



SEALIFT

U.S. NAVY'S MILITARY SEALIFT COMMAND... WE DELIVER

AUGUST 2016 ISSUE

JOINT LOGISTICS OVER THE SHORE EXERCISE



By Sarah Burford, Military Sealift Command Public Affairs Pacific

Natural disasters such as tsunamis, earthquakes and typhoons around the world have highlighted a rapid response in times of recovery. For this reason, Military Sealift Command ships USNS Bob Hope (T-AKR 300) and USNS Brittin (T-AKR 305) participated in a Joint Logistics Over the Shore (JLOTS) exercise in the Pacific Northwest.

Working with the Navy's Beach Group ONE and reservists from Expeditionary Port Unit 116, Bob Hope and Brittin delivered 185 pieces of cargo that included 150 containers, 13 sections of Navy lighterage, vehicles, as well as a 1,000-person tent city.

The cargo was delivered to the beach using the Navy lighterage system

While the Pacific Northwest provided a beautiful backdrop for the exercise, working with Mother Nature provides unique challenges.

Ocean currents and weather conditions can mean unstable working conditions which are something Brittin encountered on the evening of June 13. Weather conditions and instability with the holding anchorage, halted cargo operations and forced the ship to move 4 miles further from the Port of Tacoma.

Using a deck crane, sections of the Navy Lighterage System are offloaded from the Military Sealift Command ship USNS Bob Hope for use in the ongoing Joint Logistics Over the Shore exercise which was conducted in the Pacific Northwest. (U.S. Navy photograph by Sarah Burford)

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MOUNT WHITNEY MAKES HISTORY

By Chief Mass Communication Specialist Karen E. Rybarczyk, USS Mount Whitney (LCC 20) Public Affairs

USS Mount Whitney (LCC 20), U.S. 6th Fleet flagship, made history as the first amphibious command ship to have an MV-22B Osprey land on its flight deck, May 23.

The MV-22B and crew are part of "The Thunder Chickens" of Marine Medium Tiltrotor Squadron 263 (VMM-263), based out of Marine Corps Air Station New River in Jacksonville, North Carolina.

"Today's Osprey landings enhance the afloat commander's agility, range, and responsiveness in moving people and equipment at sea and ashore in support of assigned missions across the 6th Fleet area of responsibility," said Capt. Carlos A. Sardiello, commanding officer, USS Mount Whitney. "We are very proud of our Sailors', civilian mariners', and Marines' milestone today, strengthening the Navy and Marine Corps team."

The aircraft, "Thunder 00," successfully executed four starboard and three port landings, and hot refueling before returning to Morn Air Base, Spain where they are deployed as the Air Combat Element of Special-Purpose Marine Air-Ground Task Force Crisis Response-Africa.

"The Osprey landing is a great example of MSC and Navy coming together and adapting to the ever-changing operational requirements and technology that makes our nation's military so fluid," said Michael Bardoutsos, MSC cargo officer, USS Mount Whitney.

"VMM-263 and the USS Mount Whitney are working together to exercise shipboard flight deck familiarization," said Captain K.C. "Rooster" O'Malley, pilot training officer, assistant operations officer, Marine Medium Tiltrotor Squadron 263 "This consists of practicing landings and deck procedures, such as fueling and deck-heat mitigation."

"This will allow for successful operations between Ospreys and amphibious command ships in the future," concluded O'Malley.



An MV-22B Osprey of Marine Medium Tiltrotor Squadron (VMM) 263 takes off from the flight deck of USS Mount Whitney (LCC 20). This is the first time in history an osprey has landed on a Blue Ridge-class amphibious command ship. (U.S. Navy photograph by Mass Communication Specialist Seaman Alyssa Weeks)

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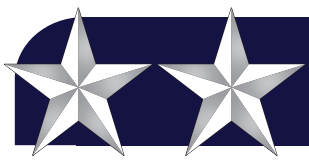
USNS Lewis B. Puller Counter Mine Exercise

USNS Mercy Medical Evacuation

SECNAV Bio-fuel

Honoring LGBT Service and Dedication

Any Day



COMMANDER'S PERSPECTIVE THANK YOU FOR YOUR HARD WORK AND SACRIFICE

**Rear Adm. T. K. Shannon, USN
Commander, Military Sealift Command**

At a recent Navy-focused conference, I gave a presentation on how Military Sealift Command is continuing to provide direct support to our warfighters around the globe. Many senior leaders approached me afterwards to let me know how important MSC support is to their operations. In fact, at each encounter, those senior leaders asked how they can get more of what MSC has to offer.

One indication of our quality work and dedicated personnel is that our Navy continues to turn to Military Sealift Command to take on new missions. Operating our expeditionary fast transports, transfer docks and mobile base is just one example. Whether supporting surface, submarine or naval air forces or other agencies, MSC is involved in every kill chain. Our motto, we deliver, is more than a slogan; it is a statement of fact. Each and every day, in every theater, MSC delivers the material that enables our warfighters to do their job.

As I depart Military Sealift Command, I am extremely proud of the work we have accomplished over the past three years. We've taken what was already a great organization and figured out how to better meet our customers' requirements.

Combat logistics force ships sustain our Navy at sea. We see this today as nine CLF ships are supporting four forward deployed aircraft carriers.

Our service and command support ships provide towing, salvage, and command platforms to the fleet. Right now, USNS Mercy and her embarked crew are providing medical services and strengthening military and diplomatic relationships in the Pacific.

Special mission ships provide key services to our Navy and other Department of Defense agencies. Our newest ship, USNS Maury, designed to perform acoustic, biological, physical and geophysical surveys, will provide the U.S. military with essential information on the ocean environment.

Prepositioning force ships enable our military services to be combat ready while forward deployed. The incorporation and exercising of our expeditionary transfer docks demonstrates the adaptability of the prepositioning force.

And, our sealift fleet moves military equipment and cargo around the globe.

Our surge sealift ships and our contracted ships do the heavy lifting that enables our nation to project and sustain forces anywhere in the world.

Finally, I want to recognize the cornerstone of our organization: our people.

Thank you to our mariners, from both government service and our partner operating companies. Mariners are the lifeblood of our maritime industry and they bring our ships to life. For centuries, our nation has relied upon our merchant marines, true masters of their craft, who crew our ships with passion, creativity, talent, power and strength, to deliver the material and personnel our nation needs in war and peacetime.

To our ashore personnel, thank you for your hard work, many sacrifices and commitment to excellence. Our program managers and their teams continue to ensure our ships are received, equipped and maintained, and ready for tasking.

I am grateful for the privilege of serving beside each and every one of you and I thank you for your dedication to our Nation, Navy and Military Sealift Command!

Rear Adm. T. K. Shannon, USN
Commander, Military Sealift Command

MSCFE CHANGES COMMAND

By Grady Fontana, Military Sealift Command Public Affairs

Military Sealift Command's leadership in the Far East changed hands, June 21, when Navy Capt. Stephen Fuller relieved Navy Capt. Paul Harvey as commander of Singapore-based Military Sealift Command Far East.

MSC Far East (MSCFE), whose mission is to safely and efficiently operate MSC-controlled ships to provide services in support of U.S. Pacific Command and U.S. 7th Fleet, has up to 50 Combat Logistics Force, Special Mission, Prepositioning, and Strategic Sealift ships in its vast area of responsibility—encompassing more than 52 million square miles of the Pacific and Indian Oceans.

During the ceremony, Navy Rear Adm. Charles Williams, commander, Logistics Group Western Pacific, presented Harvey with the Legion of Merit medal recognizing his achievements over the past two years. Additionally, at the conclusion of the change of command ceremony, Harvey will retire marking 40 years of naval service.

"(Capt. Harvey), you've done a terrific job on behalf of your people and our Navy. You've done what all good commanders do: left your command better than you found it," Williams said. "Paul's greatest strength is his steady and consistent leadership – most certainly forged by 40 years of seasoning and experience at every level from the deckplate to commanding officer."

According to Harvey, his post as commodore of MSCFE was the best assignment he has undertaken in his 40-year naval career.

"I am by far a much better person today than I was two years ago for having had the pleasure, honor, and blessing of knowing and working with each of you," said Harvey.

Fuller takes command having served most recently as reactor officer on board USS George H.W. Bush (CVN 77).

"We have a vital mission today supporting both fleet and our mariners," Fuller said while addressing the MSCFE staff. "We also have an essential mission to look ahead, ensure our ships are ready, find potential challenges to all phases of our mission and develop their solutions. It will be my honor to lead you in this effort."

A native of Durham, New Hampshire, Fuller earned a bachelor of arts in Government from the University of Notre Dame in South Bend, Indiana, while earning his commission through the Naval Reserve Officer Training Corps program. Fuller has also served tours with USS Reid (FFG-30), USS Harry S. Truman (CVN-75), USS Crommelin (FFG-37), USS Enterprise (CVN 65), USS Mahan (DDG-72), USS Hawes (FFG-53) and USS Nicholas (FFG-47).

Williams applauded Harvey's accomplishments during his two-year tenure as MSC's senior commander in the Far East. Under Harvey's watch, the command completed over 700 replenishment at sea missions, supported 28 major theater exercises, and led more than 1800 Sailors, DoD civilians and civilian mariners across all ships on a daily basis.

"What (Harvey) and his logistics professionals do each day makes it possible for the U.S. Navy to operate forward in the vast Indo-Asia-Pacific area of operations – and sustain U.S. maritime presence, which is vital for the peace, stability, and continued prosperity of this region," said Williams.



Cmdr. Mark I. Axinto (right), combat logistics officer, Military Sealift Command Far East, salutes Navy Capt. Paul Harvey during the retirement and flag ceremony, which followed the MSCFE change of command ceremony at Sembawang Wharves, June 21. Harvey retired from active duty after 40 years of naval service. (U.S. Navy photograph by Mass Communication Specialist First Class Micah Blechner)

THE CULTURE OF SAFETY IS AN ALL-HANDS EVOLUTION

By Bill Mesta, Military Sealift Command Public Affairs

Military Sealift Command hosted a safety summit on board Naval Station Norfolk, June 21.

The 'all-hands' event was held to raise safety awareness among MSC's Civil Service Mariners, service members and civilian support staff.

"We are here today to prevent the loss of life. We are here to prevent serious bodily harm. And we are here to prevent significant damage to equipment which the country expects us to take very good care of," said Rear Adm. T. K. Shannon, Commander, Military Sealift Command. "MSC has to improve its safety culture. We want to remind everyone, both afloat and ashore, that we must improve in the area of safety."

"We currently have mariners on MSC's ships who are not adhering to procedural compliance and check-lists. And they are making mistakes," according to Shannon. "At the headquarters, we have to look in the mirror and question our safety practices."

"Just in the last couple of weeks, we found a mariner laid out in the lower deck of a cargo-hold," said Shannon. "He had just exited a holding tank. The tank had been certified as 'gas free.' The ventilation was on and the mariner was in the space welding."

"The airflow was interrupting the welding the mariner was working on, so he shut the ventilation off," said Shannon. "The mariner began to feel poorly but was able to get himself up and out of the tank. He was found lying down on the deck attempting to recover and transported to receive medical care."

"Earlier this year we had a mariner receive fractures to both the left and right tibia while moving a cable," said Shannon. "In January, we had a CIVMAR injured while lifting a basket of compressed gas cylinders. The cylinders fell on top of him while they were being hoisted ashore. Last month we had CIVMAR badly injured in an automobile crash in Guam."

"We will never reach the goal of zero safety incidents," said Shannon. "But we have got to make a serious effort to reduce the number of opportunities to kill somebody, seriously hurt someone or damage critically needed vessels and equipment."

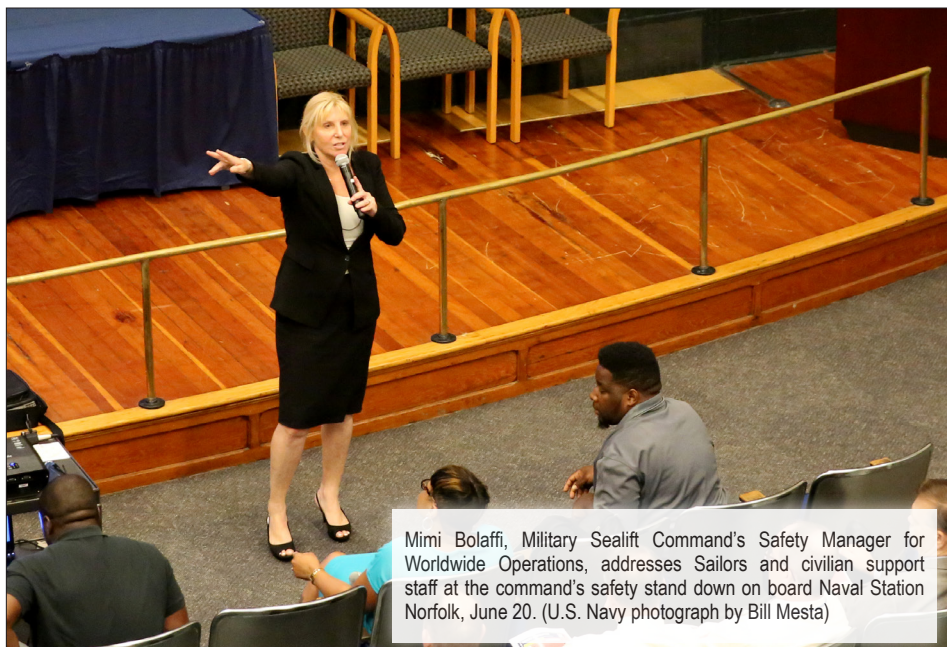
"Safety has got to become part of MSC's collective culture," added Shannon. "Everyone at MSC is responsible to make safety a priority and strive towards a zero mishap environment."

MSC suffered 327 safety mishaps in 2015. While the overall total number of incidents was statistically lower during this time-frame than previous years, the incidents categorized as Class "B" safety mishaps were 20 percent higher than normal.

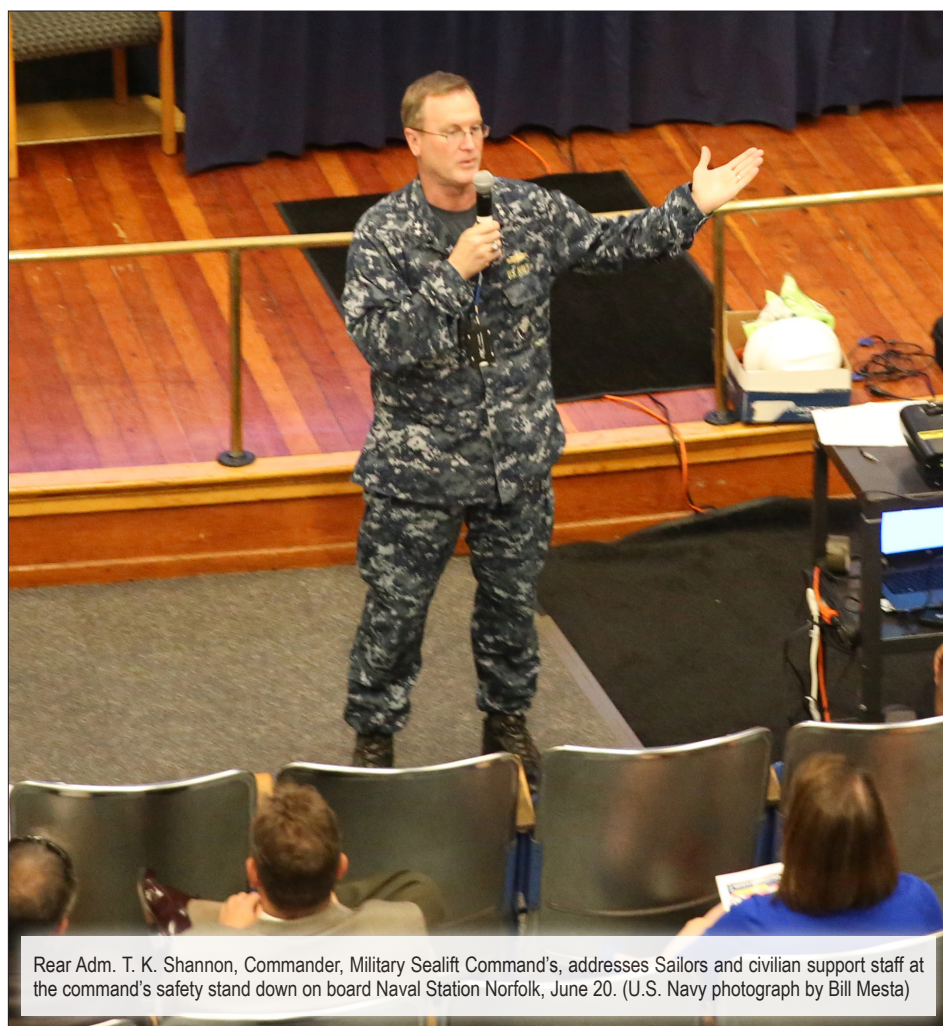
The spike in Class "B" mishaps has raised concerns among MSC's leadership as these casualties can result in death, injury, damage to government property, damage to the environment and a reduction to operational readiness.

"In 2015, MSC incurred a number of high profile Class 'B' incidents across both the government owned and operated (GO-GO) as well as the government owned, contractor operated (GO-CO) fleets," according Mimi Bolaffi, MSC Safety Manager for Worldwide Operations. MSC's Class "B" Mishaps included vessel groundings, allisions (a vessel striking a fixed object), boiler explosions, ordnance drops, fuel spills, a helicopter crash and a bravo fire."

"Safety incidents are categorized as Class "B" mishaps are when the total cost of damages incurred is more than \$500,000 but less than \$2 million, an injury or occupational illness results in permanent partial disability or when three or more personnel are hospitalized for inpatient care as a result of an incident," according to Bolaffi.



Mimi Bolaffi, Military Sealift Command's Safety Manager for Worldwide Operations, addresses Sailors and civilian support staff at the command's safety stand down on board Naval Station Norfolk, June 20. (U.S. Navy photograph by Bill Mesta)



Rear Adm. T. K. Shannon, Commander, Military Sealift Command's, addresses Sailors and civilian support staff at the command's safety stand down on board Naval Station Norfolk, June 20. (U.S. Navy photograph by Bill Mesta)

"Some of the most concerning safety incidents from 2015 included a fire on the USS Mount Whitney (LCC 20), the grounding and boiler explosion on the USNS Sgt. Major Kocak (T-AKE 3005), and an ordnance drop on the USNS Arctic (T-AOE-8). Most recently we had a tank over pressurization on the USNS Supply (T-AOE-6)," said Bolaffi. "All of these incidents highlight the need to strengthen MSC's culture of safety."

"Having a culture of safety allows for the values of safety to become part of our daily routine," added Bolaffi. "When this value of safety is embedded in our daily routine then it becomes ingrained as part of the way we do business."

"Historically, MSC suffers seven or eight major safety incidents a year. These are incidents such as fire, flooding collisions or grounding," according to Shannon. "In 2015, though only half way through the year, MSC had already reached seven major safety incidents in May."

The detrimental impact of safety incidents can be crippling for an institution and MSC's leadership is determined to reduce safety incidents. In June 2015, Shannon directed a dedicated, cross-functional team (CFT) to conduct a command-wide safety review.

The safety CFT was comprised of over 30 MSC employees and was activated to identify the root causes associated with the 23 mishaps which occurred from January 2013 through June 2015. In addition to getting at the root causes, the CFT was tasked with providing recommended corrective actions to address the underlying factors behind the mishaps. The CFT included membership from all programs and codes as well as a port captain and a port engineer.

Of the 23 mishaps which occurred, 13 were from government-operated ships while 10 were from contracted-operated ships. Thirteen of the mishaps involved a breakdown in navigation or seamanship while four mishaps involved the movement of ordnance, according to the CFT findings. Additionally, there were four ships (two government operated and two contractor operated), which were repeat offenders generating nearly 40 percent of the mishaps involved in the analysis.

Based on the findings of the CFT, some of these mishaps resulted from operator error. Root causes found included incorrect procedures, complacency and overconfidence, poor supervisory oversight and Operational Risk Management (ORM), and insufficient resources and focus on the command's overall safety posture."

ORM is a systematic approach to managing risks to increase mission success with minimal losses. The process involves identifying and assessing hazards, mitigating and controlling risks.

The Safety CFT laid out a number of key areas for MSC to focus on in 2016 including an outline of corrective reforms documented in the Plan of Action and Milestones (POA&M). The POA&M covers four key areas including training and readiness, Operational Risk Management, procedures and processes, and organizational culture.

"Make no mistake, safety is an all hands evolution," concluded Shannon. "Safety must be part of MSC's culture. Every day and in everything we do."

THE FUTURE OF EXPEDITIONARY MINE HUNTING

USNS LEWIS B. PULLER (T-ESB 3)



Sailors attached to Helicopter Mine Countermeasures Squadron 15 (HM-15) prepare to board Military Sealift Command's expeditionary mobile base, USNS Lewis B. Puller (T-ESB 3), from a Rigid-hull Inflatable Boat (RHIB) as Sailors and Civil Service Marines stabilize the watercraft, May 16. (U.S. Navy photograph by Bill Mesta)

By Bill Mesta, Military Sealift Command Public Affairs

The Navy's first expeditionary mobile base, USNS Lewis B. Puller (T-ESB 3), got underway from Naval Station Norfolk to perform airborne counter-mine deployment training, June 13-16.

Puller's hybrid crew of U.S. Navy Sailors and Civil Service Mariners worked in concert with Sailors attached to Helicopter Mine Countermeasures Squadron 15 (HM-15) to hone mine elimination capabilities.

"This underway was the first opportunity to merge the Puller's full mission deck which included small boat operations, counter-mine sled launches and flight operations," said Lt. Cmdr. Matthew Muehlbauer, the Puller's Military Crew Officer in Charge. "The underway was our first opportunity to simultaneously launch aircraft, small boats and anti-mine sleds."

"We got underway to train in preparation for a future Initial Operational Test and Evaluation," said Bryan Stoots, the Puller's Chief Mate. "We performed a mock Airborne Mine Countermeasures (AMCM) mission which included deployment of counter-mine assets from the ship's AMCM inventory."

The training battery during the four-day underway consisted of deploying and recovering two types of mine countermeasures from the deck of the Puller.

One mine countermeasure deployed was a Mark 105 magnetic sled which creates a magnetic field to destroy mines as it is towed behind a helicopter.

The second type of countermeasure system used during the training battery was the Magnetic Orange Pipe (MOP). This system is a shallow-water mine countermeasure which also uses magnetism to negate mine threats.

The deployment of each countermeasure was broken down into multiple phases. Puller's deck department Sailors and CIVMARs first launched three Rigid-hull Inflatable Boats (RHIBs), manned by HM-15

Sailors. These boats were used to guide and maneuver the magnetic sled and MOP. The countermeasure devices were moved into position for towing. The sled was attached to one of HM-15's MH-53 Sea Dragon helicopter and towed through simulated mine target area.

"Prior to this underway, we developed these capabilities independently," said Muehlbauer. "We tested and qualified the crew to handle small boats and crafts. On the flight deck, we qualified the crew to launch and recover different types of aircraft."

"HM-15 is one of the only two squadrons in the Navy that can perform AMCM," said Lt. Cmdr. Ryan Pineda, HM-15's officer in charge. "We are part of the Mine Counter Measure triad, ready to deploy worldwide in a very short notice."

"Due to their complexities, AMCM missions require intense training for both aircrew and maintainers," said Pineda. "As was observed during this deployment, the launching of the MOP from the ship's crane as well as the launching of the aircraft a deck above require detailed coordination and practice. Proficiency in this is key to our success as the only AMCM national asset."

After the designated target area was cleared, the mine countermeasures and the RHIBs were brought back aboard the Puller.

"The Puller is designed to support anti-mine countermeasure mission sets," said Muehlbauer. "We are able to embark up to four MH-53 helicopters capable of towing different types of counter-mine equipment such as different types of mine hunting sleds or mine-finding sonars through the water."

"To support these anti-mine operations we are able to launch and recover small boats and different mine neutralization assets," added Muehlbauer. "This platform can be adapted very quickly to deploy the mine countermeasure assets required based on a particular situation."

"Puller's crew performed extremely well during this underway period," said Captain Jonathan Olmsted, Puller's master. "There were several long days, but everyone had a chance to catch a break and a meal without any impact to operations."

The Hybrid Crew; Results from the Deck Plates

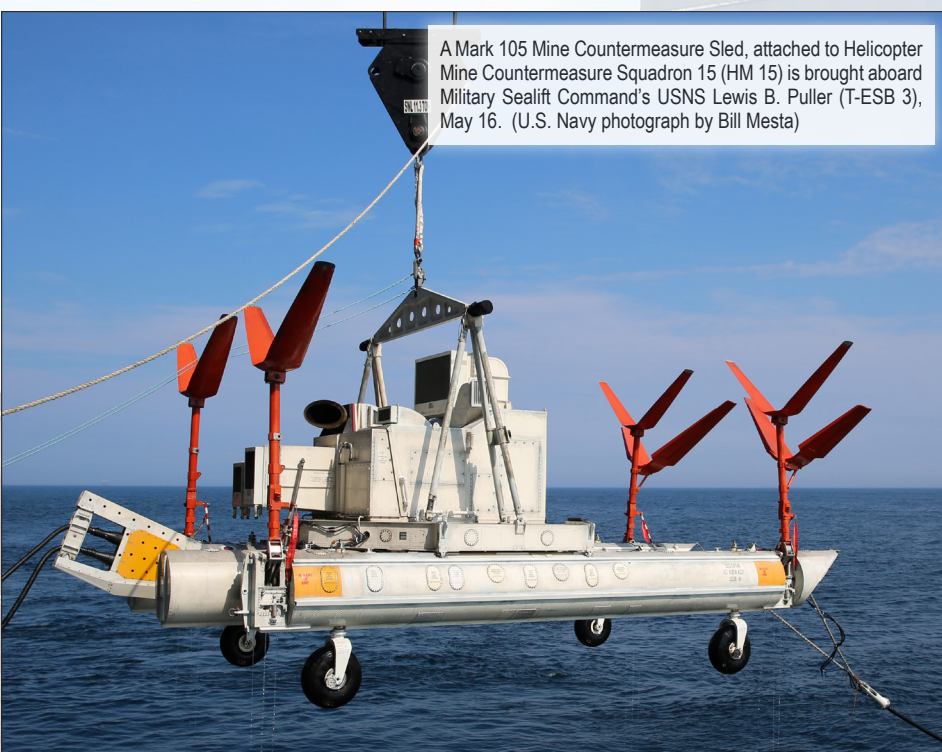
Stoots explained his role as Chief Mate and the CIVMARs responsibilities during the Puller's underway.

"The Chief Mate is similar to an executive officer on a Navy combatant ship. The position includes being the deck department head, safe navigation of the ship and leadership in the deck department," said Stoots. "As the Chief Mate, I was responsible for the safety on deck and supervised the entire operation on deck in regards to launching Rigid-hull Inflatable Boats (RHIBs), the mine countermeasure sled and Magnetic Orange Pole."

While Puller's crew was busy with mine countermeasure training evolutions, there were many critical tasks being performed behind the scenes by Puller's CIVMARs.

"The CIVMARs' responsibilities aboard Puller include navigation, engineering, galley service, maintenance, repair, and damage control," said Olmsted. "Additionally CIVMARs operate all the ship's cranes in support of mission requirements."

"The main function of the deck department is navigation of the ship,"



A Mark 105 Mine Countermeasure Sled, attached to Helicopter Mine Countermeasures Squadron 15 (HM 15) is brought aboard Military Sealift Command's USNS Lewis B. Puller (T-ESB 3), May 16. (U.S. Navy photograph by Bill Mesta)

said Stoots. “At all times while we are underway, there is a licensed mate on the bridge. We have a helmsman, lookout and rover on duty. The helmsman steers the ship and takes direction from the mate. The rover keeps the ship safe and ensures there are no fires, flooding or injured personnel.”

“The lookout is maintaining a proper lookout. Other aspects of the Deck department include having the Bosun on scene and they manage the deck responsibilities such as operating the cranes, winches and supervise the movement of cargo and equipment.

There were approximately 40 CIVMARs aboard during the underway.

“I felt like the mine countermeasure training evolution was very successful,” said Stoots. “We were uncertain about certain elements of the evolution. This was the first time these types of mine countermeasures were deployed from a ship’s deck while using a ship’s crane to deploy the equipment instead of a ship’s well deck, which is the norm.”

“There was a lot of anticipation to see how the deployment of this equipment would work from Puller and I felt like it went very well,” added Stoots.

“The Puller has 100 Sailors in its crew,” said Muehlbauer. “The military crew is in charge of the aviation department, mission deck operations, launch and recovery of small boats and any other deployed mission assets, ship’s force protection. The Sailors also manage C4I, and are capable of providing galley services for approximately 250 military personnel.”

“The Puller’s military crew supports the CIVMARs in the deck department with tasks such as line handling and logistic tasks to include crane operations and moving material on and off the ship,” said Muehlbauer.

“The military crew is made up of four officers and nine Chief Petty Officers,” said Muehlbauer. “The majority of our junior enlisted Sailors are Aviation Boatswain’s Mates, Aviation Fuels, Information Technicians, Damage Controlmen and aviation mechanics. To round it out, we have about 30 Sailors who work in the supply department.”



Able Bodied Seaman Mary Hipolito, a Civil Service Mariner attached to Military Sealift Command’s expeditionary mobile base USNS Lewis B. Puller’s (T-ESB 3) deck department, peers through the ‘Big Eyes’ while standing watch on the ship’s bridge., June 14. (U.S. Navy photograph by Bill Mesta)

“This underway was our first big integrated training event and it went very well,” said Muehlbauer. “The training from this underway will lead us into our final testing and evaluation period later this year when we will certify the full capabilities of the Puller and crew.”

The Puller’s crew is categorized as a hybrid as its members are both active duty Sailors and CIVMARs. The success of the ship is dependent on a strong working relationship between the two distinctive cultures.

“A successful hybrid crew is definitely a team effort. I like to refer to the crew as ‘Team Puller,’” said Stoots. “We are one ship and one crew and work together on every aspect of every evolution. The military crew supports the CIVMARs on deck operation and likewise we support the military crew on operations such as mine countermeasures.”

“Early on there were times when we struggled with the crew interactions between the Sailors and CIVMARs,” said Muehlbauer. “When the military crew arrived on the Puller, the mariners had already been on board for over a year. So when the military detachment arrived, we were very much the new kids on the block. It took a little while to build trust, credibility and rapport with the mariners.”

“The ship’s master and I worked together to lay down initial ground rules for the crew but most of the real ‘gelling’ for the crew took place on the deck plates,” said Muehlbauer. “The more we placed Sailors and CIVMARs in situations where they had to work together, the better they understand each other’s skill-sets and how each does business. This was how we really started to build our team spirit. We put the right people in the right place and it worked very well for us. The formation



An aerial view of Military Sealift Command’s expeditionary mobile base, USNS Lewis B. Puller (T-ESB 3), May 15. (U.S. Navy Photograph by Mass Communication Specialist Third Class Matthew Young)

of a successful hybrid crew for Puller was not dictated from the top but was more of a grass-roots effort which has proven to be very effective.”

“Over the course of the last six months, the crew has gotten to the point where the Sailors and CIVMARs are able to predict how each is going to react or think during a variety of situations,” said Muehlbauer. “The positive development of our hybrid crew has allowed Puller to maintain its very strict time-line and will ensure we are ready to deploy next year.”

“I believe the Puller brings great capabilities to the Navy,” concluded Muehlbauer. “This platform allows the Navy to sustain an expeditionary presence longer and will free up combatant ships to undertake missions which they are better suited for.”

In addition to testing and evaluation for the Puller, the ship is going to spend some time in the shipyard for upgrades and modifications prior to being permanently deployed to the U.S. 5th Fleet area of responsibility in 2017.

“The Puller is going to receive an upgrade which will enable special operations forces (SOF) to utilize the ship for operations,” added Muehlbauer. “The Puller will be able to support maritime interdictions, operations potentially in-country, and different adaptive military packages to perform different types of SOF contingencies throughout the world.”

In addition to countermine training evolutions, Puller’s crew performed vertical replenishment training with the Afloat Training Group, practiced flight deck firefighting techniques, and trained to counter the threat of a small boat attack.

“Lieutenant General Lewis B. Puller is among the greatest legends in the United States Marine Corps,” said Olmsted. “Known as ‘Chesty’ for his prominent barrel chest, Puller is the most decorated Marine in history and the only Marine to earn five Navy Crosses.”

“During his 37-year career, he saw action in Haiti, Nicaragua, the WWII Pacific Theater, and Korea,” added Olmsted. “He was revered by his Marines, and he continues to inspire new USMC candidates who finish each night at boot camp declaring, ‘Good night, Chesty Puller, wherever you are.’”

“General Puller’s legacy continues with USNS Puller as a constant reminder of Chesty’s toughness, his inspirational leadership, and his ability to overcome great challenges,” concluded Olmsted.

A U.S. Navy MH-53 Sea Dragon helicopter attached to Helicopter Mine Countermeasures Squadron 15 (HM-15) lands on the flight deck of Military Sealift Command’s expeditionary mobile base, USNS Lewis B. Puller (T-ESB 3), May 16. (U.S. Navy photograph by Bill Mesta)



SECRETARY OF THE NAVY AND THE GREAT GREEN FLEET



The guided-missile destroyer USS Mason (DDG 87), right, and Italian navy destroyer ITNS Andrea Doria (D553) receive alternative fuel during a replenishment-at-sea with the Italian oiler ITNS Etna (A5326). Mason, deployed with the Eisenhower Carrier Strike Group, is conducting naval operations in the U.S. 6th Fleet area of operations in support of U.S. national security interests in Europe. (U.S. Navy photograph by Mass Communication Specialist First Class Rafael Martie)

By Mass Communication Specialist 3rd Class Janweb B. Lagazo, USS Mason (DDG 87) Public Affairs

Secretary of the Navy Ray Mabus, along with Deputy Assistant Secretary of the Navy for Energy Joseph M. Bryan and Chief of the Italian Navy Adm. Guiseppe De Giorgi, visited guided-missile destroyer USS Mason (DDG 87) to observe the ship's role in the Great Green Fleet (GGF) initiative, June 16.

During Mabus' visit, Mason, along with elements of the Dwight D. Eisenhower Carrier Strike Group (Ike CSG) and the Italian Navy's Flotta Verde conducted a replenishment-at-sea (RAS) with an alternative fuel blend between Mason and the Italian navy's oiler ITS Etna (A5326). This marks the first time a U.S. Navy warship received bio-fuel from a partner nation's naval oiler.

"There's really one goal -- sustainability," said Mabus, "There are also strategic goals to it. The main reason for doing this is to make us better warfighters and to make us a better Navy. It's to keep the vulnerability away because fuel can be used as a weapon. It's about having options before you get your fuel and what type of fuel you get. It gives us flexibility and it makes us better at what we do."

In 2009, Mabus announced energy goals to reduce the Department of the Navy's consumption of energy and reliance on foreign oil sources while ambitiously increasing the use of alternative energy sources.

"The RAS is definitely an important event for our country," said Cmdr. Christopher J. Gilbertson, commanding officer of Mason. "To be the first ship to receive bio-fuel from a counterpart nation, and realize the agreement made two years ago so quickly is significant. Enabling our nation's independence from foreign oil and providing a means for our ships to go farther and stay on station longer in support of our missions is critical."

GGF is a DoN energy conservation initiative that utilizes energy efficient systems and fuels during operational missions to highlight the Navy's commitment to alternative energy as a key factor to combat capability and energy security. Mason recently demonstrated its commitment to energy efficiency by scoring above ship-class average in several key areas of energy efficiency.

Mabus commented the benefits outweigh any cost associated with the initiative.

"A \$2.26 per gallon cost for bio-fuel is a competitive price," said Mabus. "The engines won't notice and it will be as if we were using traditional fuels."

Mabus continued to say the side effects include "a smaller carbon footprint" that continue to make us "better stewards of the environment."

"Ike CSG is focused on energy conservation, whether it be minimizing how many engines are on-line at a time, using newly installed LED lighting throughout the ship, or using the bio-fuel provided by the Italian navy," said Gilbertson. "It's great to have that opportunity to be a representative of an initiative that's going to be around for a long time."

Mabus watched the RAS unfold successfully in the pilot house and adjoining bridge wings along with de Giorgi.

"We routinely operate with other navies," said Gilbertson. "It shows our support for their aims, it shows our support for increasing their regional security, and it shows our support for the global good. Working with allies provides greater access to maritime domain, provides greater security in the world's oceans, and allows commerce to flow more freely."

"It's what we do," said Mabus. "Presence. We're where we need to be and when we need to be there. We're growing our fleet and we're doing it pretty dramatically -- 308 ships by 2021. We're going to have that presence. We're not changing the status quo. Not since World War II have we had a dominant Navy keep the sea lanes open for everybody, not just for us, but for every nation on this earth. That's what the United States Navy uniquely gives America."

Mason plans to make a port visit to Italy and hold a reception for several key delegates and representatives to further emphasize the United States' partnership with Italy and its commitment to energy conservation technologies.

"We are absolutely honored to have Secretary Mabus aboard," said Gilbertson. "It speaks volumes about Mason and her crew because they have a great reputation. Secretary Mabus enjoyed his visit and will remember it for a long time. The crew has worked hard for this, spirits are up, and we are looking forward to making our first visit of the deployment in Italy."



Secretary of the Navy (SECNAV) Ray Mabus, left, observes an underway replenishment with Adm. Giuseppe De Giorgi, chief of the Italian navy, while aboard the guided-missile destroyer USS Mason (DDG 87). This was the U.S. Navy's first underway replenishment where the fuel was made from alternative sources and transferred from a partner nation's ship. The Italian navy auxiliary ship ITS Etna (A5326) provided Mason with bio-fuel, made from waste fat beef and inedible vegetable oil, as part of the Great Green Fleet initiative. (U.S. Navy photograph by Mass Communication Specialist Second Class Armando Gonzales)

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MAKES GOOD PEOPLE LOOK BAD.**

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IN HONOR OF LGBT SERVICE AND DEDICATION

Sailors and civilian teammates assigned to Military Sealift Command attend a celebration in honor of Lesbian, Gay, Bisexual, Transgender Pride Month on board Naval Station Norfolk, June 14. (U.S. Navy photograph by Brian Suriani)



By **Bill Mesta and Brian Suriani,**
Military Sealift Command Public Affairs

Military Sealift Command civilian support staff and service members gathered for a celebration in honor of Lesbian, Gay, Bi-sexual, Transgender Pride Month aboard Naval Station Norfolk, June 14.

The event, hosted by MSC's Special Emphasis Program, was held to honor the dedication and contributions of the Navy's lesbian, gay and bisexual service members and lesbian, gay, bisexual and transgender civilian teammates.

Johanna Crawford, associate counsel for MSC's legal office, read President Barak Obama's proclamation for LGBT Month 2016.

"Since our founding, America has advanced on an unending path toward becoming a more perfect Union," according to the proclamation. "This journey, led by forward-thinking individuals who have set their sights on reaching for a brighter tomorrow, has never been easy or smooth. The fight for dignity and equality for lesbian, gay, bisexual, and transgender people is reflected in the tireless dedication of advocates and allies who strive to forge a more inclusive society."

"June was selected as LGBT Pride Month to commemorate the events of that month in 1969, known as the Stonewall Riots, an event which lasted three days," according to Tricia Nicewicz, associate counsel for MSC's legal office. "Patrons and supporters of the Stonewall Inn in Greenwich Village, New York, resisted police harassment of the LGBT community."

"The Stonewall Riots are considered to be the catalyst for the Gay Liberation movement in the United States," Nicewicz added.

Acts of discrimination and hatred are still suffered in our society.

"On Sunday, June 13, over 50 people were gunned down and over 50 more injured in what is one of the most devastating acts terrorism on American soil since 9/11," said Nicewicz.

The mass shooting took place at a nightclub, predominantly patronized by gay customers in Orlando, Florida. The ceremony included a moment of silence for the victims of terrorism who lost their lives in this attack.

"I think everyone is reeling from the events on Sunday," said Stacey Fernandes, a doctoral student in Old Dominion University's Counselor, Education and Supervision program and the celebration's keynote speaker. "Even though this tragedy happened a long distance away from Hampton Roads, the local LGBT community saw what happened and was impacted by the slaying."

"What really drives the discrimination against the LGBT community and what happened in Florida is fear," said Fernandes. "And this fear is rooted in a lack of understanding."

"For example, for many the term transgender is new and they don't know what it means and are afraid to ask questions," added Fernandes. "So I would like to encourage everyone to please, if you have a question

about the LGBT community, feel free to ask."

Fernandes went on to clarify what it means to be lesbian, gay, bisexual and transgender.

"A lesbian is someone who identifies as a woman and is attracted to other women or people who identify as women," according to Fernandes. "Gay people are men who are attracted to other men or those who identify as men."

"A bisexual is someone who is attracted to both men and women," said Fernandes.

"Transgender is a complicated term to explain," according to Fernandes. "Being transgender is different for everyone. Some people choose to receive gender reassignment surgery. Some people don't. Some people wear dresses. Some people don't. Really it doesn't matter."

"The point is a transgender person identifies as a particular sex, which is opposite of their birth-sex, and intends on presenting themselves as that sex," according to Fernandes.

"Despite the extraordinary progress of the past few years, LGBT Americans still face discrimination simply for being who they are," according to the 2016 LGBT Month Presidential Proclamation. "I signed an Executive Order in 2014 that prohibits discrimination against Federal employees and contractors on the basis of sexual orientation or gender identity."

"In the military, we have about 50,000 LGBT people who are currently serving on active duty or in the reserves," according to Fernandes. "About 2.2 percent of military personnel are LGBT. About 43 percent of these service members are women."

"The changes in regards to accepting LGBT citizens into the military have broadened the talent pool in the military because they are no longer afraid to join the military," according to Fernandes. "The culture of inclusiveness being fostered by the military has made it easier for those LGBT citizens who already wanted to serve their country to serve."

Fernandes concluded her presentation by urging those in attendance to take action when they encounter LGBT discrimination.

"When you hear people using disparaging terms about being gay or demeaning men for being feminine you can go about your business as though nothing is wrong. Or you can say something to let people know that this is not okay," said Fernandes. "Just because one assumes

How to Respond

WHEN AN ACTIVE SHOOTER IS IN YOUR VICINITY

QUICKLY DETERMINE THE BEST WAY TO PROTECT YOUR OWN LIFE.
OTHERS ARE LIKELY TO FOLLOW THE LEAD OF MANAGERS AND EMPLOYEES DURING AN ACTIVE SHOOTER SITUATION.

1

RUN

HAVE AN ESCAPE PLAN AND ROUTE ESTABLISHED
LEAVE YOUR BELONGINGS BEHIND
KEEP YOUR HANDS VISIBLE

2

HIDE

HIDE OUT OF THE ACTIVE SHOOTER'S VIEW
BLOCK ENTRY TO YOUR HIDING PLACE
LOCK ALL LOCKABLE DOORS

3

FIGHT

AS A LAST RESORT WHEN YOUR LIFE IS IN IMMINENT DANGER
ATTEMPT TO INCAPACITATE THE ACTIVE SHOOTER
ACT WITH PHYSICAL AGGRESSION - THROW ITEMS AT SHOOTER

CALL 911 WHEN IT IS SAFE

HOW TO RESPOND
WHEN LAW ENFORCEMENT ARRIVES

- Remain calm, and follow officers' instructions
- Immediately raise hands and spread fingers
- Keep hands visible at all times
- Avoid making quick movements toward officers such as attempting to hold on to them for safety
- Avoid pointing, screaming and/or yelling
- Do not stop to ask officers for help or direction when encountering, just proceed in the direction from which officers are entering the premises

PROVIDE INFORMATION TO OFFICERS OR 911

- Location of the victims and the active shooter
- Number of shooters, if more than one
- Physical description of shooter/s
- Number and type of weapons held by the shooter/s
- Number of potential victims at the location

RECOGNIZING SIGNS
OF POTENTIAL WORKPLACE VIOLENCE

An active shooter may be a current or former employee. Alert your Chain of Command if you believe an employee exhibits potentially violent behavior. Indicators of potentially violent behavior may include one or more of the following:

- Increased use of alcohol and/or illegal drugs
- Unexplained increase in absenteeism, and/or vague physical complaints
- Depression/Withdrawal
- Increased severe mood swings, and noticeably unstable or emotional responses
- Increasingly talks of problems at home
- Increase in unsolicited comments about violence, firearms, and other dangerous weapons and violent crimes



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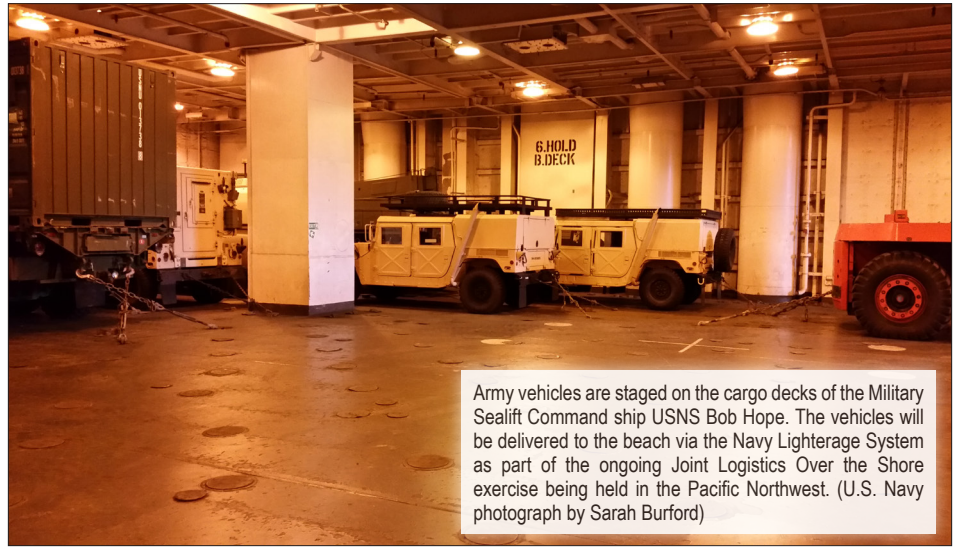
JLOTS, Continued Reading From Page 1

JLOTS 2016 was conducted in part with two multi-agency disaster recovery scenario exercise; Cascadia Rising Exercise 2016 and Ardent Sentry 2016. Both exercises focus on simulated emergency field response operations following a major earthquake and tsunami affecting the Puget Sound region.

One of the primary goals is to train and test a community approach to complex disaster operations as a joint team by utilizing federal, state, tribal and local military and civilian emergency management teams. In the event of a large-scale natural disaster, roads and airports could be heavily damaged, making it difficult to deliver food, personnel and recovery supplies to the affected areas.



U.S. Army vehicles are driven down the deployed ramp onto the Navy Lighterage System for delivery to the beach during the Joint Logistics Over the Shore exercise being held in the Pacific Northwest. (U.S. Navy Photograph by Sarah Burford)



Army vehicles are staged on the cargo decks of the Military Sealift Command ship USNS Bob Hope. The vehicles will be delivered to the beach via the Navy Lighterage System as part of the ongoing Joint Logistics Over the Shore exercise being held in the Pacific Northwest. (U.S. Navy photograph by Sarah Burford)

In areas on the coastlines, one of the best ways to deliver aid could be by water. For this reason, the JLOTS technology, which is normally used as a wartime delivery system, can be utilized to deliver cargo to a beach where fixed port facilities are unavailable.

“JLOTS 2016 is a great opportunity for MSC, not only for us to train with other agencies outside of the Navy, but to show our mission flexibly,” said Tim McCully, Military Sealift Command Pacific’s deputy commander. “Our motto is, ‘We Deliver,’ but exercises like JLOTS and Cascadia Rising also demonstrate that MSC is prepared and able to protect and assist our local and worldwide communities in time of great need.”

MERCY CONDUCTS MEDEVAC OF SOUTH KOREAN SAILOR



An MH-60S assigned to the Blackjacks of Helicopter Sea Combat Squadron (HSC) 21 performs a medical evacuation of a sailor from Republic of Korea Submarine SSK Lee Eok Gi (SS 071) to hospital ship USNS Mercy (T-AH 19). (U.S. Navy photo by Mass Communication Specialist Elizabeth Merriam)

From Pacific Partnership Public Affairs

The hospital ship USNS Mercy (T-AH 19) conducted a medical evacuation (MEDEVAC) May 27 to assist a Republic of Korea sailor in need of medical attention.

At approximately 10:30 a.m., May 26, Mercy, which is operated by Military Sealift Command, received orders from Commander Task Force (CTF) 73 to render medical assistance to a Republic of Korea Navy (ROK-N) submarine in the mid-pacific. Mercy was approximately 18 hours away and altered track to meet the ROK-N submarine.

Mercy is equipped to provide mobile acute medical and surgical services to deployed forces ashore and at sea, and is currently underway in support of Pacific Partnership 2016.

Embarked Helicopter Sea Combat Squadron (HSC) 21 launched an MH-60S helicopter from Mercy early May 27, recovered the sailor with a team of expert rescue crewmen including Aircrewman Helicopter Second Class Charles Weaver of Knoxville, Tennessee, Aircrewman Helicopter Second Class Vincent Meza of Fallbrook, California, and Aircrewman Helicopter Second Class Benjamin McCracken of Sarasota, Florida. The HSC 21 team safely hoisted the sailor from the deck of the surfaced submarine and returned him to the hospital ship where he was treated by medical personnel.

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2016 PACER GOOSE OPERATION:

This year’s resupply mission began on June 25 and will end on Aug. 5. The ice-strengthened Cargo Ship MV SLNC Corsica arrived at Naval Station Norfolk, June 27. The vessel was loaded with cargo, materials and equipment en route to Thule Air Base, the United States Air Force’s northern most base. Thule AB is located approximately 750 miles north of the Arctic Circle and approximately 750 miles from the North Pole.

(Left) A view of MV SLNC Corsica pier-side at Naval Station Norfolk being loaded with cargo bound for Thule AFT, June 30. (U.S. Navy Photograph by Brian Suriani)

(Above) A radar telescope and the “dish” being loaded aboard MV SLNC Corsica for delivery to Thule AB. (U.S. Navy Photograph by MSC Atlantic Marine Transportation Specialist Mr. Brian Hill)

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NEXT ISSUE: USNS COMFORT DELIVERS