possible to accomplish the mission and return our mariners home safely. As the professional and dedicated men and women of MSC have done throughout our history, we will answer the call, and effectively provide assured global maritime logistics services to the warfighter.

## USNS SPEARHEAD CONDUCTS NARCOTICS DETECTION

By Mass Communication Specialist 2nd Class Brittney Cannady, Southern Partnership Station 2017 Public Affairs

Sailors aboard the expeditionary fast transport USNS Spearhead (T-EPF 1) performed detection and monitoring patrols in the U.S. Southern Command (USSOUTHCOM) area of responsibility, to assist in the interdiction of illicit drug trafficking, during Southern Partnership Station 2017 (SPS 17).

Joint Interagency Task Force (JIATF) South led the multinational multi-agency effort in which Spearhead partnered with the DEA, FBI and U.S. Coast Guard until concluding operations, Aug. 15.

"The Spearhead provides JIATF South with an additional surface sensor platform for detecting suspicious shipping involved in trafficking in narcotics," said Capt. Steven Stacy, SPS 17 mission commander. "By providing them with an additional sensor, we increase the odds of interdiction."

In fiscal year 2016 (FY16), the task force documented more than 4,000 drug smuggling events in the waters of the western Caribbean Sea. The area between Honduras and South America is the most active illicit trafficking zone in the region.

"The primary narcotic in this region is cocaine and in FY16 JIATF South interdicted 282 metric tons of it," said Stacy. "Our continued presence in the region reinforces our commitment to partner nations to help stem the flow of drugs into North America."

Sailors assigned to Coastal Riverine Group 1 and Navy Cargo Handling Battalion 1 worked together to observe ships traveling through the illicit trafficking zone. The watchstanders monitored vessels as Spearhead transited its designated operational area, and were

responsible for reporting any suspected illegal trafficking targets.

"We work with the bridge, civilian mariners and embarked security teams to make sure everyone is communicating when we get a contact in the water," said the leading chief petty officer of the NCHB 1 team embarked aboard Spearhead. "It's important to know what we're looking for and the descriptors for vessels that are typically involved in trafficking."



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# ANYDAY



Military Sealift Command's fleet replenishment oiler USNS Laramie (T-AO 203) pulls into Naval Station Norfolk, Aug. 30. Laramie returned to Virginia to complete its deployment in support of U.S. Naval and Allied forces operating in Europe, the Middle East and Africa. (U.S. Navy photograph by Bill Mesta)

**NEXT ISSUE: PACIFIC GRIFFIN**