



SEALIFT

THE U.S. NAVY'S MILITARY SEALIFT COMMAND

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Sailors aboard the hospital ship USNS Mercy (T-AH 19) pose for a group photo as the ship pulls into Naval Air Station North Island, California, following Pacific Partnership 2024-1, Feb. 12. (U.S. Navy photo by Mass Communication Specialist 3rd Class Justin Ontiveros)

USNS MERCY RETURNS TO SAN DIEGO, CONCLUDING PACIFIC PARTNERSHIP 24-1

By Ensign Lacy Burkett, Pacific Partnership 24-1

Pacific Partnership 24-1 personnel assigned to the hospital ship USNS Mercy (T-AH 19) returned home, Feb. 5, as the ship pulled in to Naval Air Station North Island, California, concluding the four-month humanitarian and disaster relief mission.

More than 800 service members and Civil Service Mariners returned to San Diego, after participating in Pacific Partnership 24-1, the largest multinational humanitarian mission that takes place in the Indo-Pacific. Pacific Partnership, now in its 19th iteration, is an annual mission that focuses on strengthening the capacity of host nations to respond to crisis and fostering enduring bonds of friendship and multinational cooperation through four lines of effort: medical, engineering, host nation outreach and humanitarian assistance and disaster relief (HADR).



Military Sealift Command Civil Service Mariner Alexandra Jewell, the Navigator for the hospital ship USNS Mercy (T-AH 19), plots Mercy's course while departing Joint Base Pearl Harbor-Hickam, Hawaii, as part of Pacific Partnership 2024-1, Feb. 5. (U.S. Navy photo by Mass Communication Specialist 3rd Class Justin Ontiveros)

This year's mission's five stops included the Republic of the Marshall Islands, Solomon Islands, the Republic of Palau and two states in the Federated States of Micronesia, Pohnpei and Chuuk.

"Our annual commitment to the Pacific Partnership mission demonstrates our dedication to strengthening alliances and partnerships for an enduring free and open Indo-Pacific," said Rear Adm. Mark A. Melson, Commander, Task Force 73 and executive agent for this year's mission. "I am tremendously proud of our team of Joint service members, allies and partners who supported the 2024 mission. There is more work to do. We will continue to work shoulder-to-shoulder every year, alongside partner nations in Southeast Asia and the Pacific Islands, to ensure we're ready together in times of crisis."

Born out of the devastation of the 2004 Boxing Day Tsunami, Pacific Partnership is an enduring annual mission in the Indo-Pacific region. This year's mission was joined by partner nations from Japan, United Kingdom, New Zealand, Germany and Australia.

"Pacific Partnership is a multinational effort which means that we work with partner nations who share our values, who share our commitment to these developing nations who host us, and who share our common goal of a free and open Indo-Pacific," said Capt. Brian Quin, Mission Commander for Pacific Partnership 24-1. "We go because there's a need. We go because we partner with like-minded nations and like-minded people, and we go because we are asked."

Pacific Partnership medical personnel alongside the host nation medical teams and partner nations performed over 410 surgeries both aboard USNS Mercy and at the

USNS Mercy continued on page 8



Military Sealift Command Civil Service Mariner Capt. Peter Nolan oversees the departure of the hospital ship USNS Mercy (T-AH 19) from Joint Base Pearl Harbor-Hickam, Hawaii, as part of Pacific Partnership 2024-1, Feb. 5. (U.S. Navy photo by Mass Communication Specialist 3rd Class Justin Ontiveros)

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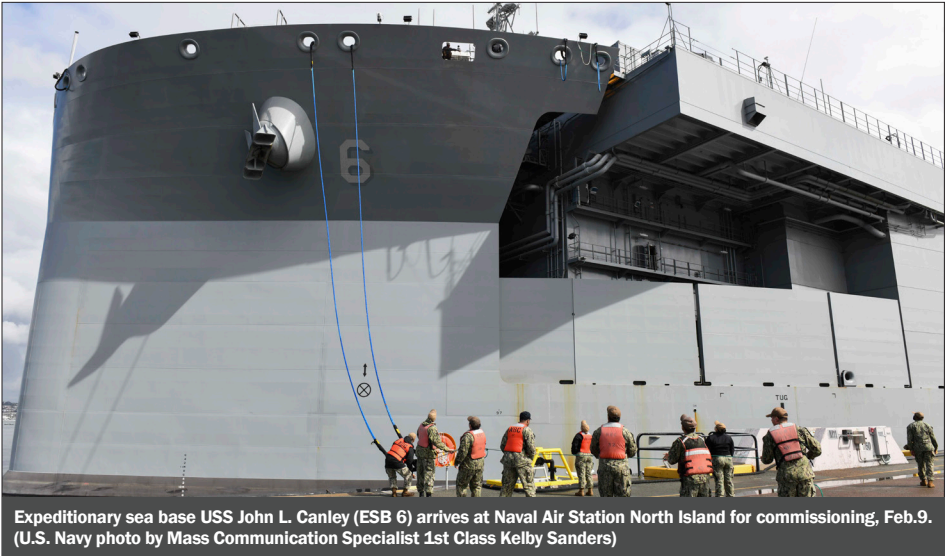
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USS JOHN L. CANLEY COMMISSIONED BY U.S. NAVY

By Sarah Cannon, Military Sealift Command Pacific Public Affairs



The expeditionary sea base USS John L. Canley (ESB 6) was commissioned by the Navy at Naval Air Station North Island, Feb. 17.

Over 1,200 people attended the ceremony including members of the Canley family, Marines who served with John Canley, family friends, shipyard and Navy employees, and ship crew members. The crowd was joined by a group of distinguished guests that included Secretary of the Navy Carlos Del Toro; Former Chairman of the Joint Chiefs of Staff, Gen. Joseph Dunford; Sergeant Major of the Marine Corps, Sgt. Maj. Carlos Ruiz; Canley’s Commanding Officer, Capt.

1968, during the Battle of Hue, with Company A, 1st Battalion, 1st Marines. Canley was originally awarded the Navy Cross but this was upgraded to the Medal of Honor, fifty years after the battle, making him the first living Black Marine to receive the nation’s highest military decoration for valor. The only previous Black recipients in the Marine Corps who received the medal posthumously. Canley passed away on May 11, 2022.

Canley is the fourth Expeditionary Sea Base (ESB) variant of the Expeditionary Transfer Dock platform. ESBs are highly flexible platforms that provide logistics movement

Thomas Mays, Canley’s Civil Service Master, Capt. Austin Hamby and Commander, Military Sealift Command Pacific, Capt. Micah Murphy.

The ceremony was filled with traditions including a 19-gun salute, setting the ship’s pennant, manning the first watch and bringing the ship to life.

The 784-foot ship honors Sgt. Maj. John L. Canley, a United States Marine who distinguished himself in battle during the Viet Nam War, in January/February

from sea to shore supporting a broad range of military operations. The ESB variant is designed around four core capabilities: aviation, berthing, equipment staging area, and command and control.

“To anyone who had anything to do with the building of this ship, I say, “The Marines are ready to get on it, and get to it!” exclaimed Ruiz.

Canley was christened June 25, 2022, at the General Dynamic NASSCO shipyard in San Diego, California, and delivered into the MSC fleet, where it underwent testing leading up to its commissioning into the Navy fleet. The commissioning of the ship as a United States Ship makes it a more versatile and flexible warfighting machine, capable of a variety of sea missions. The ship operates with a hybrid crew of military personnel and Civil Service Mariners.

“It is my firm belief that USS John L. Canley will serve as an example to everyone who serves on this ship, or passes in her wake,” said Del Toro.

MSC directs and supports operations for approximately 140 civilian-crewed ships that replenish U.S. Navy ships at sea, conduct specialized missions, preposition combat cargo at sea around the world, perform a variety of support services, and move military equipment and supplies to deployed U.S. forces.

MILITARY SEALIFT COMMAND UNVEILS MYMSC

By Jennifer Hunt, Military Sealift Command Public Affairs

Military Sealift Command’s (MSC) Total Force Management (TFM) team will soon release a new cloud based human resource management system, which will replace four legacy systems – Human Resource Management System (HRMS), Department Head Afloat Management System (DHAMS), Mariner Advancement Program (MAP), and Sea Service Letter Application (SSLA). The system is targeted for a Spring 2024 Go Live release.

The new management system, MyMSC, is a web-based career portal that will be accessible to every Civil Service Mariner (CIVMAR) via web-enabled personal and work computers and smart handheld devices. The program will keep personnel information up-to-date for MSC staff and CIVMARs, display current job and assignment details, allow users to request actions, update records, and ensure personnel have required documents prior to travel, among many other features.

The program is set to revolutionize CIVMARs’ transparency and customer service experience by allowing them to have control of their career right at their fingertips. Additionally, MSC supporting staff has a comprehensive tool for helping transition of the CIVMARs from ship to shore and shore to ship. This will allowing for smoother and faster turnaround time for ‘Unavailable for Assignment’ to ‘Available for Assignment’: sharing Real-Time data for all users afloat and ashore.

“We’re doing everything we can to become the premier employer for Mariners by providing opportunities and advantages that make us a better place to work,” said Gregg Pelowski, Director of Total Force Management. “We can’t support the program sufficiently if we don’t use modern technology like MyMSC. This helps our workforce become more fully competent and capable.”

“Our current human resource system has no access available to shipboard personnel, nor does it allow CIVMARs access of their records. The TFM team established requirements to upgrade our current system to a more technically advanced, cloud-based solution that could bring more access to the fleet and CIVMAR communities,” said Thomas Knowlton, MSC’s Business Systems Branch Manager.

MyMSC is MSC’s integrated, cloud-based solution for replacing the former 17-year old HRMS, which required more manual methods in support of various human resource processes. MyMSC modernizes the command’s approach to human resources while also addressing some of the workforce support requirements that are unique to MSC for CIVMARS both afloat and ashore.

“This forces us into a new world of technology. It will provide better service to the mariners and allow us to become more transparent with career-related information,”

said Captain Terra Gray, Senior Human Resources Military Advisor. “This is also a step forward for MSC in general for the support staff, Total Force Management, Medical and Security personnel who assist CIVMARs getting on our vessels.”

More than just allowing CIVMARs access to their records, MyMSC provides a single source where career data will be shared in real time.

“Future MyMSC capabilities will allow Mariners to access and view their personnel records from any web-enabled device. The goal is to allow Mariners to view their personnel record, upload attachments, request updates to contact information, track medical appointments and training, and search for open positions. Further MyMSC will track critical documents that are typically hand-carried: medical, travel, training, sailing documentation and more. The vision is to ensure all Mariner’s know what needs to be done to be available for assignment by allowing them to see what’s in their personnel record in MyMSC,” said Gray.

One of the most important features of MyMSC, is automating information, said Aleana Lytle, MSC Marine Placement Director.

“Right now when the Marine Placement Specialist, or detailer, makes an assignment, everything is manual. It is time consuming and inefficient,” said Lytle. “We have a document that summarizes all the training and production requirements for a position aboard a ship, but someone has to physically count, line by line, how many personnel have the qualifications needed for that position. That process is just ripe for making mistakes.”

“The new system will automate that. It will have the ship, the position and its requirements, and will be able to pull who is available for assignment who also meets those requirements. It’s much more efficient and accurate.”

Automating information reduces the manual workload for support staff and expedites CIVMAR transitions from ship to shore and vice-versa, which will ultimately reduce issues such as overdue reliefs on MSC vessels.

In addition, MyMSC provides the command with a more accurate snapshot of its workforce. It creates an avenue for ashore and afloat staff to identify personnel challenges and concerns, captures performance metrics, and assists program managers to better analyze trends and look for ways to improve the human resources process.

“MyMSC assists our command in becoming a more forward-looking force. It’s more seamless and effective, faster, and provides improved communication to the mariner. It ensures the resilience and readiness of our workforce,” said Gray.



SECRETARY OF THE NAVY VISITS MSC HOSPITAL SHIP USNS MERCY

By Sarah Cannon, Military Sealift Command Pacific Public Affairs



Capt. Jeffrey Feinberg, Commanding Officer of USNS Mercy's Medical Treatment Facility (Left) discusses the hospital ship's medical treatment capabilities with Secretary of the Navy, Carlos Del Toro, Feb. 15. (U.S. Navy photo by Sarah Cannon)

Military Sealift Command hospital ship USNS Mercy (T-AH 19) played host to Secretary of the Navy Carlos Del Toro, Feb. 15, aboard the ship in San Diego.

Del Toro toured the ship and spoke with senior members of the crew including Capt. Peter Nolan, Mercy's Civilian Master, and Capt. Jeffrey Feinberg, Commanding Officer of Mercy's Medical Treatment Facility (MTF). During the 45-minute visit, Del Toro was given an overview of the ship's medical treatment capabilities and was able to discuss issues related to the ship's mission.

In addition to the tour, Del Toro took the opportunity to shake hands with and chat with members of the MTF.

"I am so happy to be here with all of you today and to welcome you home from your recent Pacific Partnership deployment," said Del Toro. "I believe that everyone in uniform is a hero, but you are all saints. You are saints because you heal people. You work in adverse conditions and you train in adverse conditions, and you bring comfort to those in need. It's been great being on Mercy, meeting all of you and seeing this great ship's capabilities and hearing how she fits into the big picture of Navy operations."

Del Toro's visit comes on the heels of Mercy's Pacific Partnership humanitarian mission homecoming, Feb 5. Over four months, more than 800 service members and Civil Service Mariners supported Pacific Partnership, a multinational humanitarian mission in the Indo-Pacific that focuses on strengthening capacity of host nations to respond to crisis and fostering enduring bonds of friendship and multinational cooperation. During the mission, Mercy visited the Republic of the Marshall Islands, Solomon Islands, the Republic of Palau and two states in the Federated States of Micronesia, Pohnpei and Chuuk. Mercy's medical personnel, host nation medical teams and partner nations performed over 410 surgeries both aboard USNS Mercy and at the local host nation hospitals. The dental team saw 3,665 patients and the optometry team saw 7,025 patients. In addition to medical services, the team also provided continuing medical education.

Mercy is under the operational control of MSC, who directs and supports operations for approximately 140 civilian-crewed ships that replenish U.S. Navy ships at sea, conduct specialized missions, preposition combat cargo at sea around the world, perform a variety of support services, and move military equipment and supplies to deployed U.S. forces. Celebrating its 75th anniversary in 2024, MSC exists to support the joint warfighter across the full spectrum of military operations.

SECNAV DEL TORO NAMES SHIP IN HONOR OF FORCE MASTER CHIEF PETTY OFFICER OF THE SEABEES JAMES D. FAIRBANKS

From The Office of the Secretary of the Navy

Secretary of the Navy Carlos Del Toro announced that a future Navajo-class Towing, Salvage, and Rescue (T-ATS) ship will be named in honor of James D. Fairbanks, member of the Chippewa Tribe and the 13th Force Master Chief Petty Officer of the Seabees.

Secretary Del Toro made the announcement during a ship naming ceremony at the National Museum of the American Indian, Feb. 21.

The naming selection of the future USNS James. D. Fairbanks (T-ATS 13) follows the tradition of naming towing, salvage and rescue ships after prominent Native Americans or Native American tribes.

"The names of thousands of indigenous heroes who have served with distinction in our military – and especially our Navy and Marine Corps – echo and inspire us still," said Secretary Del Toro. "This Navajo-class ship bearing the name James D. Fairbanks will carry his legacy of service forward and symbolize his dedication to the Seabees and our Nation."

Minnesota Governor Tim Walz and Chairman of the White Earth Indian Reservation Michael Fairbanks joined Secretary Del Toro for the ceremony honoring James D. Fairbanks, who was born and raised on the White Earth Indian Reservation in Northern Minnesota. Both spoke about the honor and meaning behind the naming of the Navy's newest T-ATS.

"What the Navy knows, and what White Earth [Nation] knows, is that stories matter. That history matters. That traditions matter. Honoring warriors like FORCM Fairbanks matters," said Governor Walz.

"Force Master Chief James Fairbanks was in our language an Ogiichidaa, a Warrior for our People - the Anishinaabeg, and the citizens of the United States. He served with distinction and valor with great honor," said Michael Fairbanks, Chairman of the White Earth Indian Reservation.

"A Warrior in Native American culture holds a great deal of respect by tribal members. James Fairbanks was a true Warrior that represented the White Earth Nation and the U.S. Navy with honor. He unknowingly became a great role model for not only White Earth youth, but for all Native youth. Due to his exemplary leadership, he has earned the right to have a ship named in his honor."

Born Jan. 9, 1952, James D. Fairbanks served in both the U. S. Navy and Marine Corps. He enlisted in the Marine Corps in 1970 and served as an Ordnanceman with 2nd Battalion, 11th Marines, until he was honorably discharged in 1972. He then worked as a civilian welder until 1977 before enlisting in the Navy. Fairbanks served with an amphibious construction battalion (ACB) until his honorable discharge in 1979. In 1986, he resumed Naval service as a Seabee. While deployed to Iraq

during Operation Iraqi Freedom, Fairbanks received the Bronze Star for meritorious leadership under proximate enemy fire and threat of enemy attack. From 2005 to 2008, Fairbanks served as the 13th Force Master Chief for the Seabees, the highest-ranking enlisted Seabee and first Native American to hold this position.

Along with the ship's name, Secretary Del Toro also announced the sponsors for the future USNS James D. Fairbanks as Paulette Fairbanks Molin, the late Fairbanks' sister, and Mrs. Susan Sharpe, the spouse of the 19th Force Master Chief Petty Officer of the Seabees. They, in their role as sponsors, will represent a lifelong relationship with the ship and crew.

"The USNS James D. Fairbanks is the namesake of a great leader, one who worked selflessly and tirelessly to serve our great country throughout his extraordinary career," said Fairbanks Molin. "He was a builder, but not just any builder, he was a Seabee."

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.



Secretary of the Navy Carlos Del Toro announced the future Navajo-class Towing, Salvage, and Rescue (T-ATS) ship will be named in honor of James D. Fairbanks, member of the Chippewa Tribe and the 13th Force Master Chief Petty Officer of the Seabees. Secretary Del Toro made the announcement during a ship naming ceremony at the National Museum of the American Indian, Feb 21. (U.S. Navy photo by Chief Petty Officer Kory Alsberry)

MILITARY SEALIFT COMMAND EXPEDITIONARY FAST TRANSPORT USNS BRUNSWICK BEGINS MAINTENANCE PERIOD

By Hendrick Dickson, Military Sealift Command Public Affairs



A file photo of Military Sealift Command’s 6th expeditionary fast transport vessel USNS Brunswick (T-EPF 6) pulling into Joint Expeditionary Base Little Creek-Fort Story. (U.S. Navy photo by LaShawn Sykes)

Military Sealift Command Expeditionary Fast Transport USNS Brunswick (T-EPF 6) began a scheduled two-month maintenance period, Feb. 12, after returning stateside to Hampton Roads, Virginia, from a seven-year forward deployment.

MSC announced in January that Colonna’s Ship Yard in Norfolk, Virginia, was contracted to execute the more than \$6 million regular drydock/overhaul (ROH), which includes 114 work items. Colonna’s will work with several subcontractors and MSC personnel to provide repair and maintenance services for the vessel.

MSC’s Engineering Branch (Code N7) is responsible for planning, developing and promulgating engineering policies, programs and procedures to ensure the MSC fleet operates in the most efficient, cost effective and mission-ready posture. Within the Branch, the Life Cycle Management Division (Code N75) oversees maintenance and repairs for MSC government-owned ships in the fleet to ensure operability and mission-readiness.

Jamison Grinnell, EPF Life Cycle Manager (Code N758)/Brunswick Principal Port Engineer says planning for this ROH began more than a year ago, and it has taken a collaborative and team effort between the crew, contractors, N758 and MSC staff to get to this point.

“We initially started desk planning for this availability almost a year and a half ago,” said Grinnell. “We had an advanced planning cell that assisted, and a logistical department who continues to assist with processing all of the material orders. There are a lot of hands involved in making this happen.”

The work package includes original equipment manufacturer (OEM) maintenance and corrective maintenance – including structural repairs.

“There is a large data base of OEM-recommended, time-based maintenance,” he said. “A lot of it is due each year, some of it is due every three or five years. That makes up the bulk of the work package. Then our corrective maintenance are repairs that occurred during operations. These are repair requests from the chief engineer. The major jobs are structural repairs that require a lot of aluminum welding skills.”

Grinnell says because Brunswick was forward-deployed, communication has been vital to developing a complete and accurate work package that maximized the maintenance period.

“We’ve been in constant communication to make sure we had jobs pre-loaded in the work package prior to starting, which can be tough because we’re locking in much of it eight to 10 months out while they’re still operational and things could still break,” he said.

During the ROH, an on-shore maintenance team, which includes of the Ship’s Master, Chief Engineer and Grinnell will manage the execution.

“The assistant port engineer, quality assurance representative, integrated logistics supervisor and starting this year, we have a technical administrative assistant, who will work with the contractors and monitor the progress of the ROH. The goal is to ensure the repairs are done correctly and Brunswick’s is back underway in a timely manner,” said Grinnell.

Brunswick shifted its hub port from Saipan in February of 2024 after completing a seven-year forward deployment that began Jan. 30, 2017.

USS HERSHEL “WOODY” WILLIAMS SUCCESSFULLY COMPLETES MAINTENANCE PERIOD IN CROATIA

From U.S. Naval Forces Europe-Africa

The Lewis B. Puller-class expeditionary sea base USS Hershel “Woody” Williams (ESB 4) completed its routine planned maintenance in Rijeka, Croatia Feb. 8, at Viktor Lenac Shipyard.

Military Sealift Command, Europe and Africa (MSCEURAF) and Forward Deployed Regional Maintenance Center (FDRMC) successfully executed the ship’s planned Mid-Term Availability (MTA), a depot-level maintenance period. Planned maintenance periods like MTAs are critical to maintain safety and mission-essential equipment and ensure the ship will reach its planned service life.

Maintenance work during the MTA included Safety of Life At Sea equipment such as communication, fire safety, and navigation, as well as upgrading decking and coatings to increase safety, especially in adverse operating conditions. Modernization efforts included renovating crew storage spaces and upgrading systems to comply with updated the International Convention for the Prevention of Pollution from Ships standards, which prevents pollution by ships through rigorous international requirements.

“Thanks to the combined FDRMC/MSC team, the ship’s crew and our industry partner Viktor Lenac, Hershel “Woody” Williams successfully completed its forward-deployed maintenance period,” said Capt. Brian Karosich, FDRMC commanding officer. “Keeping the ship fully mission-ready requires well-planned and executed maintenance periods like this MTA. Assigned full-time to the U.S. Africa Command (AFRICOM) area of responsibility, we know the ship’s enormous impact on the U.S. 6th Fleet mission and are proud to get her back on station fully mission ready!”

Hershel “Woody” Williams is forward deployed to Souda Bay, Greece, and serves as the first U.S. Navy ship assigned to the 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.



A file photo of the expeditionary sea base USS Hershel “Woody” Williams pier-side. (U.S. Navy photo by Ashleigh Whitney)



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MV CAPE HORN OFFLOAD SETS STAGE FOR COBRA GOLD 24

By Grady Fontana, Military Sealift Command Far East Public Affairs



MV Cape Horn (T-AKR 5068), owned by the U.S. Maritime Administration and operated by Military Sealift Command, continued its voyage through the Pacific Ocean and arrived at Sattahip, Thailand, to offload equipment in support of exercise Cobra Gold 2024 (CG24), Feb. 17-22.

The vessel began the voyage from its home base in San Francisco and took on cargo in Tacoma, Wash.; Honolulu; Anchorage, Alaska; and Okinawa, Japan, prior to arrival.

Thailand was the first point of discharge at the ports of Toong Prong and Sattahip, and the ship offloaded approximately 260 items and containers in about three days. Cape Horn departed Thailand, Feb. 22, and traveled to its next port to offload more equipment for other missions.

The commercial ship is part of the Ready Reserve Force (RRF) fleet of vessels. The RRF is a subset of vessels within the Maritime Administration’s (MARAD) National Defense Reserve Fleet ready to support the rapid worldwide deployment of U.S. military forces.



According to the MARAD website, RRF provides nearly 50 percent of government-owned surge sealift capability.

This ship has a significant cargo capacity and it’s multimodal, which makes Cape Horn ideal for the charter.

Cape Horn is a 750-foot long roll-on, roll-off (RO/RO) cargo vessel with four decks of cargo space. It can accommodate 186,000 sq. ft. of cargo, which equates to about 4.3 acres of space that can equal roughly 38,000 tons of cargo.

Despite its massive presence, the ship’s characteristically low draft allows for this impressive amount of tonnage while still getting into smaller ports.

“We can easily carry significant amounts of containerized, and roll-on/roll-off cargo,” said Captain Elizabeth M. Neumyer, a contracted civilian mariner and Cape Horn’s Master. “But just as important, this vessel is large enough to be militarily useful, but small enough to get into the smaller ports. Whereas, most commercially viable ships right now are too big for a lot of the ports the military needs to go.”

Oversight of the offload of equipment in Thailand was conducted by a detachment of the U.S. Army’s Military Surface Deployment and Distribution Command (SDDC).



“The (SDDC) team goes on the vessel and they direct the stevedores what to download, and how to download it, and with the help of the actual (exercise) training audience, they direct them to safely discharge all the equipment,” said Army Lt. Col. Gregory B. Andrews, commander, 835th Transportation Battalion, 599th Transportation Brigade, SDDC, out of Okinawa. “Once the items are off the vessel, they are staged at the marshalling area for onward movement to the respective training area.”

The features of Cape Horn fully complement the uniqueness of the mission and facilitates an efficient discharge.

“This platform is great because we love the RO/RO capability,” said Andrews. “It makes it really easy to be able to unlatch the stored vehicles and discharge them right off the ramp.”

MV Cape Horn continued on page 8

USNS TRENTON (T-EPF 5) VISITS NAPLES

By Lt. Andrew Church, USNS Trenton (T-EPF 5)

Military Sealift Command’s Spearhead-class expeditionary fast transport ship USNS Trenton (T-EPF 5) arrived in Naples, Italy, Feb. 26, for a scheduled port visit.

Trenton’s visit to Naples provides an opportunity for the Civil Service Mariners (CIVMAR) and embarked military detachment to enjoy Italian hospitality and the exquisite culture and cuisine of Naples. Due to the ship’s proximity to U.S. 6th Fleet headquarters, Commander, Task Force 63, Military Sealift Command Europe Africa (CTF-63/MSCEURAF) and staff visited the ship, Feb. 28.

Capt. Kenneth Pickard, Commodore of CTF-63/MSCEURAF conducted an office call with the Ship’s Master Capt. Matthew Salas and Military Detachment Officer in Charge Cmdr. Damon W. Bateson II. During the office call, Capt. Todd Hiller, Navy Reserve MSCEURAF HQ Commanding Officer and CTF-63 staff members received a tour of the ship focusing on the logistics and unique deployment capabilities provided to the fleet. During his all-hands calls, Capt. Pickard celebrated

the achievements of two first class petty officers, Cary Ross and Nahum Ibarra. He also recognized three CIVMARs for extraordinary damage control response during a recent engineering casualty: First Assistant Engineer Howard Jones, Second Assistant Engineer Chase Artzerounian, and Engine Utilityman Nik Perry.

The Sailors and CIVMARs aboard Trenton were eager to explore the city and surrounding region.

When asked about the port visit, First Class Petty Officer Anthony Shiver replied, “I am excited for Naples because it represents a gateway to the world of cuisine and Neapolitan fare, to the past, both medieval and antiquity. Neapolis looms like the shadow of Vesuvius. Treasures in her own streets, and Herculaneum and Pompeii; doorways into the ancient world where someone can walk the streets and visit lives from another time.”

USNS ROBERT E. PEARY AND NAVELSG JOIN FORCES TO CARRYOUT PROOF-OF-CONCEPT TESTING

LaShawn Sykes, Military Sealift Command Atlantic Public Affairs



Military Sealift Command's Lewis and Clark-class dry cargo ship USNS Robert E. Peary (T-AKE 5) and the Navy Expeditionary Logistics Support Group, in January, joined forces to successfully conduct 1,456 cargo and ordnance transfer lifts, with the Navy's newest and most advanced aircraft carrier USS Gerald R. Ford (CVN 78). The Net Explosive Weight of the combined transfers was more than a thousand tons. (U.S. Navy photo by LaShawn Sykes)

Military Sealift Command's (MSC) Lewis and Clark-class dry cargo ship USNS Robert E. Peary (T-AKE 5) and the Navy Expeditionary Logistics Support Group (NAVELSG), in January, joined forces to successfully conduct 1,456 cargo and ordnance transfer lifts, with the Navy's newest and most advanced aircraft carrier USS Gerald R. Ford (CVN 78). The Net Explosive Weight (NEW) of the combined transfers was more than a thousand tons.

Through collaboration and coordination between MSC and NAVELSG, a Proof of Concept (POC) idea formed, with the primary objective to integrate 10 NAVELSG Sailors with 116 MSC Civil Service Mariners (CIVMAR) aboard Robert E. Peary in order to support a critical mission afloat ordnance operation with CVN 78 in the Atlantic Ocean.

Leaders from both MSC and NAVELSG expressed great enthusiasm for the opportunity to forge a partnership that extends into the future, said MSC's CLF Fleet Sustainment Division Director Rick Adside. "This partnership addresses critical manning shortfalls of CIVMARs aboard MSC Combat Logistics Force (CLF) ships, while providing opportunities for NAVESLG to enhance its existing Tactics, Techniques, and Procedures (TTP) in support of CLF fleet sustainment mission sets."

Although NAVELSG Sailors have long supported MSC cargo operations ashore, this level of integration, marked a significant milestone that promises both professional and operational benefits for both MSC and NAVELSG, Adside said.

"MSC gains the ability to better account for in-transit ordnance, while NAVELSG acquires additional proficiency equivalent to MSC's Cargo Afloat Rig Teams (CART), augmenting their existing AMMO/QUAL Certification program. This POC is also noteworthy because it contributes to a more seamless integration experience for both CIVMAR and NAVELSG personnel."

The success of this proof-of-concept testing will serve as a springboard for future partnering opportunities between NAVELSG and MSC, Adside said.

Robert E. Peary's Ship's Master Capt. Andrew Lindey deemed the proof of concept testing a huge success, "I know this because when I asked the deck leadership if they would like to have the Sailors aboard for future ordnance events there was a resounding YES! This was a great educational opportunity for the Sailors and a huge manpower help for the ship."

Ten NAVELSG Sailors Augment Robert E. Peary's Cargo Team

Forty MSC CIVMARs from Robert E. Peary's cargo team and 10 NAVELSG Sailors, assigned temporarily to the vessel to help strengthen the cargo team's capability, worked around the clock for 72 hours, in January, in order to complete the afloat ordnance operations with USS Gerald R. Ford, Lindey said.

"Both U.S. Navy Sailors and MSC CIVMARs worked hand-in-hand the entire download. The Sailors from Cargo Handling Battalion One (CHBO) had great attitudes and actively looked for ways to help! Without the Sailors from NAVELSG, it would have taken longer for the CIVMARs to get the job done, said Lindey"

Before joining Robert E. Peary's cargo team, the 10 NAVELSG Sailors first received specialized training from the ship's crew. In accordance with MSC's Safety Management System, the Sailors trained in several critical areas: cargo weapons elevator operations, ordnance banding, ordnance blocking and bracing, and ordnance accounting and sentencing. Upon completion of their training and while the ship was en-route to the rendezvous position of the aircraft carrier, Robert E. Peary was tasked to refuel two Navy ships: USS McFaul (DDG 74) and USS Thomas Hudner (DDG 116).

"These two events, executed by the CIVMARs, gave the Sailors a front row seat on how to conduct underway replenishments-at-sea, properly and safely," Lindey said.

The transfer lifts between Robert E. Peary and Gerald R. Ford took place over three days in January, with more than 1,299 ordnance and 157 cargo transfer lifts completed.

"I am always proud of the Robert E. Peary crew because I know they put their hearts into their work, but I am even more proud of how they took the Navy Sailors into their team and made them apart of the crew," Lindey stated.

NAVY ROLE MODELS IMPACT CHICAGO NATIVE'S DECISION TO SERVE

By Grady Fontana, Military Sealift Command Far East Public Affairs



Master Chief Culinary Specialist Albert Shaw (left) poses with Yeoman 2nd Class Robert J. Carter, administrative officer, Military Sealift Command Far East, in an undated photo. Shaw is the uncle of Carter and has served as his mentor. (Courtesy photo)

Chicago native Robert J. Carter is an accomplished and respected Sailor at Military Sealift Command (MSC) Far East. Since he arrived in Singapore, August 2022, he's shown the command that he's a can-do Sailor.

As the junior Sailor in a top-heavy headquarters at MSC Far East, the Yeoman 2nd Class' responsibilities reflect those of someone more seasoned. Often, he's the first person one will see when visiting MSC Far East and can answer most guest's questions.

He started his assignment as the administrative assistant and has since leveled-up to fill the Administrative Officer billet.

Carter is responsible for processing correspondence, directives, awards, fitness reports and evaluations, as well as providing support and guidance to MSC Far East staff, and all out ports and reserve units assigned to the command.

Additionally, he's the Command Career Counselor Officer for MSC Far East and for all of the six subordinate units in the area of responsibility.

"Those are pretty big jobs for a Petty Officer 2nd Class. You don't really see us in those positions too often," said Carter.

As evidence of his performance, he was awarded MSC Far East Sailor of the Quarter for third quarter of 2023, and he's been 'coined' by the U.S. Navy Chief of Naval Operations.

Those accolades are in addition to personal awards that he's received in his eight-year career, which include one Joint Commendation Medal, three Navy and Marine Corps Achievement Medals, and three Flag-level Letters of Commendation.

Emerging from humble beginnings, he credits much of his evolution to the mentors and role models along his journey.

"To be successful, you must study the habits of successful role models," said Carter.

He identifies his role models as his uncle, retired Master Chief Culinary Specialist Albert Shaw, and his brother, Machinist's Mate 1st Class Kevin Hairston, as those individuals who provided positive influence in guiding his decision to be a Sailor and to excel in his career.

"I have a brother right now serving in San Diego, and a retired master chief uncle, who served 20 years," said Carter. "When I was a younger, and they would periodically come home, I would see these successful black men, in uniform, with respect from their discipline and the morality of leadership they displayed."

These men played a crucial role in shaping Carter's perception of the military, and was a catalyst for enlisting and improving his quality of life.

"I remember when Kevin (Hairston) was working at the malls in Chicago, struggling to put gas in his car," said Carter. "Fast forward a year later, he had already deployed on the USS Nimitz (CVN 68), showing me pictures from around the world; upgraded his car; and enjoying his new friends and family he had made along the way. A classic come up story."

Carter graduated from Lincoln Park High School in Chicago, in 2015, and at 19, enlisted in the Navy in February 2017.

MSC Blast from the Past: USNS LCPL Roy M. Wheat (T-AK 3016)



we will remember some of the vessels that shaped our fleet over the years with our #MSC75 Blast from the Past series. Today, we look back at the only U.S. Navy ship to be made in the former Soviet Union, USNS LCPL Roy M. Wheat (T-AK 3016).

USNS LCPL Roy M. Wheat was laid down in 1987 as the GTS Valdimir Vaslayayev at the Chernomorski Zavod shipyard in Nikolaiev, Ukraine. It was the final of four cargo vessels of the Captain Smirnov Class. The vessel was operated by the Black Sea Shipping Company throughout the 1980s until the collapse of the Soviet Union. The U.S. Navy acquired the ship on the commercial market in 1997.

After conversion at the Bender Shipbuilding and Repair Company of Mobile, Alabama, the vessel was renamed after the Medal of Honor recipient Lance Cpl. Roy Miller Wheat. On Aug. 11, 1967, Wheat and two other Marines were providing security for a Navy construction crew in Dien Ban District, Quang Nam Province. Wheat accidentally triggered a bounding mine. This is a type of booby trap which fires a grenade-like mine into the air before it explodes, showering a large area with deadly shrapnel. Wheat realized what had happened and shouted a warning to his fellow Marines before throwing himself on the mine. He smothered it so that his body would absorb the explosion.

USNS LCPL Roy M. Wheat was turned over to Military Sealift Command in October of 2003 in the Prepositioning Program and the Maritime Prepositioning Ship Squadron 1 where it was one of 17 Container & Roll-on/ Roll-off Ships in its Surge Sealift fleet. It sailed with MSC until it was stricken from service, Dec. 30, 2021.

This year, we celebrate 75 years of Maritime Excellence. Since 1949, U.S. Navy’s Military Sealift Command has been delivering agile logistics, strategic sealift, as well as specialized missions anywhere in the world, under any conditions, 24/7, 365 days a year. To honor MSC’s significant impact on the maritime environment,

APRIL IS NATIONAL STRESS AWARENESS MONTH

By Stephanie Rusnak, Military Sealift Command Health Promotion Program

Stress is the body’s physical, mental or emotional reaction to any change that poses a threat or pressure. When external and internal demands are greater than the resources we have to meet those demands, we experience stress. Stress is a normal part of life but when it becomes too much and continues for too long, it can lead to physical and mental illness.

Recognizing Early Signs of Stress

- Difficulty sleeping
- Abnormal appetite and weight changes
- Frequent Headaches
- Stomach upsets
- Trembling, sweating, and restricted breathing
- Increased heart rate
- Lack of motivation
- Isolation
- Substance abuse
- Difficulty concentrating
- Feeling nervous, anxious, angry, irritable or easily frustrated

Tips to Manage Stress

- Stay positive and accept that there are events that you cannot control
- Be assertive instead of aggressive
- Keep healthy. Get enough rest and sleep, eat health food, stay hydrated and exercise regularly.
- Strike a better work-life balance
- Set limits appropriately and say no to requests that would create excessive stress
- Do not rely on alcohol, drugs, or compulsive behaviors to reduce stress
- Build resilience to stress – being prepared for periods of stress can make it easier to get through them
- Identify what is contributing to your stress. Make a list of things that are worrying you, or talk to someone you trust to help you recognize what is causing stress
- Do not suffer in silence. Build up a support network at home and work

Good news!

The Health Promotion program at MSC offers the following free services to its civilian mariners with their health and wellness:

- InBody Screenings (measures percentage of body fat, muscle bass, 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 online wellness portal
- SHIP FIT: A workout plan distributed quarterly with all bodyweight exercises that can be done while underway or at home

Need help kick-starting your wellness goals? Good news! The Health Promotion Program at MSC offers virtual and in-person Individualized Health Coaching with a Health Promotion Coordinator. Create your account today at <https://www.mhfwellnessportal.com/AccountCreation.aspx> and schedule your initial session!

HPP is here for you! We encourage you to contact us with any questions or concerns you may have. EMAIL: stephanie.rusnak.ctr@us.navy.mil or msullivan@millenniumhealthandfitness.com



USNS Mercy from page 1

local host nation hospitals. Additionally, the dental team saw 3,665 patients and the optometry team saw 7,025 patients. In addition to medical services, the team also provided continuing medical education.

“I think a big focus of this has been education,” said Cmdr. Matt Russell, medical planner for Pacific Partnership 24-1. “In addition to the continuing medical education lectures that our staff are giving, as well as our surgical colleagues, we have set up classes for basic life support, first aid for first responders, how to respond to trauma, and really all of these courses have been very well received and well attended.”

Seabees from Amphibious Construction Battalion One (ACB 1) also provided their construction expertise to repair schools, hospitals, roads and increase host nation

capacity. In Palau, Seabees constructed a community chicken coop which will allow for the local population to decrease their dependency on imported food.

Host nation outreach events (HNOE) involved sports days and band concerts by the Pacific Partnership Band comprised of a detachment from the U.S. Pacific Fleet Band augmented by two Royal Australian Navy musicians for the entire mission and three Japan Self Defense Force band members during the Palau mission stop. During the five stops, the Pacific Partnership team participated in 41 HNOE events and 53 band concerts with a total attendance of 23,500.

Humanitarian relief and disaster response (HADR) efforts include working with host nations to increase capabilities for preparing for and responding to disasters and emergencies.



Military Sealift Command Civil Service Mariner Jamie Groot hoists the final line aboard the hospital ship USNS Mercy (T-AH 19) while departing Joint Base Pearl Harbor-Hickam, Hawaii, as part of Pacific Partnership 2024-1, Feb. 4. (U.S. Navy photo by Mass Communication Specialist 3rd Class Justin Ontiveros)

MV Cape Horn from Page 5

To support the smooth discharge of equipment, MSC deployed a seven-member Reserve-component team from various Reserve expeditionary port units (EPU) in the U.S. to assist with port operations.

“There’s a maritime aspect that’s inherent with EPUs and strategic sealift officer communities that you may not find in land-based components,” said Navy Reserve component Chief Gunner’s Mate Joshua Heitmann, command senior chief, MSC EPU Pearl Harbor. “This training opportunity allows us to familiarize with the process of port operations with ships, and better engage with SDDC and all the other components of port operations.”

According to Heitmann, an EPU is a highly mobile unit that can deploy rapidly anywhere in the world to support overseas contingency operations, setup port operations and establish presence where there is no MSC or U.S. Navy support established in order to receive cargo ships: government owned, government contracted or chartered ships.

Represented by EPU members from Pearl Harbor, Hawaii; Alameda, California; St. Louis, Missouri.; Seattle, Washington; and New York; the team is part of the Cobra Gold deploy detachment, and will be relieved by other EPU members of the redeploy detachment at the conclusion of the exercise.

EPUs play a crucial role that is sometimes overlooked. Their contributions are not tethered to certain tasks or responsibilities but on providing expertise in varying situations, a catchall as it relates to their sea-fairing background.

“Our role is to make sure that the port is suitable for the ships that are coming in,” said Heitmann. “I think we’ve been maintaining a good schedule and everybody has learned something valuable toward the expeditionary side of port operations. In return, back at home, I hope these Sailors can provide their findings, and what they’ve learned back to benefit their Sailors.”

CG24 is the 43rd iteration of the Joint Cobra Gold series of exercises. CG24 emphasizes coordination on readiness, civic action, humanitarian assistance and disaster relief, and seeks to expand regional cooperation and collaboration in these vital areas.



A military vehicle is driven out of Military Sealift Command operated ship MV Cape Horn (T-AKR 5068) during an offload for exercise Cobra Gold 2024 at Sattahip, Thailand, Feb. 19. (U.S. Navy photo by Grady Fontana)

MSC anyday

USNS CESAR CHAVEZ (T-AKE 14)
AS-332 SUPER PUMA



Military Sealift Command

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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.



Sailors prepare to offload a pallet during a vertical replenishment on the flight deck of the Arleigh Burke-class guided-missile destroyer USS Rafael Peralta (DDG 115) during a replenishment-at-sea with the dry cargo and ammunition ship USNS Cesar Chavez (T-AKE 14). (U.S. Navy photo by Mass Communication Specialist 1st Class Devin Monroe)