



# SEALIFT

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

DECEMBER 2016 ISSUE

## USNS MILLINOCKET FLEXES IN PHILIPPINES



Military Sealift Command's expeditionary fast transport ship USNS Millinocket (T-EPF 3) arrived Oct. 1 to embark equipment and personnel from the Armed Forces of the Philippines in support of this year's iteration of Philippine Amphibious Landing Exercise (PHIBLEX 33) 2016. (U.S. Navy photograph by Grady Fontana)

**By Grady Fontana, Military Sealift Command Far East**

The Military Sealift Command (MSC) expeditionary fast transport ship USNS Millinocket (T-EPF 3) recently participated in Philippine Amphibious Landing Exercise 33 (PHIBLEX), transporting and supporting equipment and personnel from the U.S. Marine Corps' 3d Marine Expeditionary Brigade (MEB), and the Armed Forces of the Philippines, Sept. 24-Oct. 15.

During PHIBLEX 33, the Millinocket voyaged to Okinawa, Japan, on Sept. 24 to embark 3d MEB Marines and gear, then continued to Subic Bay, Philippines. On Oct. 1, the Millinocket traveled to Puerto Princesa, Philippines, to embark Philippine Marines and equipment before commencing exercise operations at the Naval Education and Training Command in Zambales, which saw the vessel conducting ship-to-shore logistics and personnel maneuvers, and refueling operations.

The Millinocket is a 338-foot-long aluminum catamaran designed for rapid inter-theater troop transport and sea basing. The ship can transport about 600 tons of military troops, supplies and equipment for 1,200 nautical miles at an average speed of 35 knots on jet propulsion.

"(For PHIBLEX), we had a combination of Philippine Marine Corps and U.S. Marine Corps personnel and assets on the ship—approximately 200 short tons of cargo aboard the ship," said Master Gunnery Sgt.



Military Sealift Command's expeditionary fast transport ship USNS Millinocket (T-EPF 3) arrived Oct. 1 to embark equipment and personnel from the Armed Forces of the Philippines in support of this year's iteration of Philippine Amphibious Landing Exercise (PHIBLEX 33) 2016. (U.S. Navy photograph by Grady Fontana)

James Richardson, logistics chief, 3d MEB. "The Millinocket is a good platform because the ship is small enough that we can get in and out of different places; it's not like a big ship that requires tug boats to get into ports."

With a draft of about 15 feet, the Millinocket is not only fast, but also flexible and maneuverable, allowing the ship to reach places in shallow waters that the larger steel-hulled ships cannot.

"The benefit that we gain in this platform is that we can get in and out in ports that are shallow, that have not been frequently visited by other MSC ships," said civilian mariner Captain Erwin Lao, master of USNS Millinocket. "This platform is very flexible. Because we only draft 4.3 meters, and most ports in the Philippines are in that category, we don't have any problems selecting ports."

One of the features that gives the Millinocket a unique appearance is that the ship is not painted, maintaining the aluminum exterior finish, saving on overall weight.

The benefit of not painting the ship is that it reduces the weight of the ship, said Lao. The maximum speed of the T-EFPs is over 35 knots.

Since the Millinocket was delivered to MSC in March 2014, the vessel has been limited to theater security cooperation events and exercise participation in the Pacific; however, the potential for this platform is still evolving.

"No doubt when it's time to do some heavy deployments to different areas, such as a humanitarian assistance and disaster relief (HADR) mission, this ship can be a great asset," said Richardson. "Especially, due to the communication assets aboard the ship (that are critical during an HADR event)...this is a perfect platform for HADR; we can pull in anywhere and provide a service."

To further enhance flexibility, the Millinocket has a flight deck that can accommodate the Marine Corps' CH-53E Super Stallion helicopter.

PHIBLEX, continued on pg. 8

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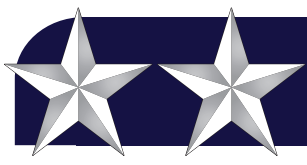
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## VOYAGE PLAN

Recently we released the Military Sealift Command Voyage Plan. A voyage plan is a description of a vessel's journey from start to finish. MSC's voyage plan will be used to safely sail on a navigation track within the appropriate sea lanes to accomplish our mission by means of our vision.

This plan is our roadmap to keep us moving in the right direction, and includes our vision, mission, pillars of our organization, strategic themes and our guiding principles.

We must have a vision so that we can effectively navigate to our destination. United We Sail is our vision. Our organization has evolved into a single unified command coordinating global operations to execute our mission. We stand united with our warfighters, providing essential services and logistic support.

Our mission is clear; to deliver, enable and support global warfighting capabilities. This mission of assured maritime logistics is timeless and essential.

Supporting our vision and mission are our four pillars: our People, our Platforms, our Processes and our Partners. These pillars empower a professional workforce and enable us to support the warfighter.

Our strategic themes focus on preparing us for the future and our guiding principles will push us to improve our performance each day.

I encourage you to read and understand our Voyage Plan and challenge you to use this plan to guide your work to better accomplish our mission.

I look forward to your suggestions and thank you again for the great job you do every day for our Navy and our country.

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

## FEDERAL BENEFITS OPEN SEASON

Federal Benefits Open Season 2016 runs from 14 November – 12 December 2016. During the open season, you can take the actions listed below for the Federal Employees Health Benefits (FEHB) Program, Federal Employees Dental and Vision Insurance Program (FEDVIP), and the Federal Flexible Spending Account Program (FSAFEDS):

- Enroll, change or cancel an existing enrollment in a health plan under FEHB.
- Enroll, change or cancel an existing enrollment in a vision and/or dental plan under FEDVIP.
- Enroll in a flexible spending account under FSAFEDS.

To be ready for the open season, you should review the information available on the Office of Civilian Human Resources portal at [https://portal.secnav.navy.mil/orgs/MRA/DONHR/Benefits/Pages/Benefits\\_Open\\_Season.aspx](https://portal.secnav.navy.mil/orgs/MRA/DONHR/Benefits/Pages/Benefits_Open_Season.aspx).

As additional information is received about the open season, it will be posted on the portal.

If you are going to make a change to your health insurance, now is the time to ensure you can access the Employee Benefits Information System (EBIS). EBIS allows you to independently make your election without the assistance of the Benefits Line with no waiting.

To access the portal, you must use a government computer; have a ".mil, .edu or .gov" email address and a Department of Defense Common Access Card. When prompted, select your email certificate. If this is your first time accessing the website, you will be required to complete a simple registration.

Your EBIS password expires every 60 days, so you may need to reset it before the start of the open season. Information about how to establish your EBIS account is available at <https://portal.secnav.navy.mil/orgs/MRA/DONHR/Benefits/Pages/EBIS.aspx>. If you need assistance, please call the Benefits Line at (888) 320-2917 from 7:30 a.m. to 7:30 p.m., Eastern Time, Monday – Friday, except on Federal holidays, or by email to [navybenefits@navy.mil](mailto:navybenefits@navy.mil). Your email must include your full name, pay plan, grade, contact telephone number and the best time to call. Please do not include Privacy

## SHIP IN THE SPOTLIGHT

Recently we kicked off our "Ship in the Spotlight" recognition program. The purpose of the program is to recognize MSC organic and chartered ships and their mariners for their contributions to the U.S. Navy and U.S. Transportation Command missions.

Our mission responsibilities remain constant whether in peace or war, and our customers expect safe, professional, on-time delivery of their product or service without exception. Our platforms, whether U.S. government owned or commercially chartered, are the conduit for our people to accomplish the mission.

All MSC employees, ashore and afloat, military and civilian, are encouraged to nominate MSC ships and crews who have contributed to mission success. Any MSC ship that is successfully supporting our DOD, Navy, or U.S. Transportation Command missions at sea deserves to have their hard work recognized. It's these everyday successes that allow us to accomplish our mission to Empower Global Warfighting Capabilities.

Nominating a ship for this recognition is easy; just fill out a submission form on the MSC website at <http://www.msc.navy.mil/pao/spotlight/>, or contact MSC Public Affairs at [msc\\_public\\_affairs@navy.mil](mailto:msc_public_affairs@navy.mil) or click on the nomination button on the MSC public web site, 'Ship in the Spotlight.'

Nominations should include the name of the ship and a brief description of the actions of merit within the recognized period. In addition to our organic fleet, program managers and staff should actively look for opportunities to nominate our charter ships and their crews. During our regular communication with the operating companies, let them know about this recognition program and that they too can nominate their ships using the same process. Should we receive multiple noteworthy submissions one week, ships not selected will compete for the award the following week.

"Ship in the Spotlight" winners will be announced each Thursday. The announcement will include a photo and extended recognition information that will be prominently featured on MSC's public website, shared portal, social media sites, and showcased during the weekly command leadership briefing.

I look forward to your submissions so we can begin publicly recognizing the great work of our ships and their crews.

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

## USS EMORY S. LAND HOSTS CHANGE OF COMMAND

**By Seaman Daniel S. Willoughby, USS Emory S. Land (AS 39) Public Affairs**

Submarine tender USS Emory S. Land (AS 39) held a change-of-command ceremony Oct. 21.

Capt. Douglas A. Bradley relieved Capt. Mark A. Prokopius and became the 25th commanding officer of Emory S. Land.

Prokopius commanded Emory S. Land for more than 14 months. Under his leadership, Emory S. Land successfully completed a five-month deployment, executed a homeport shift from Diego Garcia, British Indian Ocean Territory to Guam, and assumed lead maintenance responsibilities on the Guam waterfront -- successfully completing several extensive maintenance availabilities for forward-deployed submarines.

For his accomplishments, Prokopius was awarded the Legion of Merit by Rear Adm. Frederick J. Roegge, commander, Submarine Force, U.S. Pacific Fleet (SUBPAC) during the ceremony. Prokopius has been assigned to the staff of Commander, Submarine Force Atlantic.

Bradley served aboard attack submarines USS Philadelphia (SSN 690), USS Memphis (SSN 691), USS La Jolla (SSN 701), guided-missile submarine USS Florida (SSGN 728), and served at Naval Submarine School. He also served at Submarine Squadron 7; Submarine Force Pacific Fleet; Office of the Secretary of Defense's Director, Operational Test and Evaluation; and Naval Reserve Battle Group Staff Unit 306 before taking command of Emory S. Land.

Emory S. Land is one of two forward-deployed, expeditionary submarine tenders homeported in Guam, conducting maintenance on submarines

# USNS PILILAAU ARRIVES IN VANUATU FOR KOA MOANA 16-4



Contracted mariners aboard maritime preposition force ship USNS Pililaa (T-AKR 304) guide a U.S. Marine quadcon as it is being lifted aboard a maritime prepositioning force utility boat during KOA MOANA 16-4, Oct. 21. (U.S. Navy photograph by Petty Officer First Class Micah Blechner)

**By Petty Officer 1st Class Micah Blechner, Military Sealift Command Far East**

Maritime preposition force ship USNS Pililaa (T-AKR 304) arrived in Port Vila, Vanuatu, in support of KOA MOANA 16-4 (Ocean Warrior), Oct. 21.

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

Pililaa's unique capabilities and mission sets were a perfect match for hosting the major players in this multistage series of bilateral exercises. About 76 U.S. Marines attached to Task Force KOA MOANA 16-4, 14 U.S. Navy Sailors attached to Assault Craft Unit ONE and Maritime Prepositioning Ships Squadron THREE, and 35 Military Sealift Command contracted mariners attached to Pililaa have been working side-by-side since Aug. 21, 2016, carrying out missions in Peru, Tonga, and Fiji before arriving in Vanuatu.

As an MSC maritime preposition force ship, the Pililaa acts as a storehouse for military vehicles, weapons, and auxiliary equipment along with full humanitarian aide/disaster relief supply packages. Pililaa normally operates within an imaginary bounding box in specified areas of U.S. Pacific Command's area of responsibility allowing it quickly reach shores from Guam in the east to Japan and Korea in the west when called into action.

"When it comes to KOA MOANA, [Pililaa] is here to help the U.S. Marines aboard interact with various nations throughout the course of this exercise series," said Pililaa Chief Mate Michael Duley. "Through these interactions the Marines are able to create bonds that build further working relationships to assist in better maritime security. We are here to do whatever we can to assist them."

## USS FRANK CABLE OFFICER WINS INDIVIDUAL SAFETY AWARD

**From Commander, Submarine Squadron 15 Public Affairs**

The National Safety Council (NSC) named its "Top 40 Under 40" Rising Stars of Safety, and one of the top honorees is a naval officer stationed aboard USS Frank Cable (AS 40), homeported in Apra Harbor, Guam.

Lt. Malia Gonzalez was selected by the NSC as one of the 2016 Rising Stars of Safety, beating out more than 100 other nominees from every industry throughout the United States.

The award recognized her work as the safety officer while assigned to Frank Cable, and specifically her contributions to safety from April 2015 to present.

"I was proud to hear Lt. Gonzalez was recognized by the NSC as a winner of the Top 40 Under 40 Rising Stars," said Rear Adm. Frederick Roegge, commander, Submarine Force, Pacific Fleet. "This recognition reflects very positively on Malia as a naval officer and provides positive exposure to the Navy as a leader in safety."

The NSC formally announced the members of this elite group in the October 2016 issue of Safety+Health magazine, the official magazine of NSC Congress & Expo.

The NSC plans to recognize the "Top 40 Under 40" winners during their Congress & Expo next week in Anaheim, California, and each honoree will be presented their award during the National Award Celebration Reception, Oct. 18. Gonzalez, who is currently deployed, will receive her award at a later date.

Gonzalez established a safety culture on Frank Cable and actively engaged her peers to ensure all programs were evaluated on a routine basis. Her

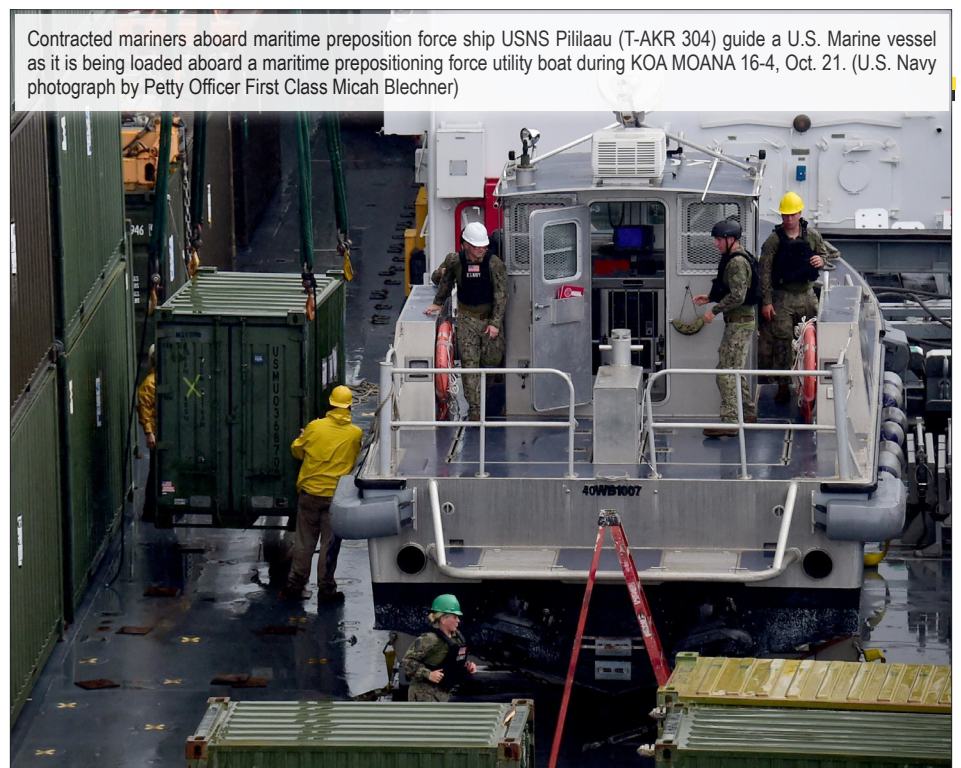
MSCFE contracted mariners play essential roles when it comes to this much-needed assistance. Able-Bodied Seaman and Ordinary Seaman exclusively work the cranes and deck equipment that play a vital role in the movement of U.S. Marine Quadcons, standardized shipping containers used throughout the Department of Defense, from the deck and storage bays of Pililaa to maritime prepositioning force utility boats and eventually shore. Additionally, these 35 contracted mariners provide meals to all living aboard, pilot the ship, and maintain every inch of the 949-ft. ship.

Pililaa occasionally hosts distinguished visitors and serves as an example to other military forces as to how applied strategic logistics can be executed safely and efficiently in both war and peace.

"The Marines traveling with us regularly bring counterparts from these host nations aboard to show off what our ship provides," explained Madden. "We take these guests up to the wheel-house, down in to our cargo holds and through our mess decks and living quarters. We show off all of our capabilities so others can learn how to do what we do."

Once the exercise in Vanuatu has concluded, Pililaa, her crew, and embarked Marines and Sailors will head to three more ports-of-call including New Caledonia, Papua New Guinea, and Guam.

Exercise KOA MOANA 16-4 is a four-month international exercise with participants from the U.S. Marine Corps, U.S. Navy, U.S. Coast Guard and host nation participants from various countries in the Pacific Island Nations of Oceania and Peru.



Contracted mariners aboard maritime preposition force ship USNS Pililaa (T-AKR 304) guide a U.S. Marine vessel as it is being loaded aboard a maritime prepositioning force utility boat during KOA MOANA 16-4, Oct. 21. (U.S. Navy photograph by Petty Officer First Class Micah Blechner)

efforts resulted in zero on-duty class "A" and class "B" mishaps and no lost man-hours or limited duty days resulting from on-duty mishaps while completing the mission over the past year.

"Protecting our people and assets by managing risk is paramount," said Roegge.

Gonzalez's leadership in the safety program aboard Frank Cable was responsible for a 62 percent reduction in safety mishaps and an 87 percent reduction in safety discrepancies over the past year. Her strategic planning ensured her command adhered to all safety requirements and maintained the highest safety standards while executing the mission, as evidenced by the completion of seven Continuous Maintenance Availabilities, 55 Voyage Repair Availabilities, and 17 Remote-Site Fly-Away teams tasking, encompassing more than 2,965 jobs and totaling more than 345,000 production man-hours of quality maintenance aboard submarines and surface ships throughout the Pacific theater.

"My ultimate goal is to ensure that every Sailor, mariner and contractor goes home every day in the same condition in which they arrived," said Gonzalez. "It is my moral obligation to ensure a safe and healthy work environment for all personnel working on USS Frank Cable. A good safety attitude and safety behavior is vital to the success of our safety programs on board."

Gonzalez's dedication to ensuring safety on board Frank Cable largely contributed to her ship's selection for the fiscal year 2015 Secretary of the Navy Safety Excellence Award, which was presented by Under Secretary of the Navy Dr. Janine Davidson at a ceremony at the Pentagon in August.

# COMFORT ACTIVATES IN RECORD TIME; READY TO RESPOND TO

Sailors aboard the hospital ship USNS Comfort (T-AH 20) participate in casualty receiving training as the ship is currently underway in preparation to respond to potential mission tasking following the destruction caused by Hurricane Matthew in the Caribbean and southern U.S. east coast. (U.S. Navy photograph by Petty Officer First Class Marcus L. Stanley)



**By Petty Officer First Class Carla Burdt, NPACE West**

As Hurricane Matthew barreled over the small island nation of Haiti, Military Sealift Command's Hospital Ship USNS Comfort (T-AH 20) activated and got underway Oct. 5, 2016 in record breaking time, ready to respond and provide humanitarian assistance if needed.

Consisting of a hybrid crew of U.S. Navy medical professionals, U.S. Navy support staff and civil service mariners, Comfort manned and departed Naval Station Norfolk in less than 48 hours, three days ahead of its allotted time of five days.

"When the call came to activate, it was quite amazing," said Comfort's Military Treatment Facility Commanding Officer, Capt. Lanny Boswell. "The Ready-5 group was on board within two hours and the critical core group was on board in 24 hours. The call came on Monday and we were underway within two days."

Boswell credits much of the success to the strong working relationship between himself and Comfort's Ship's Master, Capt. David Murrin.

"Once we got the call," said Murrin, "my first call was to Captain Boswell to make sure I am hearing everything correctly. My second call was to my chief engineer to put fires in the boiler. We fired up the boilers and were ready to the turn the screw the next day."

Murrin brought his crew aboard and instructed them to run all necessary checks to get underway.

"We didn't have the order yet, we were just told this was going to happen and to activate," said Murrin. "We did an entire check off and phase up like we were getting underway. There were extraordinary things we had to overcome."

Murrin said that the preparation takes a tremendous amount of ongoing coordination.

"I am shoulder to shoulder with Captain Boswell, and chief mate is meeting the XO every day. We have coordination meetings to make sure we are all synced," said Murrin.

Boswell credits the amazing work of both the military and civilian crew members to the success of a quick activation.

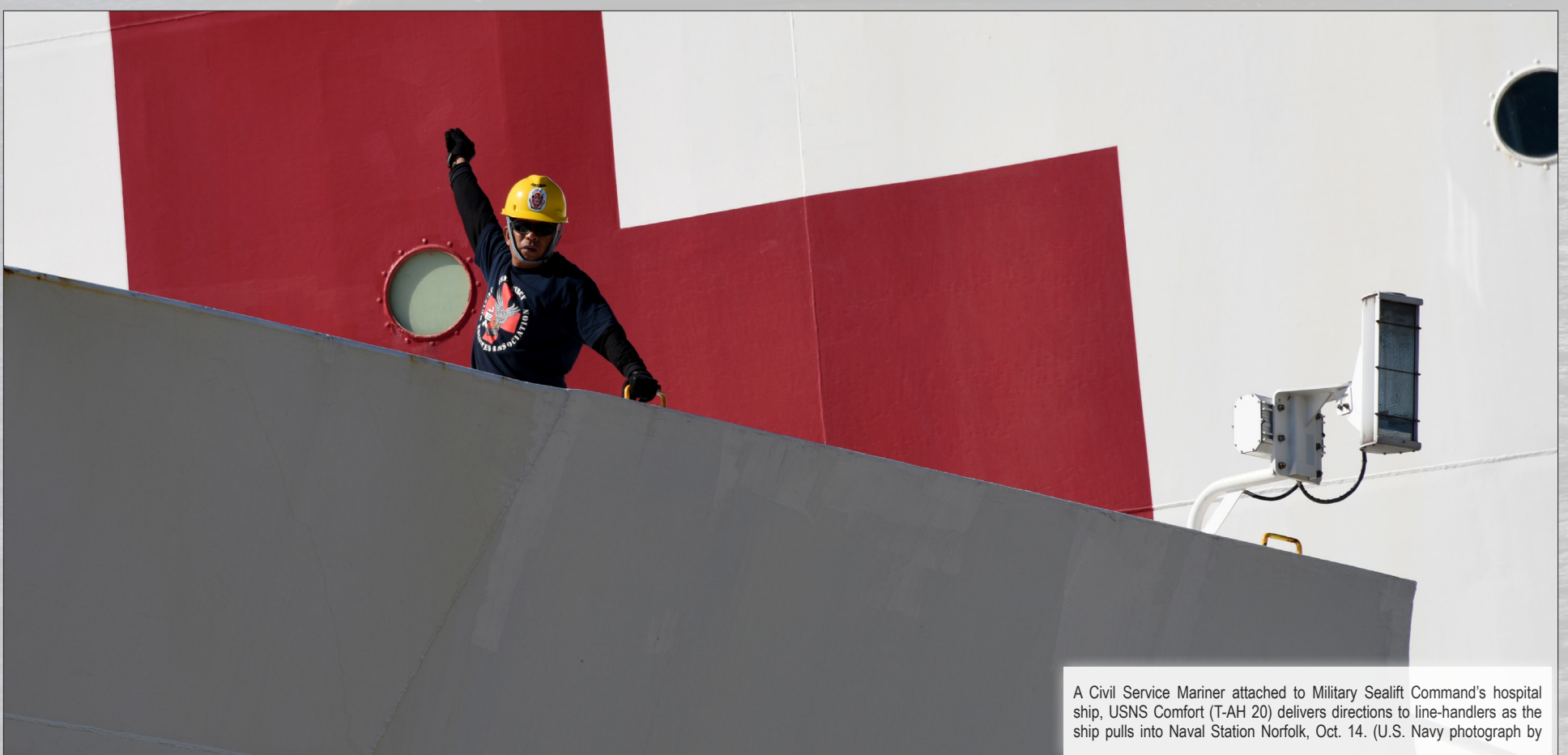
"Out of all the activations, this was pretty amazing effort," said Boswell. "Both the crews were just phenomenal. We pulled this all together in about 18 hours."

Both Boswell and Murrin feel that it was a testament to the professionalism and persistence of both the MSC and MTF crews.

"I think the legacy of the mission of the ship itself helps drive those qualities," said Boswell. "Both crews are part of something that is an absolutely noble mission. We're representing the best of the U.S. Whenever there is a disaster, flood or a hurricane, the American people just pour it out – that's the standard. And this is the personification of that in some ways. I think the crew understands this and it helps drive the persistence piece. It is easy to push through for two to three hours but at eight to 10 hours it gets harder and then at 14 to 18 hours it gets considerably harder."

Boswell credits the crew's ability to quickly respond to the ongoing integration and training Comfort conducts.

"The critical core staff comes together on the ship every quarter," said Boswell. "They blend with the Ready-5 crew that is permanently assigned to the ship, which is blended with the civilian mariner crew. We pull



A Civil Service Mariner attached to Military Sealift Command's hospital ship, USNS Comfort (T-AH 20) delivers directions to line-handlers as the ship pulls into Naval Station Norfolk, Oct. 14. (U.S. Navy photograph by

An MH-60S Charger of Helicopter Sea Combat Squadron 26 airlifts humanitarian aid supplies from the hospital ship USNS Comfort (T-AH 20) to the fast combat support ship USNS Supply (T-AOE 6) in preparation to respond to potential mission tasking following the destruction caused by Hurricane Matthew in the Caribbean and southern U.S. east coast. (U.S. Navy photograph by Petty Officer First Class Marcus L. Stanley)



Sailors aboard the hospital ship USNS Comfort (T-AH 20) participate in medical training as the ship got underway in preparation to respond to potential tasking following the destruction caused by Hurricane Matthew in the Caribbean and southern U.S. east coast. (U.S. Navy photograph by Petty Officer First Class Marcus L. Stanley)

everyone together from the 10 sourcing commands that build our critical core group, and we have a series of readiness exercises.”

He added, “There’s a lot of work to do cycling the equipment, checking supply inventories, things of that nature. There are a lot of things to do to prepare the ship in case we get activated like this. That is what we do all the time to prepare.”

Boswell feels that the success of the activation and preparedness is credit to the MSC and MTF crews.

“It sometimes sounds cliché to say that the failure or success of these kinds of amazing missions comes down to pride, hard work and dedication of the crews but that really is the case,” said Boswell. “The vessel is amazing - the second largest in the Navy’s inventory, second only to carriers. The collection of medical capabilities on this ship is world class. This is the best you are going to get anywhere in the world, but all that is the machinery and mechanics. It is the success, pride and dedication of the crew that makes it happen.”

Boswell continued, “The success really came to the surface with this activation. We almost pinch ourselves and say ‘what really happened in an 18-hour period?’ The crew was just unbelievable with what they did.” While Comfort is capable of providing acute and primary care in addition to a range of surgical services, disaster relief assessments determined that infrastructure restoration was the largest concern for the people of Haiti. This includes the immediate need to restore clean, potable water to counter the spread of cholera.

It was decided by mission commanders that USS Mesa Verde with Marines from the 24th Marine Expeditionary Unit, and the USS Iwo Jima, would be more effective to help the USAID lead efforts to restore basic infrastructure and deliver foreign humanitarian assistance aid.

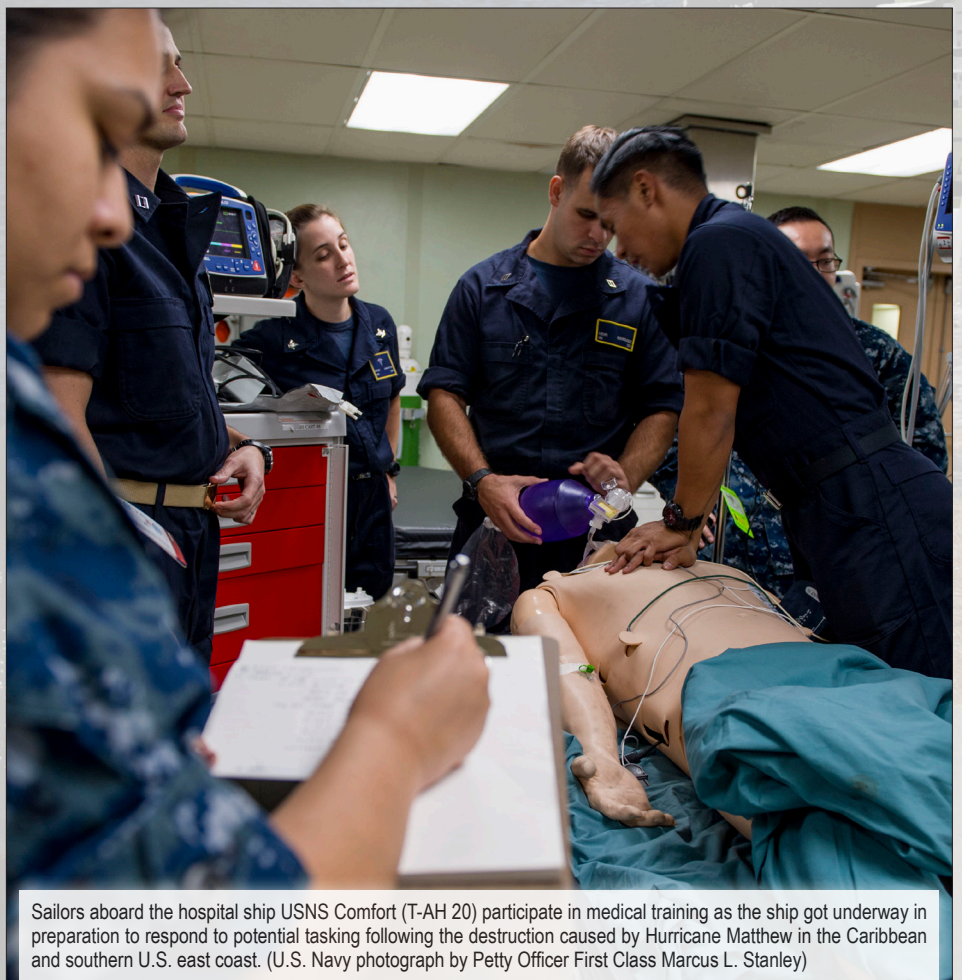
Comfort returned to Naval Station Norfolk Oct. 14.



A Civil Service Mariner attached to Military Sealift Command’s hospital ship, USNS Comfort (T-AH 20) throws a heaving line as the ship pulls into Naval Station Norfolk, Oct. 14. (U.S. Navy photograph by Bill Mesta)



An MH-60S Charger of Helicopter Sea Combat Squadron 26 airlifts humanitarian aid supplies from the hospital ship USNS Comfort (T-AH 20) to the fast combat support ship USNS Supply (T-AOE 6) in preparation to respond to potential mission tasking following the destruction caused by Hurricane Matthew in the Caribbean and southern U.S. east coast. (U.S. Navy photograph by Petty Officer First Class Marcus L. Stanley)



Sailors aboard the hospital ship USNS Comfort (T-AH 20) participate in medical training as the ship got underway in preparation to respond to potential tasking following the destruction caused by Hurricane Matthew in the Caribbean and southern U.S. east coast. (U.S. Navy photograph by Petty Officer First Class Marcus L. Stanley)

# CIVILIAN WORKFORCE AND ONE NAVY TEAM DOCUMENTS RELEASED

## From Chief of Naval Operations Public Affairs

The Office of the Chief of Naval Operations released The Navy Civilian Workforce Framework and One Navy Team Guidance Oct. 14.

Both initiatives were recently discussed by Chief of Naval Operations (CNO) Adm. John Richardson and Master Chief Petty Officer of the Navy (MCPON) Steven S. Giordano during a Gold Line of Effort all hands call in Norfolk.

In the Navy's "A Design for Maintaining Maritime Superiority," there are four specific lines of effort; Gold is "Strengthen our Navy Team for the Future."

"To remain competitive amidst change, we will need a highly capable Navy Team," said Richardson. "The Navy Team is defined in the Design as 'a diverse mix of active duty and reserve Sailors, Navy civilians and our families.' Our Team is our competitive advantage and is the key to our success."

The civilian framework is the first step toward identifying what Navy can do to strengthen the civilian workforce and by extension the Navy Team as a whole.

Navy civilians offer unique technical expertise, continuity of knowledge and experience, and diversity of thought and perspective.

The plan to strengthen Navy's civilian workforce is outlined in the framework, and will be further developed by more specific guidance that will specify actions each command will take to meet the objectives outlined in the document.

"This Framework lays out our institutional obligations to the civilians who chose to join our Team, and the expectations we have in return," said Richardson. "The aim is that the Framework further strengthens the bonds within our Team, setting the conditions for maintaining maritime superiority."

In the One Navy Team document, Richardson goes beyond traditional diversity and inclusion guidance and gets at action.

He writes, "Generating success as a team means going beyond merely understanding the unique perspectives of different people and cultures—understanding is too passive. Achieving top performance is enhanced when leaders tap into the energy and capability of an actively inclusive team."

Both documents can be found at [www.navy.mil/cno](http://www.navy.mil/cno).



Chief of Naval Operations, Adm. John Richardson addresses service members. (Official U.S. Navy file photograph)

## THE NAVY'S EXPEDITIONARY SEA BASE; STRENGTHENING NAVAL POWER AT SEA

**By Captain Henry Stevens, Strategic and Theater Sealift Program Manager (PMS 385), Program Executive Office (PEO), Ships**

During the recent Expeditionary Warfare Conference in Norfolk, I discussed the versatility and impressive capabilities that the Expeditionary Sea Base (ESB) platforms are going to bring to our Fleet. As Lewis B. Puller, the first of the ESBs, recently completed Initial Operating Test & Evaluation (IOT&E), the Navy is one step closer to augmenting our current force with the enhanced capabilities of these platforms.

A significant part of the shipbuilding process are many first-of-class Post Delivery Test and Trials milestones and IOT&E, which must be completed prior to handing a ship over to the fleet. Over the past 10 months, the Navy's first-of-class Expeditionary Sea Base, USNS Lewis B. Puller (T-ESB 3), has demonstrated exceptional capabilities and inherent flexibility in a series of in-port and at-sea events at Naval Operating Base Norfolk, Va. and the Virginia Capes Operating Area.

These events included:

- A demonstration of the Underway Replenishment Fueling at Sea system
- Launch and recovery of a 7m and 11m Rigid Hull Inflatable Boat (RHIB)
- Several Cybersecurity-related events

Throughout the course of Post Delivery Test and Trials, T-ESB 3 also conducted various Airborne Mine Countermeasures simulated missions, which included launch and recovery of:

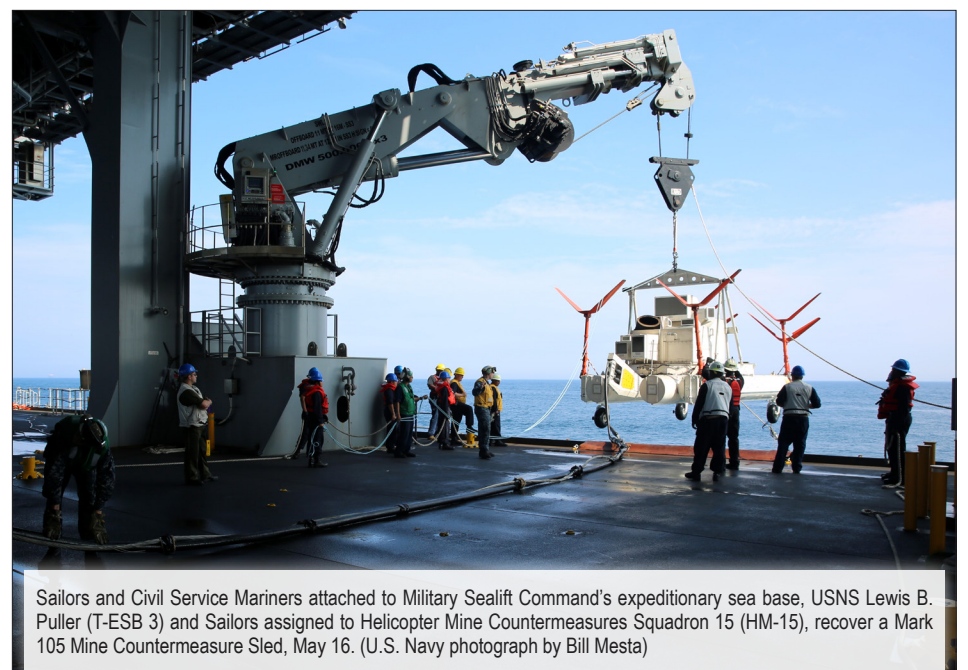
- Mk-105 magnetic influence mine sweeping sled
- AN/AQS-24A mine hunting sonar system
- AN/ASQ-232 Airborne Mine Neutralization System
- and the Mk-103 mechanical mine, Mk-104 acoustic mine and the AN/SPU-1W magnetic mine sweeping systems.

The test period concluded in August with a final event required for all new construction ships to complete IOT&E. The test, led by Commander, Operational Test and Evaluation Force Rear Adm. Paul Sohl and observed by the Director, Operational Test and Evaluation, was designed to demonstrate the ship's full operational capabilities and determine the

operational effectiveness and suitability of the platform. The ship will now prepare for a Post Shakedown Availability, follow-on crew training, and testing of additional capabilities installed to support Special Operations Forces, which will take place through the spring of 2017.

The ESB is optimized to support a variety of maritime-based missions and is designed around four core capabilities: aviation facilities, berthing, equipment staging support, and command and control assets. ESBs can also be enhanced to meet Special Operation Force missions through increased communications, aviation, and unmanned aircraft system support.

The ship has an aviation hangar and flight deck that includes four operating spots capable of landing MH-53E equivalent helicopters, as well as accommodations, work spaces, and ordnance storage for embarked force, enhanced command, control, communications, computers, and intelligence capabilities to support embarked force mission planning and execution, and reconfigurable mission deck area to store embarked force equipment to include mine sleds, rigid hull inflatable boats, and the Combatant Craft Assault.



Sailors and Civil Service Mariners attached to Military Sealift Command's expeditionary sea base, USNS Lewis B. Puller (T-ESB 3) and Sailors assigned to Helicopter Mine Countermeasures Squadron 15 (HM-15), recover a Mark 105 Mine Countermeasure Sled, May 16. (U.S. Navy photograph by Bill Mesta)

# INCLUSION WORKS; NATIONAL DISABILITIES EMPLOYMENT AWARENESS MONTH

By Bill Mesta, Military Sealift Command Public Affairs

Military Sealift Command civilian support staff and service members hosted a special emphasis observance for National Disabilities Employment Awareness Month onboard Naval Station Norfolk, Oct. 20.

The event, hosted by MSC's Special Emphasis Program, was held to raise awareness about disabled teammates.

Jacquelay Dukes, a MSC shore side teammate, read the Presidential Proclamation for National Disabilities Employment Awareness Month. "Americans with disabilities are entitled to the same rights and freedoms as any other citizen including the right to dignity and respect in the workplace," according to the proclamation. "This month, we recognize the significant progress our country has made for those living with disabilities, and we honor the lasting contributions and diverse skills they bring to our workforce."

"Americans with disabilities are less than one-third the rate of those without a disability, and the unemployment rate is more than twice as high for individuals with disabilities," according to the proclamation. "To break down more of these barriers, we must expand access to the resources and training necessary for Americans with disabilities to succeed in the workplace."

Lisa Wornom-Zahraiddin, a veteran employment placement specialist, presented the keynote address for the event.

"There are no subject matter experts about people with disabilities except for one person; the person with the disability," said Wornom-Zahraiddin. "Each person who has a special need or accommodation should be considered independently as each person's situation and requirements are different."

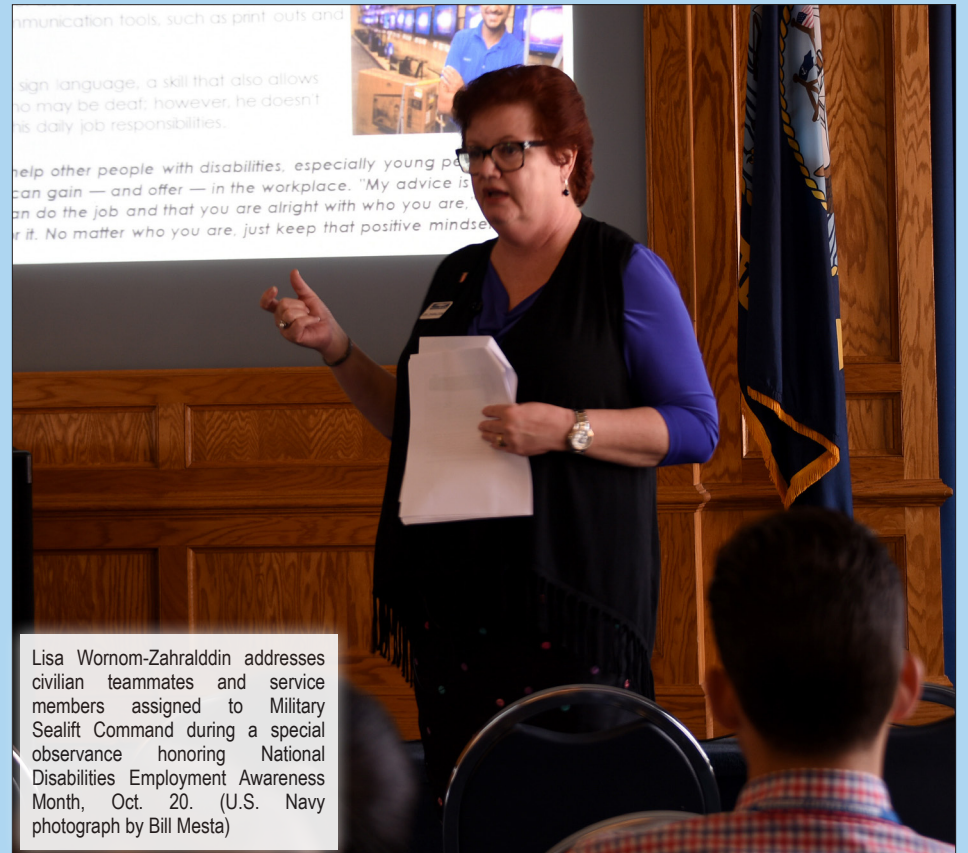
"Often when we implement new accommodations for disabled employees, these practices become universal for an institution and/or an industry," said Wornom-Zahraiddin.

Wornom-Zahraiddin recalled her father, a successful professional in the Navy's nuclear submarine program, who also served with a disability. "My father sought out and found design flaws in nuclear submarines," said Wornom-Zahraiddin. "His successful career included lots of recognition and accomplishments even though he was color blind."

According to Wornom-Zahraiddin, seven percent of the federal workforce must be comprised of disabled employees.



Rear Adm. Dee Mewbourne, commander, Military Sealift Command, addresses civilian teammates and service members assigned to Military Sealift Command during a special observance honoring National Disabilities Employment Awareness Month, Oct. 20. (U.S. Navy photograph by Bill Mesta)



Lisa Wornom-Zahraiddin addresses civilian teammates and service members assigned to Military Sealift Command during a special observance honoring National Disabilities Employment Awareness Month, Oct. 20. (U.S. Navy photograph by Bill Mesta)

"Three of our nation's presidents, Abraham Lincoln, Theodore Roosevelt and Ronald Reagan suffered from disabilities which made them self-conscious and embarrassed," said Wornom-Zahraiddin. "In today's workplace, nobody should ever be embarrassed about a disability."

"Fifty-four million Americans have a disability," said Wornom-Zahraiddin. "Statistically, one out of five MSC teammates has some form of disability, yet are all successful."

"Employees with disabilities are really not a big deal so don't be afraid to recruit, hire and promote personnel with disabilities," added Wornom-Zahraiddin. "Sixteen percent of adults aged 25 to 64 in the workforce are working with disabilities. Over twenty thousand of these employees are wartime veterans. The disposable income of our disabled citizens is 220 billion dollars."

"If you are a qualified MSC employee with a disability, you can request reasonable modifications to your working environment which enable you to do your job," said MSC's Deputy EEO Manager, Carneal Smith. "This program is designed to assist all MSC employees who encounter a change in their physical or mental health."

A reasonable accommodation is any change in the workplace or the way things are customarily done that provides an equal employment opportunity to an individual with a disability.

"If an employee does not request work-place assistance for a disability, the employee is at fault. If there is something a supervisor should know about an employee's disability, the employee really needs to disclose that information," said Wornom-Zahraiddin. "Disabled employees are allowed to ask for accommodations which make it possible to do their jobs."

Rear Adm. Dee Mewbourne, commander, Military Sealift Command also addressed the audience and thanked Wornom-Zahraiddin at the special observance.

"At MSC we value our people and know how essential our people making MSC special," said Mewbourne. "We come from all walks of life at MSC and enjoy a very diverse workforce."

"There are MSC teammates you work with who serve with disabilities," added Mewbourne. "We have a very talented workforce who believes with a passion in what we do. We need to ensure our disabled MSC teammates receive all the support needed to get the job done."

The presidential proclamation concluded, "When we diversify our workforce we create opportunities for growth and improvement, not just for those with disabilities, but for everyone. This month, let us continue striving to forge a future where workplaces are more inclusive and where employees are more accepted for who they are. And because we know that our country does best when everyone gets their fair shot, let us keep working to ensure no one is left behind or unable to pursue their dreams because of a disability."



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# FRANK CABLE RECOGNIZES CYBER AWARENESS MONTH

By Seaman Josh Cote, USS Frank Cable (AS 40) Public Affairs

October is the annual National Cyber Security Awareness Month, and Sailors aboard submarine tender USS Frank Cable (AS 40) recognized the importance of cyber security, especially as the military and society rely more and more on technology.

According to the Harvard Business Review, the Department of Defense experiences more than 41 million scans, probes, and attacks per month. The amount of attacks on critical U.S. infrastructures has multiplied by 17 in the last three years alone.

“All hands are responsible for cyber security,” said Lt. Wade Henderson, Frank Cable’s Information Systems Security manager. “Whether it’s managing and implementing the policies or just as a basic user of IT (information technology) systems, it is their responsibility to know what to look for and report possible suspicious activity such as phishing emails or possible virus or hacking attacks.”

Everyone’s number one priority while using all electronic devices should be responsible cyber awareness.

“Responsible cyber security would have to be always taking the time to protect and care about everything you do,” said Petty Officer 1st Class Wilfredo Rivera, one of the ship’s command career counselors, “as well as always knowing who is around and who is watching you, and thinking about what could happen if what you’re doing got into the wrong hands.”

Now more than ever, cyber security should be taken very seriously.

“Cyber security is a very serious matter,” said Petty Officer 3rd Class Michelle Gonzalez, a member of the ship’s Automated Data Processing Division. “If not given its needed importance, it could cause exceptionally grave damage to national security.”

Frank Cable is one of two forward-deployed submarine tenders and is on a scheduled deployment in the U.S. 7th Fleet area of operations to conduct maintenance and support of deployed U.S. naval force submarines and surface vessels in the Indo-Asia-Pacific region.

## PHIBLEX, continued reading from page 1

During PHIBLEX 33, the Marines transferred cargo and personnel from ship to shore in Luzon, Philippines, while conducting refueling operations from the ship, further enhancing Marine Corps and naval integration, and integration with the Philippine military counterparts.

In addition to organic capabilities, the Millinocket has a program called the adaptive force package, which allows the ship’s mission bay to be outfitted with different types of suites that are self-contained in customized shipping containers fastened to the deck. The adaptive force packages range from refrigeration units and added berthing, to medical stations and communications suites.

“We have a 22,000-square-foot mission bay; we can load supplies in there,” said Lao. “If it’s a medical mission, we can have those medical containers aboard and hooked up; it’s plug-and-play. In this PHIBLEX mission, we required an additional freezer and chill boxes. Once those boxes were hooked up, it was good to go.”

The Philippine Marines also found the ship accommodating and effective.

“Riding in this ship was a good experience,” said Philippine Marine 1st Lt. Miguel T. Sabando, acting company commander, 54th Marine Company, 4th Marine Battalion. “It had good accommodations and the crew was very hospitable in giving us what we needed. The biggest benefit of coming on this ship for us was that it was very large and accommodated our trucks and cargo. We need this type of ship for

logistics support, especially if we were to have a natural disaster; this ship is beneficial to operations in the Philippines.”

Lao agreed, “I’ve seen this mission as one of the most successful I’ve been a part of. Philippines is an archipelago, there’s a lot of ports that have never been visited by deep draft vessels. This ship has a lot of capabilities and a lot of potential in shallow waters. We can get in and out of many ports.”

“It’s important to practice with the Philippine Armed Forces,” said Richardson. “If there’s a HADR and we utilize the T-EPF to come out here and support the relief, we could easily embark them. They get accustomed to working with us as well as we get accustomed to working with them. Since they’ve been on the ship, everyone has been meshing together; one team, one fight.”

PHIBLEX is an annual, bilateral training exercise conducted by U.S. Marine and Navy forces and the Armed Forces of the Philippines. PHIBLEX 33 consisted of a maritime security-focused command post exercise; multiple field exercise events, to include an amphibious capability demonstration and artillery live-fire; and humanitarian and civic assistance projects. All events are designed to advance cooperation, improve interoperability and assist in strengthening our bilateral relationship. It includes forces from 3d MEB, 31st Marine Expeditionary Unit, Combined Task Force-76, and the AFP.

## ANYDAY

(Right) Military Sealift Command civilian mariner Chief Mate Raymond Donnelly radios a Bulgarian maritime pilot as the U.S. Navy Mount Whitney (LCC 20), arrives in Burgas, Bulgaria. (U.S. Navy photograph by Seaman Ford Williams)

(Below) Cmdr. Manuel Hernandez, commanding officer aboard the guided missile destroyer USS Spruance (DDG 111), waves to the Military Sealift Command USNS Matthew Perry (T-AKE 9) during a replenishment-at-sea in the South China Sea, Oct. 17. (U.S. Navy photograph by Petty Officer 2nd Class Will Gaskill)



## SEALIFT

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## NEXT ISSUE: USNS JOHN ERICSSON BRINGS IT