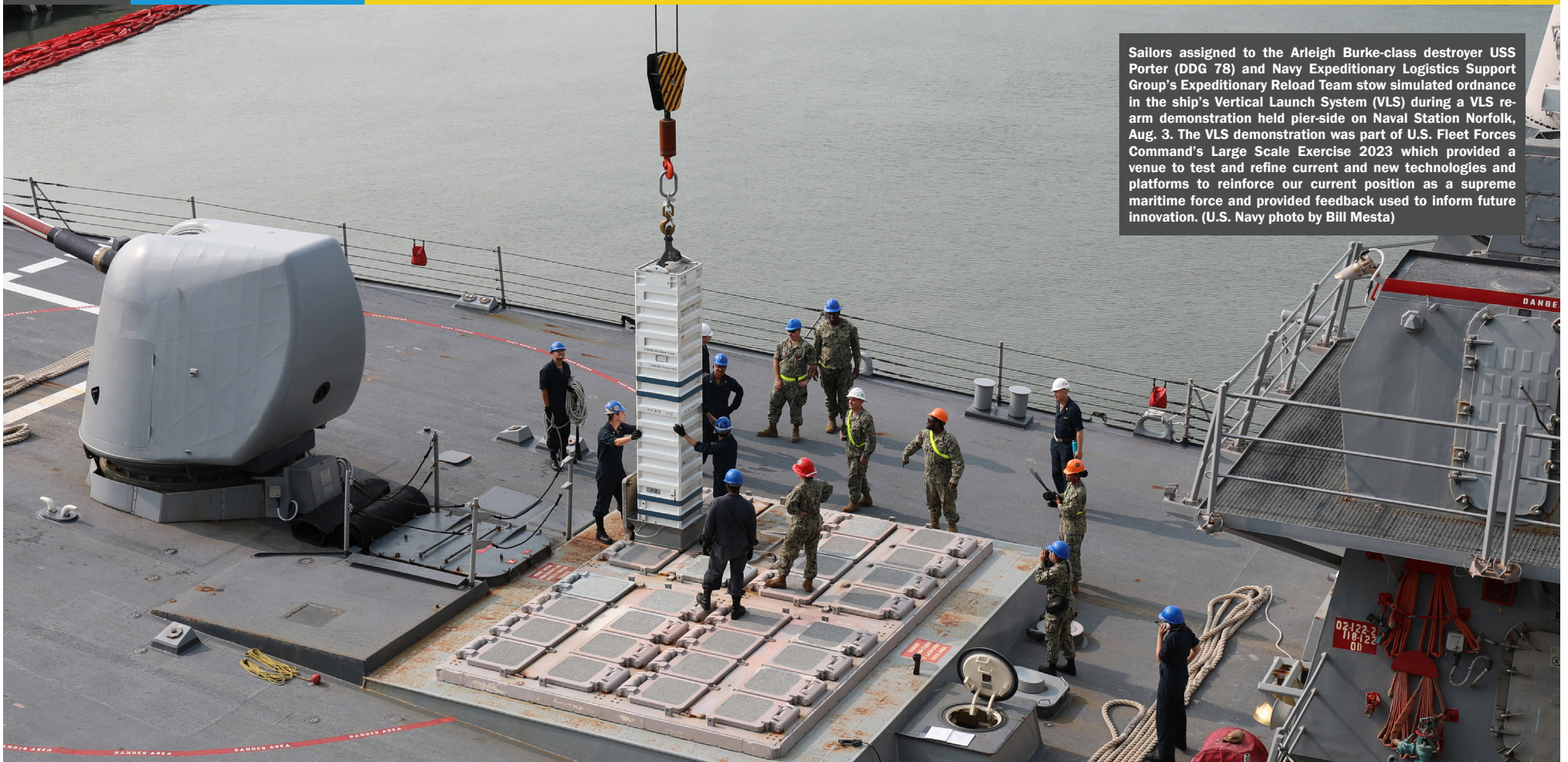




SEALIFT

THE U.S. NAVY'S MILITARY SEALIFT COMMAND

September 2023



Sailors assigned to the Arleigh Burke-class destroyer USS Porter (DDG 78) and Navy Expeditionary Logistics Support Group's Expeditionary Reload Team stow simulated ordnance in the ship's Vertical Launch System (VLS) during a VLS re-arm demonstration held pier-side on Naval Station Norfolk, Aug. 3. The VLS demonstration was part of U.S. Fleet Forces Command's Large Scale Exercise 2023 which provided a venue to test and refine current and new technologies and platforms to reinforce our current position as a supreme maritime force and provided feedback used to inform future innovation. (U.S. Navy photo by Bill Mesta)

USS PORTER AND USNS WILLIAM MCLEAN PERFORM VERTICAL LAUNCH SYSTEM RE-ARM DEMONSTRATION

By Bill Mesta, Military Sealift Command Public Affairs

The crews of the Arleigh Burke-class destroyer USS Porter (DDG 78) and Military Sealift Command's (MSC) dry cargo ammunition ship USNS William McLean (T-AKE 12) performed a Vertical Launch System (VLS) re-arm, pier-side, at Naval Station Norfolk, Aug. 3.

The Navy conducted the demonstration to provide proof of concept that a dry cargo ammunition ship can reload the weapons system pier-side and while the ship is at sea, with a goal of expanding the capability of VLS reloading in expeditionary environments.

"The Navy has been considering alternative vessels to move ordnance into a theater without an on-shore infrastructure to support," according to Jerit Vanauker, of MSC's Taluga Group. "One of the situations

considered was the ability to re-arm VLS for Navy combatant ships in a contested environment, and so we considered the idea to use an MSC dry cargo ammunition ship."

In addition to the crews of Porter and William McLean, U.S. 2nd Fleet, Navy Expeditionary Combat Command's (NECC) Navy Expeditionary Logistics Support Group (NAVELSG), the Carderock Division of the Naval Surface Warfare Center (NSWC) and NSWC Picatinny supported the VLS re-arming. NECC's expeditionary reload team from NAVELSG are expertly trained in ordnance transfer and handling and can operate in remote, complex, and austere environments to ensure naval forces remain forward and mobile.

"MSC's role in developing and executing VLS is vital," Vanauker stated. "We will bring the ordnance, and platform to deliver ordnance, in support of VLS re-arming of our combatant ships, so they can get back in the fight without traveling long distances to be resupplied."

During the demonstration, Porter pulled into the naval station and moored 'skin-to-skin' along-side William McLean, which was moored to the pier. The ships' crews installed marine bumpers between the vessels to prevent damage to the ships during the VLS re-arm. Once the ships were safely moored, the VLS team aboard William McLean prepared two simulated ordnance packages for delivery.



The crane from the dry cargo ammunition ship USNS William McLean (T-AKE 12) lifts simulated ordnance off of the flight deck for delivery to the Arleigh Burke-class destroyer USS Porter (DDG 78) during a Vertical Launch System re-arm demonstration held on Naval Station Norfolk, Aug 3. (U.S. Navy photo by Bill Mesta)



The crane from the dry cargo ammunition ship USNS William McLean (T-AKE 12) lifts simulated ordnance off of the flight deck for delivery to the Arleigh Burke-class destroyer USS Porter (DDG 78) during a Vertical Launch System re-arm demonstration held on Naval Station Norfolk, Aug 3. (U.S. Navy photo by Bill Mesta)

VLS continued on page 8

in this issue

VLS Re-arm - page 1

USNS Solomon Atkins - page 2

USNS Lucy Stone - page 2

Sea Cadets Visit MSC - page 3

New MSCPAC Commodore - page 3

USNS Joshua Humphreys - page 4

USNS Sisler - page 5

USNS Burlington Continuing Promise 23 - page 6

Special Observance - page 7

Healthy Aging Awareness Month - page 7

SECNAV NAMES FUTURE NAVAJO-CLASS TOWING, SALVAGE, AND RESCUE SHIP SOLOMON ATKINSON

From Office of the Secretary of the Navy

Secretary of the Navy (SECNAV) Carlos Del Toro announced that a future Navajo-class Towing, Salvage, and Rescue (T-ATS) ship will be named in honor of Solomon Atkinson, a pioneering Navy SEAL and an Alaskan Native of the Metlakatla Indian Community, Annette Islands Reserve.

Del Toro made the announcement on the Metlakatla's Founders Day, Aug. 7.

The name selection of USNS Solomon Atkinson (T-ATS 12) follows the tradition of naming towing, salvage, and rescue ships after prominent Native Americans or Native American tribes.

"I am honored to name the next T-ATS after Solomon Atkinson, a man who achieved many firsts, even in the face of adversity, and continued to lead," said Del Toro. "Atkinson's achievements as a SEAL have left behind an enduring legacy, not just in the Special Warfare Community, but with our nation's astronauts as well. I am pleased to ensure that his name will extend globally to all who views this great ship."

Born in 1930 in Metlakatla, Alaska, Solomon Atkinson was raised by his parents on the sole Indian Reserve in Alaska. Atkinson worked as a commercial fisherman before enlisting in the U.S. Navy in 1952. A year later, Atkinson volunteered for the underwater demolition teams and became a frogman, the precursor to present day SEALs. In 1962, Atkinson became one of the first Navy SEALs and was a plank owner for SEAL Team 1. As a SEAL, he deployed to Korea and completed three combat tours in Vietnam. His Vietnam service-related awards include a Bronze Star, a Navy Commendation Medal with Combat "V," and a Purple Heart. Atkinson also had the distinction of training numerous astronauts, including Neil Armstrong and Buzz Aldrin, in underwater weightless simulations at the Underwater Swimmers School in Key West, Florida. Atkinson retired from active naval service in 1973 as a Chief Warrant Officer 4 and returned to Metlakatla, where he continued to serve his people and state on the Indian Community Council and Board of Education, as founder and president of the first veterans' organization on Annette Island, and as mayor of Metlakatla. Upon his passing in 2019, an honor guard from SEAL Team 1 served as pallbearers at his funeral.

"Chief Warrant Officer 4 Solomon "Sol" Atkinson embodied the spirit of dedication to family, community, and country," said Rear Adm. Keith Davids, commander, Naval Special Warfare Command. "His pioneering role as one of the first U.S. Navy SEALs, and his unwavering commitment to service both in and out of uniform, serves as an inspiration for the entire Naval Special Warfare community. Naming the USNS Solomon Atkinson in his honor is a testament to his remarkable legacy and the enduring impact he has left on NSW, the Navy, and the nation."



Engineman Seaman Solomon Atkinson smiles for a picture. Atkinson would go on to become one of the first U.S. Navy SEALs, complete 22 years of active Naval service and retire in 1973 as Chief Warrant Officer 4. (U.S. Navy photo)

Along with the ship's name, Del Toro announced the sponsors for the future USNS Solomon Atkinson as his widow, Joann Atkinson and their two daughters, Michele Gunyah and Maria Hayward, who, in their role, will represent a lifelong relationship with the ship and crew.

"There exists a long-held Tsimshian tradition, 'akadi lip a'alyaga sm'ooygit,' loosely translated 'a chief never speaks for himself,'" said sponsor, Maria Hayward. "Through all of his time as a U.S. Navy UDT and SEAL, as well as a leader of veterans and Native Alaskans, Sol lived this ethos. And, here today, in the shadow of Sol's death, he holds to it still. Thank you to the U.S. Navy for speaking to Solomon's honor and helping his family and fellow Frogmen shout his legacy to the seven seas!"

Navajo-class ships will provide ocean-going tug, salvage, and rescue capabilities to support Fleet operations. The current capabilities are provided by Powhatan-class T-ATF Fleet Tugs and Safeguard-class T-ARS Rescue and Salvage vessels, which began reaching the end of their expected service lives in 2020. Navajo-class ships will be capable of towing U.S. Navy ships and will have 6,000 square feet of deck space for embarked systems.

KEEL AUTHENTICATED FOR FUTURE USNS LUCY STONE

From Team Ship Public Affairs

The keel for the future USNS Lucy Stone (T-AO 209), the Navy's 5th John Lewis-class fleet replenishment oiler, was laid at General Dynamics National Steel and Shipbuilding Company's (GD NASSCO) shipyard in San Diego, Aug. 8.

A keel laying is the recognition of the start of a ship's construction. It is the union of a ship's modular components and the authentication or etching of an honoree's



Ship introduction specialists and ship sponsors Alicia Aadnesen and Debbie Simmons etched their initials into the keel plate of the future USNS Lucy Stone (T-AO 209). (Naval Sea Systems Command photo)

initials into a ceremonial keel plate. In recognition of their steadfast spirit and patriotic devotion over the past two decades to unite approximately 100 ships with ship sponsors, ship introduction specialists and ship sponsors Alicia Aadnesen and Debbie Simmons etched their initials into the keel plate of the future USNS Lucy Stone.

The ship is named for American suffragist Lucy Stone, who joined other notable advocates such as Elizabeth Cady Stanton, Susan B. Anthony, Ernestine Rose, and Antoinette Brown Blackwell to petition for suffrage and abolition in the 19th century. Her efforts as a founder of the Women's National Loyal League were essential to the passage of the Thirteenth Amendment abolishing slavery.

"The future Lucy Stone's keel laying is a significant milestone, and we are excited to mark the beginning of great achievements to come for this ship," said John Lighthammer, program manager, Auxiliary and Special Mission Shipbuilding Program Office. "The fifth John Lewis-class oiler will enhance the fleet's ability to refuel ships at sea."

The oilers feature substantial volume for oil, a significant dry cargo capacity and aviation capability. The vessels have double hulls to protect against oil spills and strengthened cargo and ballast tanks. T-AOs will add capacity to the Navy's Combat Logistics Force and become the cornerstone of the fuel delivery system.



EARN MONEY
FOR EVERY REFERRAL HIRED AT MSC

SEALIFTCOMMAND.COM • 877-JOBS-MSC

MSC is an equal opportunity employer and a drug-free workplace.





LEARN MORE ABOUT REFERRAL BONUSES

MILITARY SEALIFT COMMAND HOSTS U.S., INTERNATIONAL NAVAL SEA CADETS

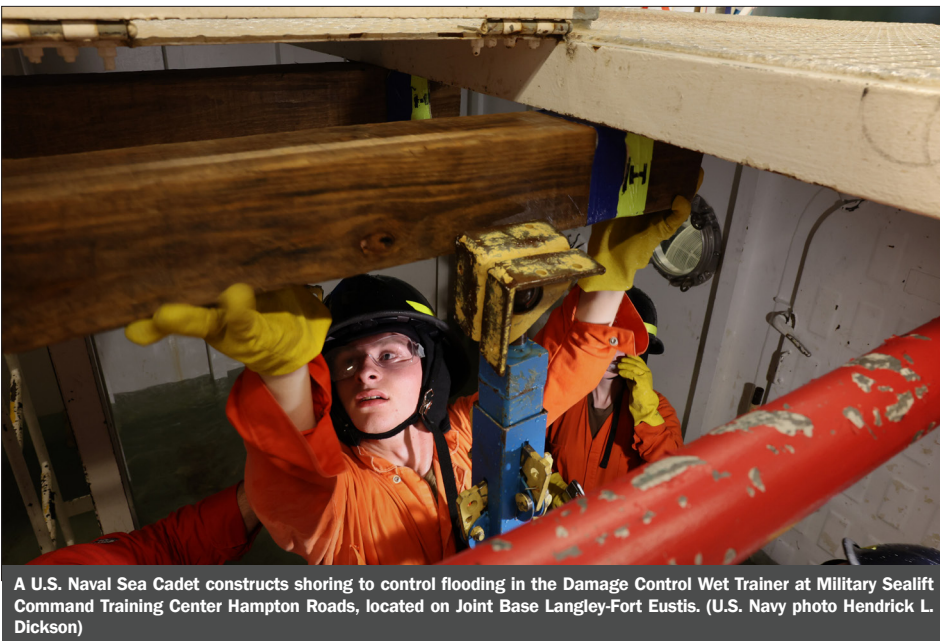
By Hendrick Dickson, Military Sealift Command Public Affairs



International Naval Sea Cadets pose for a group photo on the flight deck aboard Military Sealift Command naval hospital ship USNS Comfort (T-AH 20). MSC held two outreach events hosting more than 50 Naval Sea Cadets, volunteers and instructors from around the world to tour training centers and ships in Hampton Roads. (U.S. Navy Photo by Mass Communication Specialist 3rd Class Deven Fernandez)

Military Sealift Command recently held two outreach events hosting more than 50 Naval Sea Cadets, volunteers and instructors from around the world to tour training centers and ships in Hampton Roads.

U.S. Naval Sea Cadets, from various states on the East Coast (New York all the way to Florida), spent the week with Military Sealift Command July 24-28 visiting MSC Training Center Hampton Roads at Joint Base Langley-Fort Eustis, the MSC Underway Replenishment Training Center (MUTC) at Joint Expeditionary Base Little Creek-Fort Story and touring fleet replenishment oiler USNS Laramie (T-AO 203) at Naval Station Norfolk.



A U.S. Naval Sea Cadet constructs shoring to control flooding in the Damage Control Wet Trainer at Military Sealift Command Training Center Hampton Roads, located on Joint Base Langley-Fort Eustis. (U.S. Navy photo Hendrick L. Dickson)

During their week-long visit, the 18 Sea Cadets experienced what it's like to drive an Expeditionary Fast Transport vessel in the EPF simulator. They learned how to combat flooding and fire aboard a ship in the Damage Control Wet Trainer. They also participated in other training evolutions, such as Search and Rescue Swimmer and Ship Reaction Force Training.

Aboard Laramie, the group conducted a familiarization tour learning about the Henry J. Kaiser-class oiler's capabilities and how the vessel conducts replenishments-at-sea.

"We wanted to give them a little taste of everything we do," said MSC Training Center Hampton Roads, Damage Control Leader, Patrick Mullaney. "It's an abbreviated version of what we teach all our new hires who come to Military Sealift Command."

Lt. JoAnn Taft, U.S. Naval Sea Cadets Corps Volunteer said their goal is to develop a relationship with the command that would help the cadets' growth as future leaders. "We want to have a hand-and-hand relationship that fosters good development for our cadets. We want our cadets to go out when they graduate and be successful," she said.

Many of cadets had little knowledge of command and its mission. This outreach gives them a different look at how they can serve their country from the sea.

"The idea is to allow our younger generation, our youth, to see some insight on another career path. Rather they choose to join MSC one day is up to them, but I think it's in our best interest to show them they can support their country in many different ways," said Mullaney.

Sea Cadets continued on page 8



Commander, Military Sealift Command, Rear Adm. Michael Wettlaufer, poses for a selfie with International Naval Sea Cadets during a tour of naval hospital ship USNS Comfort (T-AH 20). (U.S. Navy Photo by Mass Communication Specialist 3rd Class Deven Fernandez)

MILITARY SEALIFT COMMAND PACIFIC WELCOMES NEW COMMANDER CAPT. MICAH MURPHY

By Sarah Cannon, Military Sealift Command Pacific Public Affairs

Military Sealift Command Pacific (MSCPAC) welcomes its new leader, Capt. Micah Murphy. Murphy assumed command from Capt. Kendall Bridgewater, who has served as commander of MSCPAC since 2020.

Murphy joins the MSC team following a position as the Strategy Implementation Branch Chief at U.S. European Command in Stuttgart, Germany.

A native of Wheaton, Illinois, Murphy served at-sea aboard USS Kinkade (DD 965) and USS Fletcher (DD 992) as part of the "Sea Swap" initiative, USS Bonhomme Richard (LHD 6), USS Momsen (DDG 92), and commanded Mine Countermeasures Crew Exultant aboard USS Dextrous (MCM 13) and USS Chief (MCM 14). He was also selected to Command and help rebuild the USS John S. McCain (DDG 56) following a deadly 2017 collision.

His shore and staff assignments include executive assistant to the Chief of Legislative Affairs, special assistant to the Chief of Naval Operations, legislative fellow to U.S. Senator John McCain, federal executive fellow at the Center for Strategic and International Studies, adjunct fellow at the U.S. Naval Institute, and Commanding Officer of Afloat Training Group Western Pacific in Yokosuka, Japan.

"I'm looking forward to being a part of the MSC team," said Murphy. "MSC has a great reputation of highly motivated and professional people supporting the Navy. I have a lot to learn, and I am ready for the challenge."

During the ceremony aboard the USS Midway Museum in San Diego, Murphy relieved Bridgewater, who since assuming command of MSCPAC, has overseen a wide range of operations and exercises, including the Operation Deep Freeze resupply mission to Antarctica and USNS's Mercy's support for Pacific Partnership.

FLEET REPLENISHMENT OILER RETURNS TO NORFOLK FROM U.S. 6TH FLEET

By Larry Gonzales, Military Sealift Command

Military Sealift Command's fleet replenishment oiler USNS Joshua Humphreys (T-AO 188) returned to Naval Station Norfolk, Aug. 10, following a four-month deployment to U.S. 6th Fleet's area of responsibility (AOR).

Supporting the U.S. 6th Fleet's full range of maritime operations and theater security missions, Joshua Humphreys had several noteworthy accomplishments, beginning with its participation in Gerald R. Ford (GRF) Carrier Strike Group's (CSG-4) composite training unit exercise (COMPTUEX) in April. During this four-week evolution, Joshua Humphreys provided five at-sea replenishments to three Navy ships. Likewise, Joshua Humphreys provided underway replenishment services to USS McFaul (DDG 74), located off the coast of Portugal, during McFaul's participation in Exercise Formidable Shield 2023 – A biennial integrated air and missile defense (IAMD) exercise, in May, that allowed McFaul to remain on station, projecting power, throughout the entire exercise. During the exercise, Joshua Humphreys also conducted a "Proof-of-Concept" CONSOL (consolidated cargo replenishment at sea) with the American Flag Commercial Style Tanker Stena Polaris. This is a new water-space battle plan, within the MSC enterprise, which is to have a United States Naval Combat Logistics Force ship receive fuel offshore for transfer to customers at sea.

In June, Joshua Humphreys, once again, successfully executed the safe transfer of 538,334 gallons of jet fuel, 427,029 gallons of diesel fuel, and 16 pallets of general stores to GRFCSG. This evolution occurred within a 24-hour time span – during Baltic Operations (BALTOPS) 2023, which provided a unique training opportunity for the fleet to strengthen its combined response capability critical to preserving the freedom of navigation and security in the Baltic Sea. In addition to supporting GRFCSG, Joshua Humphreys was also instrumental in providing on-time replenishment services to the USS Mount Whitney (LCC 20), RFA Mounts Bay (L3008), and USS Paul Ignatius (DDG 117).



Pictured above are crew members of USNS Joshua Humphreys. From left to right is Medical Services Officer Monte L. Koschalk, Cargo Mate John T. Fitzgerald, Purser Norman A. Winston, Ship Communications Officer Mark A. Waddell, Public Affairs Officer Larry J. Gonzales, Chief Mate Thomas C. Pace, MSC Europe and Africa Commodore/Task Force 63 Commander, Capt. Kenneth Pickard, and Ship Master Capt. David K. Murrin. (U.S. Navy photo)



The Arleigh Burke-class guided-missile destroyer USS Paul Ignatius (DDG 117) pulls alongside USNS Joshua Humphreys (T-AO 188) for an underway replenishment during exercise Baltic Operations 2023 (BALTOPS 23), June 11. (U.S. Navy photo by Mass Communication Specialist 1st Class Zac Shea)

While deployed, the Joshua Humphreys' crew had the distinct pleasure of working with the crew of Frankfurt am Main (A1412), the second ship of the Berlin-class replenishment ships of the German Navy. Together, the two ship crews worked side-by-side to strengthen their interoperability.

Joshua Humphreys' Ship Master Capt. David K. Murrin said he could not be prouder of his crew's accomplishments. "I am incredibly proud of my crew and the excellence they achieved while conducting high-risk, high-visibility mission sets during this deployment. Our officers and crew advanced maritime services at sea, served as ambassadors ashore, and seamlessly integrated with our NATO allies and partners. They embraced our mantra of 'Complete Service to the U.S. and Allied Navy' and reflected superbly on the United States and the Military Sealift Command."

Murrin relieved Capt. Patrick T. Christian as the ship's master during a mid-deployment change of command in Tallinn, Estonia, June 6.

Although the Joshua Humphreys' crew had a busy logistical schedule throughout the 120-day deployment, they did have the opportunity to experience and appreciate the countries of Scotland, Estonia, Poland, Sweden, and Denmark.

While in Stockholm, Naval Attaché Officer Capt. J.P. "Skull" Greene invited Capt. Murrin, Chief Mate Thomas C. Pace, Cargo Mate John T. Fitzgerald, and Public Affairs Officer Larry J. Gonzales to the Royal Palace for a meet and greet.

Fitzgerald said he felt honored when he received his invitation and was in awe of the size and grandeur of the Stockholm Palace, which is one of the oldest castles still serving as an official royal residence with more than 600 rooms spread across 11 floors.

"Being a part of an international momentous day was an experience of a lifetime – one that I will never forget," Fitzgerald stated.

SECNAV NAMES FUTURE EXPEDITIONARY SEA BASE SHIP USNS HECTOR A. CAFFERATA JR. (ESB 8)

From the Office of the Secretary of the Navy

Secretary of the Navy (SECNAV) Carlos Del Toro announced, July 27, that the future expeditionary sea base ship ESB 8 will be named in honor of Medal of Honor recipient and Korean War veteran Hector A. Cafferata Jr.

The future USNS Hector A. Cafferata Jr. is the first ship to bear his name. Naming an expeditionary sea base after Cafferata follows a tradition honoring Marines who served with distinction.

SECNAV Del Toro made the announcement during a ceremony at the National Museum of the Marine Corps on Korean War Armistice Day.

"This venue was not chosen by happenstance. For today, on the 70th anniversary of the signing of Korean War Armistice agreement, we are gathered here to reflect on the legacy of our Sailors and Marines who served as part of the United Nations force that defended the citizens of South Korea from 1950 to 1953 under harsh combat conditions," said Del Toro. "I would also like to thank the members of the Korean War Veterans Association, The Chosen Few Organization, the Korea Defense Veterans Association, and all of our Korean War Veterans who joined us for this event. Your sacrifices in defense of our Nation and the people of South Korea will never be forgotten."

Cafferata was born on Nov. 4, 1929, in New York City. His father was a Peruvian immigrant who ran a paper mill. The family eventually moved to the Montville, New Jersey area, where his mother grew up. After graduating from Boonton High School, Cafferata played semi-pro football while also working at a manufacturing plant for the Sun Dial Corporation. He joined the Marine Corps Reserve on Feb. 15, 1948, and served with a local unit, until he was called to active duty on Sept. 6, 1950. Cafferata was assigned to the 2nd Battalion, 7th Marines, 1st Marine Division. By mid-October, he was on his way to Korea.

In the early hours of Nov. 28, 1950, Cafferata was serving as a rifleman with the 2nd Battalion, 7th Marines, in action against enemy forces. When all other members of his fire team became casualties, he waged a lone battle with grenades and rifle fire as an enemy attack gained momentum. Making a target of himself under devastating fire from automatic weapons, rifles, grenades, and mortars, Cafferata maneuvered up and down the line and delivered effective fire against the enemy force, killing 15, wounding many more, and forcing the others to withdraw so that reinforcements could move up and consolidate the position. As he fought against a renewed onslaught that same morning, a grenade landed in an entrenchment occupied by wounded Marines. Cafferata rushed into the gully under heavy fire, grabbed the grenade in his right hand, and hurled it free of his comrades before it detonated, severely wounding his right hand and arm. Despite intense pain, he fought on until he was struck by enemy fire and evacuated for medical treatment.



President Harry S. Truman congratulates three Marines who were presented with the Medal of Honor in Washington, Nov. 24, 1952. From left to right, they are Pvt. Hector A. Cafferata, Jr., retired Tech Sgt. Robert S. Kennemore and Lt. Col. Raymond G. Davis (Department of Defense photo)

USNS SISLER SUPPORTS HELICOPTER TRAINING OFF THE COAST OF HONDURAS

By Bill Mesta, Military Sealift Command Public Affairs

The crew of Military Sealift Command's large medium speed roll-on, roll-off ship USNS Sisler (T-AKR 311) supported helicopter landing deck qualifications (DLQ) for two UH-60 Blackhawk helicopters assigned to U.S. Southern Command's (SOUTHCOM) 1-228th Aviation Regiment, off the coast of Honduras, July 27.

Sisler was transitioning through the region, to its lay berth in the U.S. Pacific Fleet area of responsibility, when SOUTHCOM leadership took advantage of the transit and used the ship to conduct DLQs as the ship traveled near the Honduran coastline. The DLQs were part of the aviation regiment's training preparations for responding to potential regional humanitarian disasters.

"Sisler was a platform of opportunity," according to the USNS Sisler's Master Capt. Wilbur J. Dahn III. "We had just transited the Panama Canal and were in transit to Maritime Prepositioning Squadron 3. The area used for the DLQs was basically on the way and thus made for an excellent training opportunity. Depending on the area and timing, the USNS Sisler is capable of supporting most training evolutions."

Before the DLQs commenced on Sisler, aviators from the regiment embarked aboard the ship to wait their turn to perform DLQs. The two helicopters then performed 50 landings on Sisler's flight deck; with six of the landings including a full chock and chain-down of the aircraft.

Sisler is crewed by approximately 30 contract mariners, employed by Patriot Shipping, who provide all operation services required to sail the ship including navigation, hotel services, propulsion, galley services and communications. All of Sisler's mariners on duty supported the DLQs including the shipboard firefighting teams, the aviation support team and the bridge team.

"After every 10 'touch and gos' the helicopter crews would do a 'hot swap' and begin to train another set of pilots," Dahn stated.

It took over three hours for all the aviators to complete their DLQs aboard Sisler

"The crew did an excellent job," according to Dahn. "During the operation, the aviation regiment members who were aboard awaiting their turn, mingled with the crew who were stationed on the bridge and with the fire teams standing by on the upper deck. The Chief Steward brought snacks to those on the bridge and Chief Engineer Marcinak and the Engine Cadet were able to squeeze in a quick couple tours of the engine room."

As the Department of Defense's maritime logistics provider, Military Sealift Command delivers agile, persistent and innovative logistics solutions for the U.S. Navy, joint forces and allied partners around the globe.



A UH-60 Blackhawk helicopter, assigned to U.S. Southern Command's 1-228th Aviation Regiment, performs deck landing qualifications aboard the large medium speed roll-on, roll-off ship USNS Sisler (T-AKR 311), while the ship was at-sea off the coast of Honduras, July 27. (U.S. Navy photo by Capt. Wilbur J. Dahn III)

USS HERSHEL "WOODY" WILLIAMS (ESB 4) COMPLETES FIRST MAJOR MAINTENANCE PERIOD IN EUROPE

By Ashleigh Whitney, Forward Deployed Regional Maintenance Center

The crew of Lewis B. Puller-class expeditionary sea base USS Hershel "Woody" Williams (ESB 4) mark the end of the ship's Regular Overhaul (ROH) docking phase, a planned maintenance period, in the European area of operations at Palumbo Shipyard Malta. (U.S. Navy photo by Ashleigh Whitney)



The Lewis B. Puller-class expeditionary sea base USS Hershel "Woody" Williams (ESB 4) completed its first Regular Overhaul (ROH) in the European area of operations at Palumbo Shipyard, Malta, July 25.

ROHs are routine, planned maintenance periods providing necessary repairs, maintenance and modernization for the ship to operate at full technical capacity and mission capability for its entire designed service life.

Conducting significant depot-level maintenance in a forward-deployed environment requires robust partnerships with the host nation and maintenance providers. The technical expertise and large maintenance workforce on Malta provided a central location with significant capability including docking the 71,000-ton ship.

"Even though it was our first ROH in the European theater, our project team together with our industry partner deftly executed maintenance on critical areas of Hershel Woody Williams," said Capt. Brian Karosich, Forward Deployed Regional Maintenance Center (FDRMC) commanding officer. "With the ship continually deployed, keeping areas such as its expansive flight deck and mission deck safe and fully functional is paramount to its diverse operations throughout Africa."

Hershel "Woody" Williams is forward-deployed to Souda Bay, Greece, and serves as the first U.S. Navy ship assigned to the U.S. Africa Command (AFRICOM) area of responsibility. The ship is capable of conducting expeditionary missions, counter piracy, maritime security, and humanitarian and disaster relief operations. Hershel "Woody" Williams' unique capabilities are part of the critical access infrastructure that supports the deployment of forces and supplies to support global missions. The ship operates with blue and gold crews, allowing it to remain continually deployed throughout AFRICOM.

Although a Military Sealift Command (MSC) ship, FDRMC maintains U.S. Navy structures and systems aboard Hershel "Woody" Williams. During the ROH, FDRMC's project team oversaw work to replace coatings on the 52,000 square-foot flight deck and 25,000 square-foot mission deck. The team also preserved other critical areas of the ship, such as the mast and forward deck-house.

MSC.USFF.NAVY.MIL



U.S. 4TH FLEET ANNOUNCES CONTINUING PROMISE 2023 DEPLOYMENT

From U.S. Naval Forces Southern Command / U.S. 4th Fleet Public Affairs

The U.S. Navy expeditionary fast transport USNS Burlington (T-EPF 10) will deploy to the U.S. Southern Command area of operations over the next two months as part of U.S. Naval Forces Southern Command/U.S. 4th Fleet's Continuing Promise 2023 mission.

Detailed planning has wrapped up for the Burlington to visit Panama, Colombia, Trinidad and Tobago, and Grenada. During these mission stops, Continuing Promise medical teams will focus on working alongside partner nation medical personnel to provide care in community clinics to increase medical readiness, strengthen partnerships, and enhance the combined capabilities of the U.S. Navy and partner nations to respond to public health disasters and humanitarian crises.

"The Continuing Promise mission reflects our enduring commitment to the region as we work collaboratively with our friends to ensure a secure, free, and prosperous hemisphere," said Rear Adm. Jim Aiken, commander of U.S. Naval Forces Southern Command/U.S. 4th Fleet. "Continuing Promise 2023 allows us to work together with our friends in partner nations to improve lives."

The Burlington will bring a medical engagement team to each mission stop to provide some direct patient care in community clinics and through host nation medical facilities. The team includes veterinarians who will work with animals in the host nation, biomedical technicians, Navy Seabees who will conduct small engineering projects, and the U.S. Fleet Forces Navy Band Detachment, which will entertain people through school visits and concerts.

Cmdr. Charles Castevens will serve as the Continuing Promise 2023 Mission Commander. "This is an ideal opportunity for us to make a difference in four partner nations," said Castevens. "Continuing Promise 2023 will strengthen partnerships and positively impact the people we come into contact with," he said.

Continuing Promise 2023 will also include training and subject matter expert exchanges on various medical and humanitarian assistance/disaster relief topics, and leading seminars on Women, Peace, and Security (WPS).

WPS is a United Nations initiative that started with UNSCR 1325 signed in 2000. It was a public acknowledgment that women are more adversely impacted by conflict and crisis, and that including women in security planning will lead to a more peaceful world. The Department of Defense (DoD) signed the WPS Implementation Plan in 2020.



A view of the expeditionary fast transport USNS Burlington (T-EPF 10) at sea. (U.S. Navy photo by Mass Communication Specialist 2nd Class Conner Foy)

Continuing Promise 2023 marks the 13th mission to the region since 2007 and the first involving USNS Burlington. The mission will also foster goodwill, strengthen existing partnerships with partner nations, and encourage the establishment of new partnerships among countries, non-government organizations, and international organizations.

The USNS Burlington is an Expeditionary Fast Transport (EPF), a shallow draft, all aluminum, commercial-based catamaran capable of regional transport of personnel and cargo lift, providing combatant commanders high-speed sealift mobility with inherent cargo handling capability and agility to achieve positional advantage over operational distances. The Burlington will bring the personnel, equipment and supplies necessary to conduct the Continuing Promise mission.

U.S. ARMY, NAVY, COAST GUARD UNITS CONDUCT LOGISTICS OPERATION AT TALISMAN SABRE 23

By Joseph Clark, U.S. Department of Defense News

Just after daybreak on July 31, Army Col. Samuel S. Miller, the commander of a joint task force comprised of U.S. Army, Navy and Coast Guard units escorted a large ferry that was shuttling heavy bulldozers and other equipment. The ferry carried equipment needed to make final preparations to the shoreline before the arrival of combat equipment and supplies.

As Miller stepped foot onto the sandy shore, the unit took a major step in a long journey toward accomplishing its mission.

"Joint logistics over the shore is one of the most complex operations conducted as part of Exercise Talisman Sabre 23," said Miller, who commands the Army's 7th Transportation Brigade (Expeditionary) headquartered at Fort Eustis, Virginia. "The JLOTS operation was a great example of our U.S. and Australia partnership at work."

Over the coming days, Soldiers and Sailors made final improvements to the shoreline and complete construction of a modular causeway system linking the U.S. Maritime Administration's large medium speed roll on, roll off ships MV Fisher and MV Bob Hope, to shore. Military Sealift Command operated these ships for the exercise.

The capability provides a key logistic advantage for combat forces operating in areas lacking port infrastructure and can also be used to shuttle supplies to shore during humanitarian assistance operations.

Pvt. Aden Helm, a utilities equipment repairer assigned to B Company, 524th Division Sustainment Support Battalion, 25th Division Sustainment Brigade, 25th Infantry Division regulates traffic on a ramp during vessel download at Darwin, Australia, July 2. (U.S. Army photo by Mass Communication Sgt. 1st Class Timothy Gray)



"In this scenario, we didn't have access to a port, and so, essentially, we're creating one," said Army Maj. Ryan Campbell, supporting operations officer for the 7th Transportation Brigade and joint operations officer for the exercise.

Over the course of 10 days, the units assigned to the mission built the causeway at sea from sections offloaded from the supply ships. They pieced together an 1,800-foot modular pier, known as a Trident Pier, to provide the final linkage to bring the equipment on shore.

Campbell said by demonstrating the capability, the task force echoed the strategic message that the U.S. and its allies are committed to a free and open Indo-Pacific.

"We can kind of go and provide this capability at a time and place of the Army commander's choosing without the typical limitations," he said. "We're not constrained to already built, fixed ports if we have to get closer to where a logistics capability is needed."

Demonstrating the capability as part of Talisman Sabre also provided service members with the critical experience of carrying out complex operations in a joint environment and alongside U.S. allies.

This year marked the 10th iteration of Talisman Sabre, a biennial exercise designed to advance a free and open Indo-Pacific by strengthening partnerships and interoperability among key allies. The spelling of the name — sabre vs. saber — reflects which country is leading the exercise: Talisman Sabre when Australia leads and Talisman Saber when the U.S. leads.

Nearly 30,000 troops from 13 different countries participated this year. Several Pacific Island partners, including Papua New Guinea, Fiji and Tonga, took part for the first time.

The 15-day exercise included a variety of large-scale logistics and amphibious assault training operations and multinational firepower demonstrations and field training exercises throughout Australia.

Several units from across the services formed the task force assigned with the JLOTS mission for the exercise.

MILITARY SEALIFT COMMAND HOSTS WOMEN'S EQUALITY DAY SPECIAL OBSERVANCE

By Bill Mesta, Military Sealift Command Public Affairs



The panel members for Military Sealift Command's Women's Equality Day Special Observance pose for a photo prior to the event, Aug. 24. Pictured from left to right: Shay Grant, MSC Fleet Communication Director, Cmdr. Terra Gray, MSC Senior Human Resources Military Advisor, Catrina Wright, MSC Assistant Counsel, Lana Williams, MSC Equal Employment Opportunity Counselor, Juanita Broennimann, MSC Prepositioning, Seabasing and Surge Sealift Program Manager, Angela Waller, MSC Project Manager, and Andrea Orlowski, MSC Engineering Deputy Director. (U.S. Navy photo by Bill Mesta)

Service members and civilian teammates assigned to Military Sealift Command gathered on Naval Station Norfolk for a special observance held in honor of Women's Equality Day, Aug. 24.

Women's Equality Day, Aug. 26, is a time to acknowledge the importance of the Women's Suffrage Movement and its impact on the ratification of the 19th Amendment of the United States Constitution. It is also a time to raise awareness to challenges that may adversely affect the careers and advancement of women.

"On Women's Equality Day, we commemorate the struggle of women to gain the right to vote," Chief Warrant Officer 4 Christina Flores, the Mistress of Ceremonies for the event stated. "The movement for women's rights was launched on a national level in 1848, at what is now known as the Seneca Falls Convention, which was originally advertised as a 'Women's Rights Convention.'"

"Voting rights advocates Elizabeth Cady Stanton and Lucretia Mott, also known as 'Suffragists,' along with Susan B. Anthony and other activists formed organizations that raised public awareness and lobbied the government to grant voting rights to women; making the right to vote a centerpiece of the women's rights movement," Flores added.

At the turn of the century, suffragists fell into two groups: the club movement and the settlement house movement.

"It would take 72 years after the Suffrage movement began for these groups to emerge victorious with the ratification of the 19th amendment to the U.S.

Constitution, on Aug. 18, 1920, which prohibited any U.S. citizen from being denied the right to vote based on sex," Flores stated

The theme for this year's Women's Equality Day Special Observance was 'Continuing to Make History.'

The special observance featured a panel of women assigned to MSC made up of Shay Grant, MSC Fleet Communication Director, Angela Waller MSC Project Officer, Cmdr. Terra Gray, Senior Human Resources Military Advisor, Catrina Wright, MSC Assistant Counsel, Juanita Broennimann, MSC Prepositioning, Seabasing and Surge Sealift Program Manager, Andrea Orlowski, MSC Engineering Deputy Director, and moderated by Lana Williams, Equal Employment Opportunity Counselor, who addressed the audience and fielded questions.

The panel offered advice to the audience which included setting your goals high and 'swinging for the fence,' always believe in your professional and personal self-worth, be excellent at everything you do, seek out strong and capable mentors and implement a healthy personal life-work balance.

When asked 'what advice would you give your younger self' Broennimann offered, "Find what you like and do 'the thing;' whatever that thing is. Don't let other people's opinions about whether or not you are the best candidate for job (sway your resolve).

"Being open to the opportunities that come to you is going to ensure you succeed," she concluded.

SEPTEMBER IS HEALTHY AGING AWARENESS MONTH

09

By Stephanie Rusnak, Military Sealift Command Health Promotion Program

September is National Healthy Aging Awareness Month. This month focuses on the positive aspects of growing older. Many factors influence healthy aging. Some of these include genetics, which is not in our control. However, others like exercise, a healthy diet, and taking care of our mental health are all within our reach. The National Institute of Aging (NIA) supported researchers have been reviewing the effects of strength training for years and have identified several ways it can help improve the lives of older adults, including maintaining muscle mass, improving mobility, and increasing the healthy years of life.

Tips for Promoting Healthy Aging in Older Adults

1. Encourage Regular Exercise. Find the right exercise that works for you! Exercise increases balance, relieves arthritis symptoms, and improves coordination. Common options among adults include walking, swimming, and dancing. Individuals with more severe mobility concerns should consult with a physical therapist to find suitable exercises.
2. Make Changes to The Living Space. Make sure you have a clear walking space throughout your home. Some improvements such as installing railings and ramps can make it easier to move around your home. Various mobility issues are also associated with difficulty seeing, so make sure your home is properly lit.
3. Enhance Balance. Proper balance requires the brain and body to work together. You can enhance your balance capabilities regular practice and exercises like standing on one foot, climbing stairs, and gently raising and lowering one leg at a time.
4. Eat a Healthy Diet. An ignored cause of reduced mobility in adults is obesity. Being overweight puts a great deal of pressure on the joints, making walking difficult. It is a good idea to avoid processed foods and ensure to intake the recommended amounts fruits, vegetables, lean meats, and whole grains.

MSC has available resources for you. The Health Promotion program at MSC offers the free following services to its civilian mariners:

- InBody Screenings (measures percentage of body fat, muscle mass, basal metabolic rate, or how many calories you burn at rest in a day, and more)
- Individualized Health Coaching
- Online health education and exercise classes
- Subscription to Weekly Wellness newsletters, covering a variety of health and wellness topics
- Health Risk Assessment and subscription to on-line wellness portal
- SHIP FIT: A workout plan distributed quarterly with all bodyweight exercises that can be done while underway or at home

HPP is here for you! We encourage you to connect with us for any questions or concerns you may have.

EMAIL: Stephanie.rusnak.ctr@us.navy.mil

VLS from page 1

“The VLS handling team prepared and reviewed the necessary procedures, ordnance handling equipment (OHE) and tools to conduct the VLS re-arm,” said Vanauker. “All procedures were reviewed, OHE and tools were inspected and a safety brief was conducted.”

“Once inspection was complete, the canister was loaded into the tilt-fixture and vertical strong-back, secured and then attached to the crane hook,” he continued. “The tilt-fixture and vertical strong-back allows the canister to be tilted into a vertical position with assistance from the ship’s crane.”

Using the McLean’s crane, two simulated missiles were lifted from the ship’s flight deck and swung over to Porter’s forward weapons cells. Porter’s VLS team received the simulated ordnance and stowed the missiles aboard in the ship’s Vertical Launch System.

“The crane operator, with assistance from the Signalman, swung the simulated ordnance over to Porter, placing it over the open module cell hatch, and lowered into alignment with the available cell,” Vanauker continued. “In all, performing a VLS re-arm is a very simple evolution which requires patience and focus.”

The crane for the VLS re-arm demonstration was operated by Boatswain’s Mate Justin Bradley, one of William McLean’s Civil Service Mariners (CIVMARs).

“This was the first VLS re-arm to take place aboard William McLean,” according to Capt. John Stulz, USNS William McLean’s Master. “Our CIVMARs secured the USS Porter alongside, operated the crane and provided support on deck for this evolution. Cargo and ordnance operations are a part of daily life for MSC ships.”

“The crew of the William McLean performed with precision and professionalism during this movement, just like our counterparts do every day around the globe,” Stulz added.

The VLS re-arm demonstration was conducted as part of U.S. Fleet Forces’ Large Scale Exercise 2023 (LSE).

“Expeditionary logistics allow the Navy to quickly return to maintaining maritime dominance,” said Rear Adm. Brad Andros, commander, Navy Expeditionary Combat Command. “Operating in support of Military Sealift Command during Large Scale Exercise 2023 provides our expeditionary reload teams the opportunity to train to different platforms so that they can continue to sustain capacity and increase the persistent combat power of naval forces.”



The crane from the dry cargo ammunition ship USNS William McLean (T-AKE 12) sends simulated ordnance to the Arleigh Burke-class destroyer USS Porter (DDG 78) to be stowed in the DDG’s Vertical Launch System (VLS), during a VLS re-arm demonstration, held pier-side on Naval Station Norfolk, Aug. 3. (U.S. Navy photo by Bill Mesta)

Sea Cadets from page 1

“We need capable and energetic employees that can be good ship mates developed at MSC,” added MSC Total Force Management, Deputy Director Frank Cunningham. “Sea Cadets are employees of the future that we are planting the seed of career opportunities in the maritime industry.”



U.S. Naval Sea Cadets tour the engine room aboard USNS Laramie (T-AO 203). MSC held two outreach events hosting more than 50 Naval Sea Cadets, volunteers and instructors from around the world to tour training centers and ships in Hampton Roads. (U.S. Navy photo by Ryan Carter)

“Our organization is extremely grateful for the mentorship that MSC is providing,” said Taft. It helps build our cadets. And not only that, for the environment that we’re in for these cadets to want to travel so far you obviously have something to offer our program, and we hope we have something to offer back.”

MSC continued their outreach by hosting a separate tour for 26 International Naval Sea Cadets, from the U.S.; Canada; New Zealand; Barbados and Hong Kong, aboard the hospital ship USNS Comfort (T-AH 20), July 26.

The group had a full day-long tour that included the ship’s main machinery spaces; the flight deck; the bridge and medical facilities. They also had lunch with the crew and were visited by MSC Commander Rear Adm. Michael Wettlaufer.

The U.S. Naval Sea Cadet Corps was developed in 1962 by Congress as a national youth program underneath the umbrella of the Coast Guard and Navy. Their mission to build leaders with character and develop cadets with skills in leadership and seamanship and a variety of technical skill as well as building soft skills kids need to either go into service, technical industry or go on to college. There are more than 7,000 Sea Cadets serving in 300 units nationwide and in Guam, Saipan and Puerto Rico.

MSC anyday

USNS JOHN LENTHALL



Military Sealift Command

SEALIFT is an authorized publication for members and employees of the Navy’s Military Sealift Command. Contents of this publication are not necessarily the official views of or endorsed by the U.S. Government, the Department of Defense or the Department of the Navy. Sealift is published monthly by the Military Sealift Command Office of Public Affairs as authorized under NAVPUBINST 5600.42A. Submission of articles and letters should be addressed to:

Editor, Sealift, Military Sealift Command
471 East C Street
Norfolk, VA 23511-2419
Commercial: 757-443-2839
DSN: 646-2839
EMAIL: lewis.w.mesta.civ@us.navy.mil

CommanderRear Admiral Mike Wettlaufer, USN
Director, Public Affairs Tom Van Leunen
Deputy Director, Public Affairs Jillian Morris
EditorBill Mesta, Norfolk, VA
Visual Information Brian Suriani, Norfolk, VA
Visual Information Ryan Carter, Norfolk, VA
Writer Jennifer Hunt, Norfolk, VA
Writer Hendrick Dickson, Norfolk, VA
Writer Dave Griesmer Norfolk, VA
Writer LaShawn Sykes, Norfolk, VA
Writer Sarah Cannon, San Diego, CA
Writer Christina Johnson, Naples, Italy
Writer Grady Fontana, Singapore

Military Sealift Command reports to the Commander, U.S. Transportation Command for defense transportation matters, to the Commander, U.S. Fleet Forces Command for Navy-unique matters and to the Assistant Secretary of the Navy for Research, Development and Acquisition for procurement policy and oversight matters.



U.S. Navy Retail Services Specialist 3rd Class Frank Garcia looks through the ‘big eyes’ aboard the Arleigh Burke-class guided-missile destroyer USS Carney (DDG 64) during a replenishment-at-sea with the Military Sealift Command’s fleet replenishment oiler USNS John Lenthall (T-AO 189), July 3. (U.S. Navy photo by Mass Communication Specialist 2nd Class Aaron Lau)