



SEALIFT

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

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Military Sealift Command hospital ship USNS Mercy (T-AH 19) sits anchored off the coast of Bengkulu in support of Mercy's first mission stop of Pacific Partnership 2018 (PP18). (U.S. Navy photo by Mass Communication Specialist 3rd Class Cameron Pinske)



USNS MERCY DEPARTS BENGKULU INDONESIA

By Petty Officer 2nd Class Kelsey Adams, Commander, Logistics Group Western Pacific

Service members and partner nations participating in Pacific Partnership 2018 (PP18) departed Bengkulu aboard Military Sealift Command hospital ship USNS Mercy (T-AH 19), recently.

"I'd like to thank the residents of Bengkulu for their hospitality. I have found that they are some of the most engaging and friendly people I have ever met," said Capt. David Bretz, PP18 mission commander. "It was very exciting to finally be at our first mission stop and I want to express my gratitude for all of the hard work and dedication shown by our service members and partner nations."

While in Bengkulu, service members attached to Mercy, Indonesian military personnel, and civilians participated in a series of community relations events. This included interacting with local citizens at eight different events, with the U.S. Pacific Fleet Band conducting

12 concerts at locations including local elementary and junior high schools, universities, and receptions. The engineering line of effort constructed a new school building and a community hall, while the medical and dental lines of effort participated in a total of 25 cooperative health engagements and 24 different subject matter expert exchange discussions. They also provided two veterinary information exchanges with local veterinarians and animal control.

Additionally, service members and local government officials exchanged experiences, ideas, and advice during a Women's Peace and Security (WPS) international engagement conference. The three-day conference was held in Bengkulu and aboard Mercy. The conference sparked productive discussions about ways to enhance disaster preparedness and response. It also highlighted the importance of women and children being active participants when it comes to conflict prevention, building peace, and post-conflict resolution.

During PP18, Mercy and Military Sealift Command expeditionary fast transport USNS Brunswick (T-EPF 6), U.S. ships participating in PP18, are conducting visits to different Indo-Pacific nations, increasing the reach and scope of PP18 participants and host nation counterparts to conduct technical expertise exchanges in medical, engineering, and humanitarian assistance and disaster relief.

Additionally, key leader and community engagement events will allow for direct engagement with local citizens and enhanced relationships with partner nation military and government leadership.

Pacific Partnership, now in its 13th iteration, is the largest annual multilateral humanitarian assistance and disaster relief (HA/DR) preparedness mission conducted in the Indo-Asia-Pacific.



Joint service members pour mortar alongside Tentara National Indonesia service members at a community hall construction site during Pacific Partnership 2018 (PP18). (U.S. Navy photo by Mass Communication Specialist 3rd Class Cameron Pinske)

IN THIS ISSUE

Cyber, Mariner Manning Pilot, Outreach and Partnerships

MSC Far East Change of Command

USNS Sacagawea

MSC Pacific Commodore's Cup

USS Frank Cable Awards

USNS Mercy

MV Empire State

USNS City of Bismarck

Moving Ashore

USNS Brittin



FOCUS ON CYBER, MARINER MANNING PILOT, OUTREACH AND PARTNERSHIPS

From Commander, Military Sealift Command

Recently I spoke at the Armed Forces Communications and Electronics Association (AFCEA) Hampton Roads Maritime Information Technology Summit. MSC interactions at the AFCEA event were part of our continuing effort to reach out to

partners, exchange information and ideas, and collectively address and solve common problems.

This forum included a focus on cyber challenges that government and industry are facing, and corresponding opportunities to find solutions.

Gen. Darren McDew, Commander, U.S. Transportation Command, noted in recent testimony to Congress:

“Cyber threats pose the greatest threat to the Nation’s decisive logistics advantage. The logistics enterprise is more susceptible than other military organizations based on our unique relationship with commercial partners. Cybersecurity standards must advance beyond the minimum requirements and facilitate a collective framework to defend against competitors and adversaries. Our challenge is everyone’s challenge.”

At MSC we are tackling cyber challenges head on, but must partner with industry in order to “Bend the Curve” and increase our capability. Cyber-focused areas where we seek to maximize our collaboration with industry include:

- o Accelerate data throughput to afloat platforms;
- o Create a single-architecture, scalable, simple-to-operate afloat network;
- o Develop embarkable maritime communications kits;
- o Provide a secure and collaborative environment with industry that can reduce cyber and OPSEC threats;
- o Produce resilient navigation systems that cannot be detected and are less vulnerable to exploitation; and
- o Enable rapid validation of emissions conditions.

Everyone has a role to play in advancing our cyber posture. We must think cyber integration in everything we do and in all our work areas to include: contracting, engineering, finance, program management, resource allocation, training, readiness, and our innovation and experimentation groups. A sustained focus on cyber is essential to our mission success.

Mariner Manning Pilot

The MSC Voyage Plan, our road-map for moving the command in the right direction, includes a focus on harnessing and developing a diverse, capable and talented workforce. A supporting effort is cultivating a proper work-life balance, ensuring our workforce has enough time to take care of the business of life.

When talking with our civilian mariners the number one concern I hear is overdue reliefs. It frankly dominates the conversation when visiting our ships around the globe. In addition to this direct feedback, I have serious concerns about whether the current crewing model provides enough time to train, plan life events, and to recuperate so that each mariner is able to approach his or her job with focus and energy.

Under the current model, 23 Marine Placement Specialists manage ship rotation actions for a population of over 5,600 mariners, each of whom have a unique rotation timetable and schedule requirements. The ratio of detailer to customer support combined with the variability of four-month rotations creates an unlimited number of potential transactions and results in a significant manning model challenge. Clearly, our mariners are under-served by this process.

In an effort to respond to the concerns of our mariners and to improve how our crews train and operate, we are implementing a mariner manning pilot program for our government-operated ships.

For this crewing pilot, USNS Joshua Humphreys and USNS Pecos will serve as our test platforms, with the goal for each ship to function independently of Marine Placement Specialists ashore. During the pilot set to begin this summer, crew-members will be assigned to a ship for a period of 12 months and all funded leave and training will be managed by the ship’s Master.

I believe the decentralized management of a ship’s crew and return to the same ship after taking leave will build unit cohesion leading to a more effective team and simultaneously provide opportunities for improved work-life balance.

Adding mariners to the pipeline is not the only option for solving our manning challenges. We must figure out new processes to more effectively and efficiently place mariners on our ships and manage the overall manning process. The new maritime environment demands a modern and collaborative approach to employing and developing our talented afloat workforce.

We don’t know that the pilot program will yield better results. But we do know that if we do nothing, we will continue to produce the same unacceptable results in the manning of our ships. We do pilot programs to see what might be achievable and what might help us realize something greater than the status quo. I look forward to your thoughtful feedback on this program as well as constructive ideas on how to improve our manning model to better support the joint warfighter, operate in the new maritime, and improve civilian mariner work-life balance.

Outreach and Partnerships

Recently I had the opportunity to speak at the Sea-Air-Space maritime exposition, a large gathering of U.S. defense industrial base, private-sector U.S. companies, and key military decision makers for an innovative, educational and professional maritime-based event.

I participated in the Strategic Sealift panel where fellow panelists from the U.S. Maritime Administration, U.S. Transportation Command, and the U.S. Coast Guard focused on the question, “What is being done to keep our nation’s sealift capability modern and capacity adequate?”

The key points I highlighted to the audience included:

- MSC supports the National Security and National Defense strategies by providing on-time logistics, strategic sealift, as well as specialized missions anywhere in the world under any condition, 24/7, 365 days a year;
- Our surge sealift fleet is integral to executing the requirements of the strategies, however, maintaining this fleet poses significant challenges;
- We are tackling these challenges head on and instituting actions to adapt to the changing environment in which we operate;
- What we call “Bending the Curve” is our comprehensive multi-year plan of action along several lines of effort to maintain relevance; and
- We’ve been reaching out to our partners in industry, the maritime unions, and at maritime academies to collectively address and solve common problems, and recognize that we cannot accomplish our mission without maintaining strategic relationships with organizations that mutually strengthen one another.

Participating in this type of forum provides an opportunity to engage with our partners. This interaction facilitates our experiential learning and discovery processes and helps us recognize that our partners might have an idea or a solution to one of our current or future challenges. Working together in a collaborative, team-based setting, overcoming obstacles and seeking innovative solutions, is how we will adapt to the changing operational environment.

Over the next several months we will host numerous outreach events with industry covering a range of issues including contracting, ship repair, small business and information technology. I look forward to maximum staff participation in these forums.

I’ll close by extending my gratitude to those who attended the Sea-Air-Space exposition and exchanged ideas and solutions with our partners and other interested organizations.

Thank you for all the work you do each and every day.

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

MILITARY SEALIFT COMMAND FAR EAST CHANGES COMMAND

By Marc Ayalin, Military Sealift Command Far East

Military Sealift Command's leadership in the Far East changed hands, Apr. 27, when Navy Capt. Robert R. Williams relieved Navy Capt. John D. Wilshusen as commander of Singapore-based Military Sealift Command Far East.

MSC Far East (MSCFE), whose mission is to safely and efficiently operate MSC-controlled ships to provide services in support of U.S. Pacific Command and U.S. 7th Fleet, has up to 50 combat logistics force, special mission, prepositioning, and strategic sealift ships in its vast area of responsibility encompassing more than 52 million square miles of the Pacific and Indian Oceans.

During the ceremony, Navy Rear Adm. Don Gabrielson, commander, Logistics Group Western Pacific presented Wilshusen with the Meritorious Service Medal recognizing his achievements over the past seven months.

"John (Capt. Wilshusen), you were the right guy, at the right time, in the right place to do the right things, and you did them all," Gabrielson said. "I could not be more grateful or more proud of the work that you did in the short time we had you."

According to Wilshusen, his post as commodore of MSCFE was a major accomplishment as a U.S. Naval Officer.

"As I exit the stage, know that I consider my time as commodore of MSC Far East a highpoint in my career," Wilshusen said. "It's been my great honor and my privilege to have served alongside a great team. Best wishes to everybody and keep swinging for the fence."

Williams takes command having served most recently as Shipbuilding and Modernization program lead in OPNAV N801, 'The Bullpen.'

A native of Boynton Beach, Fla. and raised in Columbia, S.C., Williams attended the University of South Carolina where he graduated in 1991. He enlisted in the Navy in 1992 and was commissioned through the Officer Candidate School in 1995.

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



Military Sealift Command's leadership in the Far East changed hands, Apr. 27, 2018, when Navy Capt. Robert R. Williams, left, relieved Navy Capt. John D. Wilshusen, right, as commander of Singapore-based Military Sealift Command Far East. (U.S. Navy photo by Marc Ayalin)

MSC'S USNS SACAGAWEA SUPPORTS ADDITIVE MANUFACTURING PLATFORM

By Marc Ayalin, Military Sealift Command Far East



A 3D-printed ratchet produced with a 3D printer aboard the dry cargo/ammunition ship USNS Sacagawea (T-AKE 2) in support of an additive manufacturing test phase. (U.S. Navy photo by Mass Communication Specialist 3rd Class Christopher A. Veloicaza)

Recently, personnel from Naval Surface Warfare Center (NSWC) joined forces with Marines from the 3rd Marine Expeditionary Brigade (MEB) and Marine Wing Communications Squadron 18 (MWCS 18) to test an additive manufacturing function system aboard Military Sealift Command's USNS Sacagawea (T-AKE 2).

Additive manufacturing (AM), also known as 3D printing, is the layering process of building a physical model from a digital file constructed from material, such as plastic, metal, or other material depending on the end-use application.

The USNS Sacagawea, part of Maritime Prepositioning Ships Squadron Three (MPSRON 3), is a dry cargo/ammunition ship that provides ammunition, food, repair parts, stores and small quantities of fuel for the U.S. Marine Corps as well as other military service branches.

While aboard Sacagawea, embarked Marines and personnel successfully demonstrated the capability to respond to shipboard maintenance issues and requests. Additionally they simulated replication of parts for shore-side requests by designing and printing the part aboard Sacagawea and then delivering them to shore.

"The idea behind this platform is to eliminate the congestion that supply and demand handles at times. It'll be faster to get gear up and running if it has a deadline; we can take a part and measure the object or scan it, print it and send it out for use," said Lance Cpl. Trevor Wurster, attached to Marine Wing Communications Squadron. "In its current state, it's not necessarily a permanent fix, but it is a reasonable enough fix to complete a mission and at least give supply time to catch up with demand."

In the short-term, deploying printers afloat and in expeditionary settings allows for war-fighter innovation and replacement of low-criticality, low-risk parts. In the long-term, additive manufacturing equipment will

be part of a larger advanced manufacturing capability that combines traditional and digital capabilities to expand the repair and maintenance toolkit.

"The intent behind embarking 3D printers aboard ships is to provide Sailors and Marines with the training and tools necessary to empower them and address everyday problems," said Nathan Desloover, an engineer with the additive manufacturing project office, NSWC Carderock Division. "Embarked additive manufacturing equipment is meant to solve the needs of Sailors and Marines by enabling war-fighter innovation and adding a tool that can help with maintenance and repair of components and systems that suffer from long lead-times and part obsolescence."

The naval enterprise faces ongoing readiness challenges due to part obsolescence and the ability to rapidly obtain parts in forward-deployed and afloat environments. Additive manufacturing, as a digital technology, offers a unique ability to fabricate parts directly from a digital file, on demand, at the point of need.

Small parts that are part of a larger system or subsystem are often not able to be purchased individually, requiring the entire system to be replaced and significantly increasing cost. Having an additive manufacturing capability available allows these parts to be created quickly and affordably, getting the system up and running either permanently, or until a replacement unit can be ordered and delivered.

MPSRON 3, operating in the western Pacific, maintains tactical control of the 12 ships carrying afloat prepositioned U.S. military cargo for the U.S. Marine Corps, the U.S. Army, and the U.S. Air Force.



Lance Cpl. Trevor Wurster, Marine Wing Communications Squadron 18, observes a Lulzbot Taz 6 3D printer assembling a temporary ratchet aboard the dry cargo/ammunition ship USNS Sacagawea (T-AKE 2) in support of an additive manufacturing test phase. (U.S. Navy photo by Mass Communication Specialist 3rd Class Christopher A. Veloicaza)

MSCPAC COMMANDER AWARDS ANNUAL COMMODORE'S CUP TO EPU-114

By Sarah Burford, Military Sealift Command Pacific



Capt. Brett Hershman, commander, Military Sealift Command Pacific and Commander Taskforce 33, (right) presents the 2017 Commodore's Cup to Cmdr. Chris Demonsi, commanding officer EPU-114. (U.S. Navy photo by Sarah Burford)

Capt. Brett Hershman, commander, Military Sealift Command Pacific (MSCPAC) and Commander Task Force 33, awarded the annual Commodore's Cup to Expeditionary Port Unit (EPU) 114 at a ceremony at the MSCPAC headquarters in San Diego, recently.

Created in 2008, the Commodore's Cup recognizes outstanding contributions of the Naval Reserve Units under the command of MSCPAC to include readiness, support and esprit de corps. Selection is made from nomination packages submitted by each of the three MSCPAC reserve units. The packages highlight unit mission support, training, manning, physical readiness and individual readiness.

Over 2017, EPU-114 provided a total of 213 total man-days of active duty support for MSCPAC operations, exercises, direct staff support, and additional contributory support. The unit performed 56 man-days of operational support to the on-load and off-load portion of the Operation Deep Freeze mission in Port Hueneme, California. In addition, EPU 117 provided 122 man-days of exercise support for exercises Pacific Horizon 2017, Brigade Logistics Over-the-Shore 2017 and Big LOTS West 2017. The 17-member unit completed 118 percent of their annual training maximizing the unit's mission readiness while making a valuable contribution towards the mission capability of MSC Pacific.

"We couldn't do what we do as MSCPAC without the support of our reserve units," said Hershman during the awards ceremony. "Each and every one of you is vital to our success and it is an honor to recognize all the hard work and sacrifices you make in support of MSCPAC, CTF 33 and the Navy."

Since its creation, EPU-114 has been awarded the Commodore's Cup five times, more than any other MSCPAC reserve unit.

"I am so privileged to command an outstanding group of citizen Sailors like those who make-up EPU-114," said Cmdr. Chris Demonsi, EPU-114's commanding officer. "We don't do the good work that we do for awards, but it is always special to be recognized and we are honored, as a unit, to accept the Commodore's Cup for 2017."

Members of EPU-114 are currently supporting Exercise Blue Flag and will be supporting the Rim of the Pacific 2018 exercise.

FRANK CABLE DOMINATES ENVIRONMENTAL SAFETY

By Petty Officer 3rd Class Alana Langdon, USS Frank Cable Public Affairs

The submarine tender USS Frank Cable (AS 40) was awarded the afloat 2017 Chief of Naval Operations Environmental Excellence Award April 5, 2017, and the 2018 Secretary of the Navy Environmental Award for large deck combatants, March 22, 2018.

Frank Cable's blended crew of Military Sealift Command civilian mariners and U.S. Navy Sailors worked together to minimize power waste, hazardous material stores aboard and invested personal time in cleaning surrounding communities.

"This is the culmination of an entire year of a joint Navy and MSC focus on protecting environmental assets while repairing, rearming and reprovisioning deployed U.S. Naval Forces," said Lt. Kevin D. Lange, Frank Cable's Navy afloat environment protection coordinator and safety officer. "This award is the result of tireless efforts to demonstrate environmental stewardship while executing our hybrid mission."

Lange teamed up with the ship's MSC Chief Engineer Pete Chaggaris and Supply Officer Dave Terrel, lead environment protection coordinator, to facilitate pollution prevention and shipboard energy efficiency, much having been completed during the ship's \$49 million Dry-docking Phase Maintenance Availability.

MSC's engineering department replaced more than 3,000 fluorescent bulbs with mercury-free LED lights, which are longer lasting and reduce energy cost by more than 50 percent. Engineering also replaced three air-conditioning and reefer plants, correcting numerous leaks and minimizing refrigerant release.

"Our ship's overall environmental coordinator, Terrel, runs a very efficient and well managed program," said MSC Master Capt. Todd Christian. "I'd also like to give a shout out specifically to our hazardous materials program manager, led by Alicia Garcia. It's her efforts and oversight that makes this operation great."

With Garcia's direction, crew members practiced careful source reduction techniques and close monitoring of hazardous materials, from cradle to grave, to begin saving approximately \$250,000 in procurement costs annually.

Sailors organized a comprehensive command trash collection and recycling campaign, with more than 400 participants, including employees of Vigor Industrial during DPMA. This resulted in more than 12,000 aluminum cans being removed from the waste stream. More than 60 off-duty hours were

volunteered to collect trash and preserve trails along Portland's Columbia River Gorge and more than 162 hours were invested in preserving and rehabilitating community centers, animal shelters and orphanages on Guam.

"I'm very proud of our team's accomplishment," said Capt. Jeff Farah, Frank Cable's commanding officer. "This truly was a whole-ship, MSC and Navy joint effort. The leaders who took charge of improving systems aboard, getting rid of waste, recycling and coordinating volunteer efforts have done an outstanding job."

Frank Cable, forward deployed to Guam, repairs, rearms and reprovisions deployed U.S. Naval Forces in the Indo-Pacific region.



An aerial view of the submarine tenders USS Frank Cable (AS 40), moored in Apra Harbor, Guam, March 15. (U.S. Navy photo by Mass Communication Specialist 3rd Class Alana Langdon)

UNDERWAY CARDIAC COMPUTED TOMOGRAPHY PERFORMED DURING PACIFIC PARTNERSHIP 2018

By Petty Officer 1st Class Micah Blechner, Commander, Logistics Group Western Pacific

Pacific Partnership 2018 (PP18) cardiology and radiology staff assigned to Military Sealift Command's hospital ship USNS Mercy (T-AH 19) successfully performed the first known cardiac Computed Tomography (CT) scan while at sea, March 2.

Cmdrs. Dan Hawley, Ron Willy, Rick Stuebner, and Lt. Cmdr. Amber DeChambeau, were assisted by Hospital Corpsman 1st Class Weiran Wang and Hospital Corpsman 2nd Class Franz De Dios to complete this historic procedure.

"The techniques employed can be used in the evaluation of trauma patients when there is concern for injury to the heart or major cardiothoracic vessels," said Hawley. "These scans can also assess for structural heart disease, which we may be called upon to perform during PP18."

A CT scan is performed by acquiring X-ray data with a detector that rapidly rotates within a circular gantry surrounding a patient. Computer processing is utilized to create cross-sectional images of bones, blood vessels, and soft tissues inside a scanned body. What's unique is the computerized images can provide much more detailed information and the ability to differentiate many different body tissue densities compared to the few tissue densities detected by normal X-ray.

"In addition to supporting the mission of the Mercy and PP18, this type of cardiac testing is well-suited to the deployed military population in evaluating symptoms quickly, and is highly sensitive for detecting coronary artery disease," said Stuebner. "While we are doing these scans at many stateside military treatment facilities, it is novel to demonstrate this capability at sea."

The term, 'floating hospital,' aboard Mercy, rings true, due to the many medical capabilities coupled with advanced equipment such as cardiothoracic CT technology. Specifically, cardiac scans provide detailed 3-D imaging of the heart and allow for diagnosis of medical conditions such as coronary and structural heart disease.

"USNS Mercy is equipped with a modern high-speed 64-slice CT scanner, which makes scans of a moving heart possible," said Willy. "It also represents a successful collaborative effort between two departments during the ongoing PP18 mission."

Cardiac CT scans require special protocols and preparation to account for the moving heart. All CT scans at sea are complicated by the need to account for the pitch and roll of a moving ship. Prior to the departure from San Diego, the physicians and technicians worked with the scanner manufacturer applications representative to ensure that proper imaging protocols and necessary ancillary scanning equipment were available for PP18.

Mercy, along with Military Sealift Command expeditionary fast transport ship USNS Brunswick (T-EPF 6), are participating in PP18, the largest annual multinational humanitarian assistance and disaster relief (HA/DR) preparedness mission conducted in the Indo-Pacific. PP18's objective is to enhance regional coordination in areas such as medical readiness and preparedness for man-made and natural disasters. PP18 consists of more than 800 U.S., partner and host nation personnel working side-by-side to better prepare for potential humanitarian aid and disaster response situations.



Medical staff members aboard Military Sealift Command hospital ship USNS Mercy (T-AH 19) read the results of a CT scan of a mock patient during a mass casualty drill. (U.S. Navy photo by Mass Communication Specialist 2nd Class Kelsey L. Adams)

EMPIRE STATE CONDUCTS MSC'S FIRST MOORING OPERATION AT PAR HAWAII REFINING TERMINAL

By Sarah Burford, Military Sealift Command Pacific Public Affairs



Military Sealift Command chartered ship MT Empire State approaches the PAR Hawaii Refining single point mooring off the coast of Oahu, Hawaii. (U.S. Navy photo by Sarah Burford)

Military Sealift Command's charter ship MT Empire State conducted mooring operations at the Par Hawaii Refining single point mooring terminal (SPM) off the coast of Barbers Point, Hawaii, recently. The operation was part of a proof of concept for the expeditionary fueling at sea program.

Utilizing commercial tug boats and exceptional ship handling, Empire State moored to the SPM and received fuel hoses. A tug connected to the stern of the ship, ensured the tanker ship stayed in line with the 50-foot SPM, for the 24 hours the ship was at moor. Future operations will include the transfer of fuel. This was the first time an MSC ship has utilized the Par Hawaii SPM. According to Par Hawaii, an average of 70 commercial ships use the SMP per year.

Located nearly two miles off the coast, the Par Hawaii Refining single point mooring terminal is an alternative option for large tanker ships that are unable to utilize the commercial fuel pier due to size or availability. The 263-ton SPM is connected to the sea floor and to three pipelines from the Kapolei Refinery located 27 miles away on the island of Oahu. The SPM is able to transfer crude oil, clean oil, and bunker fuel oil used in most ships.

"This was a great step for MSC," explained David Coulter, Military Sealift Command Pacific Sealift/Preposition Ship/Special Mission Ship team lead. "Utilizing the SPM gives us another option for obtaining the fuel needed for MSC ships to conduct logistics missions with the U.S. Navy, and to ensure we can meet our objectives in a timely and efficient manner."

Empire State's mission at the SPM is part of the U.S. Pacific Fleet's Expeditionary Fueling-at-Sea initiative. The initiative directs the Navy to explore alternatives to commercial fuel piers; most notably foreign fuel facilities. The Par Hawaii Refining single point mooring terminal joins fuel consolidation (CONSOL) operations conducted with tanker ships and MSC's fleet replenishment oilers. Since 2015, MSC's ships world-wide have exercised CONSOLS between tanker ships and fleet replenishment oilers. In April 2016, Empire State and USNS Yukon (T-AO 202) made history as they conducted the first underway replenishment between a State class tanker ship and an MSC oiler. On that day, Yukon received 10,000 gallons of fuel from Empire State.

Capabilities such as receiving fuel from the Par Hawaii Refining single point mooring terminal ensures that MSC is utilizing all resources available to provide continued to support Navy missions anytime and anywhere.



A commercial tug boat attached to the stern of the Military Sealift Command chartered ship MT Empire State keeps the tanker ship in-line with the PAR Hawaii Refining single point mooring off the coast of Oahu, Hawaii. This was the first time an MSC ship moored at the Hawaii Par SPM opening the door for future operations as an alternative to the commercial fuel pier. (U.S. Navy photo by Sarah Burford)

THE CITY OF BISMARCK VISITS USNS CITY OF BISMARCK

By Bill Mesta, Military Sealift Command Public Affairs

The civil service mariners who crew Military Sealift Command's newest expeditionary fast transport ship, USNS City of Bismarck (T-EPF 9), hosted citizens from Bismarck, North Dakota, to an extensive visit on board Joint Expeditionary Base Little Creek-Fort Story, April 7.

The event was part of the USNS City of Bismarck Committee's trip to Hampton Roads to learn more about their city's namesake ship, meet the civil service mariners who sail the vessel, to learn more about Military Sealift Command and the U.S. Navy.

"As the Chief of Staff of Military Sealift Command and as a former commander of several surface ships, having ship sponsors and affinity groups connect with our ships is important for the morale of the crew and helps the American people bond with their Navy," said Capt. John Carter, Military Sealift Command's chief of staff.

Early Saturday morning, the group of approximately 70 Bismarck natives embarked on USNS City of Bismarck. While aboard they received detailed tours from the ship's crew of the bridge, engine room, mission bay. The crew also provided comprehensive information about the ship's damage control capabilities and the protective gear used by civil service mariners should the vessel suffer a fire or flooding.

"Our class naming convention honors the hard working cities and towns of the United States, and Bismarck, North Dakota is a most deserving namesake," said Capt. James Regan, USNS City of Bismarck's master. "U.S. Navy Capt. Robert O. Wefald (retired), was instrumental in bringing the city delegation, including several U.S. Navy veterans, together with the ship's crew. The visit provided a fantastic opportunity for the residents of Bismarck, North Dakota, to meet the CIVMAR crew and establish a unique connection to the ship bearing their name."



Chief Mate Vernon Iwahasi shows visitors a damage control locker during a tour aboard the expeditionary fast transport ship USNS City of Bismarck (T-EPF 9), for residents hailing from the ship's namesake of Bismarck, North Dakota. (U.S. Navy photo by Jennifer Hunt)

During the visit the Bismarck Mandan Elks Men's Chorus performed three songs for the ship's crew and guests in attendance. After their performance, Bismarck City Commissioner, Nancy Guy, presented 26 Plankowner plaques to the ship's crew.

"Much like seafaring, the agricultural and energy industries of North Dakota are challenging work, with tremendous rewards for those with courage and fortitude," said Regan. "The citizens of Bismarck have a long history of perseverance in trying circumstances - a spirit captured in the ships motto, 'Possumus Effeciemus', or 'We are able, We shall make it happen'."

Expeditionary fast transport ships are 337 feet long and are capable of sailing at speeds up to 35 knots.

"The expeditionary fast transports ships are in demand, with every fleet commander wanting multiple EPFs to operate in their region," according to Carter. "We christened USNS Burlington (T-EPF 10) earlier this year and we look forward to the arrival of EPFs 11 and 12, USNS Puerto Rico and the recently announced USNS Newport."

"The expeditionary fast transport class (formerly known as Joint High Speed Vessel) is an intra-theater high-speed connector," according to Regan. "They are designed to carry a battalion-sized group of embarked troops and vehicles over intermediate distances at high speed."

Regan added that since joining the Military Sealift Command Fleet, the EPF's have been deployed around the world and utilized for a wide variety of transportation and special missions.

"Ships like USNS City of Bismarck enable Military Sealift Command to boldly sail the world's oceans; providing assured logistics and specialized support to the joint warfighter," said Rear Adm. Dee Mewbourne, Commander, Military Sealift Command. "USNS City of Bismarck embodies valued American traits of creativity, dedication and excellence, traits that will remain with her as she operates worldwide in service to our nation."



Third Officer Zack Jonsson conducts a tour aboard the expeditionary fast transport ship USNS City of Bismarck (T-EPF 9), for residents hailing from the ship's namesake of Bismarck, North Dakota. (U.S. Navy photo by Jennifer Hunt)

"Like her eight sister ships operating around the globe, USNS City of Bismarck will provide those capabilities, giving us a competitive edge against potential adversaries, said Mewbourne. "Most importantly, USNS City of Bismarck will provide options as we operate because of the ship's unique combination of speed, capacity, flexibility, and, of course, a well-trained crew."

USNS City of Bismarck is crewed by 26 civil service mariners.

"Because of that small crew size and the wide range of mission sets we perform, everybody aboard does multiple jobs," said Regan. "Our crew is 'lean and mean', operating without staff officers, or significant numbers of day workers. No doubt, USNS City of Bismarck and her sister ships have some of the hardest working and highest performing members of the fleet."

The culinary experts serving aboard USNS City of Bismarck prepared lunch and provided a ceremonial cake for the event.

"From our perspective, the visit was a tremendous success. The ship transitioned from final contract trials to this event in less than 24 hours," said Regan. "Our Galley team in particular did a fantastic job catering this event, which was four times the normal meal load, without assistance. Feedback from our guests has been overwhelmingly positive, and the plankowner crew members were honored to receive commemorative plaques from the committee, bearing their names and the ships crest."

Originally, the event was to include an underway aboard USNS City of Bismarck but hazardous weather prevented the ship from leaving port.

"We had a terrific time!" according to Bill Butcher, one of the USNS City of Bismarck Committee coordinators. "In retrospect, while we were disappointed that we weren't able to go to sea aboard USNS City of Bismarck, it turned out just fine as we were able to interact with the crew in a manner that we couldn't have had we been at sea, hence making them otherwise occupied. The crew and coordinator's efforts were greatly appreciated by all."

Prior to visiting USNS City of Bismarck, the group visited the aircraft carrier USS George W. Bush (CVN 77), the hospital ship USNS Comfort (T-AH 20) and received an extensive tour of Naval Station Norfolk, which included time at Ely Memorial Park.



Able Seaman Mike Strickland explains the purpose of damage control equipment during a tour aboard expeditionary fast transport ship USNS City of Bismarck (T-EPF 9), for residents hailing from the ship's namesake of Bismarck, North Dakota. (U.S. Navy photo by Jennifer Hunt)

A LEGACY OF PERSEVERANCE; HOLOCAUST DAYS OF REMEMBRANCE 2018

By Bill Mesta, Military Sealift Command Public Affairs



Elka Mednick, a representative from the 'What We Carry' program points to historical mementos and personal belongings from the Holocaust during Military Sealift Command's special observance, 'Holocaust Days of Remembrance 2018,' April 17. (U.S. Navy photo by Bill Mesta)

Service members and civilian teammates attached to Military Sealift Command gathered for a special observance, 'Holocaust Days of Remembrance 2018,' in Ely Hall, on board Naval Station Norfolk, April 17.

The event, hosted by MSC's Special Emphasis Program, was held to honor the memory of Jewish victims and survivors of Nazi Germany's genocide during World War II.

"According to the United States Holocaust Memorial Museum, the Holocaust was the systematic, bureaucratic, state sponsored persecution and murder of six million Jews by the Nazi regime and its collaborators," said MSC teammate Operations Specialist First Class Tabatha Goughneur, the special observance's mistress of ceremonies.

"We live in a very complicated world, a harsh world. A world where people hurt each other for no reason. A world where people suffer at the hand of others needlessly. But then there is hope," said Rabbi Gershon Litt during the ceremony's invocation. "There is a light that all can see. There is an opportunity to choose good. God created us so that we can choose right from wrong, good from evil and change the world for the better. And that is why we are gathered here today. We are here today to remember the past while we dream of a future of goodness and a future of greatness."

The week of remembrance is set aside to honor and remember the victims of the Holocaust and their liberators, so we never forget the great atrocity of which mankind is capable and to remember the strength of the human spirit.

"We gathered here today to be able to say to ourselves and future generations, 'never again, not on my watch,'" added Litt.

The special observance featured the story of Holocaust Survivor Kitty Saks whose family was forced to flee from their home in Austria to Belgium when the Nazis invaded.

According to Saks Biography, Kitty was born in Vienna where she lived with her parents and grandparents. One day an officer in the Wehrmacht walked into their home, liked what he saw, ordered the family to leave and took their home from them. So began her family's plans to cross the border into Belgium, trying to stay ahead of the Nazis. Her grandparents decided to stay behind, while her father crossed the border first. After a number of failed attempts which included armed guards, bribed mercenaries and a strip search, Kitty, aged 6, and her mother finally reached Belgium and rejoined her father in Brussels.

At the age of 9, Kitty's physical education teacher convinced her parents that in order to survive she must be moved to a Catholic orphanage and take on the appearance of

being a Catholic child - so began a journey of hiding and moving from convent to convent, from orphanage to orphanage.

In the early days of September 1944, British troops entered Brussels and liberated the country from the Nazi stronghold. Shortly after, Kitty was reunited with her parents who had survived in hiding, not far from the orphanage where Kitty was located.

"I started talking about (the Holocaust) right away," said Saks. "I have been talking about the Holocaust since 1951 at summer school at Granby High School. But it doesn't get any less painful."

"The Germans began rounding up Jews and instituted a number of anti-Jewish laws and ordinances," said Elka Mednick, a ceremony keynote speaker and representative from the 'What We Carry' program. "These 'Nuremberg Laws' excluded Jews from German citizenship. Jewish lawyers could not enter courthouses. Jewish doctors could not treat non-Jewish patients. Jews were not allowed to ride on street cars, sit on park benches, go to theaters or movies. Their property and/or businesses were confiscated. They were banned from attending schools and eventually were required to wear yellow 'Stars of David' to identify themselves as Jews."

'Days of Remembrance' is designed to raise awareness that democratic institutions and values are not simply sustained, but need to be appreciated, nurtured and protected. The special observance also illustrates the roots and ramifications of prejudice, racism and stereotyping in any society.

"The United States Congress established the 'Days of Remembrance' as the nation's annual commemoration of the victims of the Holocaust and created the United States Holocaust Memorial as a permanent living memorial to those who perished," according to Goughneur.

RESERVE CITIZEN AIRMAN SETS SAIL AS FIRST RESERVE MISSION COMMANDER

By Senior Master Sgt. Timm Huffman, Headquarters Individual Reservist Readiness and Integration Organization

Maj. Christina Light, the Technical Operations Squadron Director of Operations with the Air Force Technical Applications Center, Patrick Air Force Base, stands in front of the USNS Howard O. Lorenzen (T-AGM 25). (Courtesy photo)



While many Airmen take to the skies, Reserve Citizen Airman Maj. Christina Light sets sail.

The space and missile operations officer, assigned to the Air Force Technical Applications Center (AFTAC) Technical Operations Squadron (TOPS) as an Individual Mobilization Augmentee, is the first Air Force Reservist certified to serve as a mission commander on one of the organization's radar ships, the USNS Howard O. Lorenzen (T-AGM 25).

AFTAC, based at Patrick Air Force Base, Florida, performs nuclear treaty monitoring and nuclear event detection. AFTAC provides national authorities quality technical measurements to monitor treaty compliance. It also performs research and development of new proliferation detection technologies to enhance or assist treaty verification to limit the proliferation of weapons of mass destruction.

Light first came to AFTAC as a contractor after 10 years on active duty. She left the active-duty Air Force in 2014 to be on the same continent as her husband and joined the Air Force's traditional reserve program to continue serving in uniform. However, her reserve unit was a nine-hour commute, one way, and she didn't feel like she could really be part of the unit. AFTAC indicated they wanted her support in both military and civilian status, so she transitioned into a vacant IMA billet in 2015.

IMAs are part of the Air Force Reserve's Individual Reserve program and are assigned to augment active-component organizations and government agencies. Unlike traditional reservists, who drill one weekend a month and have two weeks of annual tour to complete, IRs work with their unit supervisors to create a custom duty schedule; they often complete their 24 to 36 days of requirements in one or two blocks of time.

Wanting to get more familiar with her new role, Light asked for active duty orders so she could work in uniformed status full-time. After her request was granted, she realized she might have something to contribute to the ship mission.

According to Lt. Col. Don Wittenberg, the Technical Operations Squadron commander, his squadron didn't have as many active duty mission commanders as they would like, so when Light petitioned to become the first reserve mission commander, he welcomed the idea.

As a field grade officer, Light brought a maturity of leadership and expertise to the active duty mission commanders, who are more junior, said Wittenberg. Her augmentation also reduced the burden on the new officers coming into the program, allowing them time to focus on their spin-up training and qualifications rather than putting out to sea.

The Lorenzen is operated by U.S. Navy's Military Sealift Command to carry AFTAC's state-of-the-art Cobra King mobile radar system wherever it's needed. The radar is employed to provide worldwide, high quality, high resolution, multi-wavelength radar data to the Department of Defense's strategic community, the Missile Defense Agency and other government agencies.

USNS BRITTIN BECOMES LARGEST SHIP TO DOCK IN ACAJUTLA, EL SALVADOR

By Petty Officer 2nd Class Kenneth Gardner, Amphibious Construction Battalion TWO

Military Sealift Command's USNS Brittin (T-AKR 305) recently became the largest ship ever to make port in Acajutla, El Salvador, during Joint Logistics Over the Shore 18 (JLOTS 18).

Brittin is a Bob-Hope class, large, medium-speed roll on/roll off (LMSR) ship that serves in the Sealift Program as a surge sealift carrier.

Sitting at 951 feet 5 inches long, Brittin took the title from Military Sealift Command's hospital ship, USNS Comfort (T-AH 20), which measures 894 feet. Comfort's last visit to El Salvador was during its Continuing Promise mission in 2015.

"I think anytime you can do something first and do it safely is great for the port and is great for MSC," said Lt. Cmdr Matt Rattigan, assigned to Military Sealift Command's Expeditionary Port Unit 109. "This opportunity allowed the port to showcase to their commercial fleet that they can support a vessel this size, while also giving back because they know what we are trying to provide to their country, and so far the support has been great."

JLOTS 18 is part of U.S. Southern Command's exercise Beyond the Horizon, led by U.S. Army South, that helps to bolster regional and partner relations through humanitarian and civic assistance projects, medical readiness exercises, and exercise related construction projects. Brittin served a critical role during the exercise by providing transportation support to the units involved.

"Trying to line haul and fly in all this type of gear isn't remotely cost effective and would take a lot longer," said Rattigan. "There really isn't any other way to do it without bringing it down by vessel."

After being loaded with Improved Navy Lighterage System craft, along with the vehicles and gear needed to provide engineering and medical support during Beyond the Horizon, Brittin departed Newport News, Virginia, and made its way to Puerto Rico to load an additional 81 pieces of gear and equipment.

Brittin departed Puerto Rico, sailed through the Panama Canal, finally anchoring 3.6 miles out from Acajutla. Once anchored, U.S. Navy and Army units, from Naval Beach Group 2 and U.S. Army 11th Transportation Battalion, 7th Transportation Brigade, used Improved Navy Lighterage System Causeway Ferries and shipboard cranes to conduct lift on/lift off operations to transport the gear ashore before Brittin made port to finish with pier-side offload operations.

"When you have an MSC ship, specifically an LMSR, that has the capability and size it has, the capabilities are almost limitless," said Rattigan. Sailors from Naval Beach Group (NBG) 2 kicked off the JLOTS 18 exercise with the successful lowering and assembly of Improved Navy Lighterage System Causeway Ferries 06 and 07 from the Brittin (T-AKR 305), April 18.

JLOTS 18 marked the beginning of U.S. Southern Command's Beyond the Horizon exercise focusing on Foreign Humanitarian Assistance to El Salvador.

JTF 11's mission during JLOTS 18 was to successfully unload and transport essential military equipment from Brittin to shore. Once ashore, U.S. Army South will use the equipment to provide engineering and medical support to the local Salvadorian population.

Sailors look on as Soldiers use shipboard cranes aboard USNS Brittin (T-AKR 305) to lower an U.S. Army ambulance to the deck of Improved Navy Lighterage System Causeway during Joint Logistics Over the Shore (JLOTS) 18. (U.S. Navy photo by MC2 Kenneth Gardner)



ANYDAY



Military Sealift Command personnel walked laps around MSC Headquarters to show support for survivors of sexual assault during Sexual Assault Awareness Prevention Month. (U.S. Navy photo by Jennifer Hunt)

SEALIFT

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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.

WE DELIVER HISTORY

FIGHTER! Gets Tanker to Malta Under Blazing Attacks

Francis Dales was the deck cadet aboard the SS Santa Elisa on a vital convoy from Gibraltar to Malta in August 1942. Attacks by German and Italian forces inflicted serious losses on the convoy and its escorts. During an attack by Italian torpedo boats Dales, and others manning the Santa Elisa's guns, managed to sink one torpedo boat before being sunk by another.

Rescued by the destroyer HMS Penn, Dales volunteered to go aboard the tanker SS Ohio to help man its guns while the disabled ship, with its vital cargo of aviation gasoline, was towed into Malta. For the next three days the Ohio was under constant attack. In one of the attacks, a bomb hit just a few feet from Dales' gun. However, the Ohio, just barely afloat, but with cargo

intact, arrived safely in Malta. The Ohio's fuel kept the aircraft operating from Malta in the air.

Although the arrival of the SS Ohio at Malta was a turning point during World War II, no one would have thought less of Francis Dales if he had not volunteered to board the SS Ohio. But he didn't take the easy way. He went aboard the SS Ohio knowing exactly what could happen to him.

For his actions during the convoy to Malta Cadet-Midshipman Francis A. Dales was personally awarded the Merchant Marine Distinguished Service Medal on May 22, 1943.

-Thomas F. McCaffery, USMMA Battle Standard Dinner Kings Point, NY April 7, 2014

NEXT ISSUE: ROBOT SURGERY AT SEA



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