



SEALIFT

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

October 2018 ISSUE



A Soldier directs an M1A1 Abrams tank down the stern ramp of USNS Carson City (T-EPF 7) in Constanta, Romania, Aug. 24. (U.S. Navy photo by Mass Communication Specialist 1st Class Kyle Steckler)

USNS CARSON CITY EXITS BLACK SEA

By Mass Communication Specialist 1st Class Kyle Steckler, NPASE DET Europe Public Affairs

The Spearhead-class expeditionary fast transport ship USNS Carson City (T-EPF 7) departed the Black Sea, Aug. 30, after conducting various operations in the area.

Carson City entered the Black Sea August 15 after transiting the Dardanelles and Bosphorus Straits.

“While in the Black Sea, we did what Carson City does best,” said ship’s Capt. Jonathan Keffer, civilian master of Carson City. “We provided rapid transport of military equipment and personnel to new ports. We’re in the business of fast transport and top-notch hospitality as we get our passengers and cargo to their destination. The crew of Carson City did that in spades. I’m very proud of them as we conclude this mission.”

After entering the Black Sea, the ship made a scheduled port visit to Poti, Georgia, where it



Flotilla Adm. Malen Chubekov, fleet operations admiral for the Bulgarian navy, listens as civil service mariner Jonathan Keffer, civilian master of the Spearhead-class expeditionary fast transport ship USNS Carson City (T-EPF 7), explains elements of the ship’s engine room during a tour in Varna, Bulgaria. (U.S. Navy photo by Mass Communication Specialist 1st Class Kyle Steckler)

loaded more than 50 U.S. Army Soldiers and several hundred tons of vehicles and supplies from Bravo Company, 2nd Battalion, 5th Cavalry Regiment, 1st Armored Brigade Combat Team and 1st Cavalry Division. The ship was back underway within 12 hours.

“The loading of the unit’s cargo went as smoothly as anyone could ask for,” said civil service mariner Roshenda Josephs, chief mate aboard Carson City and supervisor of all cargo operations aboard. “The Soldiers were efficient and safe. They made my job easy.”

After departing Poti, the ship headed for Constanta, Romania, to drop off the first half of 1st Cavalry Division then back to Poti to pick up the second half.

“It’s faster, and the hospitality was the best we’ve had in Europe; the food, entertainment, everything,” said U.S. Army Pfc. Angel Beyerlin, assigned to Bravo Company, 2nd Battalion, 5th Cavalry Regiment, 1st Armored Brigade Combat Team, 1st Cavalry Division.

After delivering all of its personnel and cargo, the crew of the Carson City were able to take a few days to rest and explore Romania. While there, the ship hosted a tour for Romanian navy Sailors.

On Aug. 27, Carson City pulled into Varna, Bulgaria, for a scheduled three-day visit. The ship hosted a press event and tour for Bulgarian media as well as a tour and luncheon for several senior Bulgarian military members including Bulgarian Flotilla Adm. Malen Chubekov, fleet operations admiral for the Bulgarian Navy.

“Carson City was thrilled to host Flotilla Admiral Chubekov and media from Bulgaria,” said Cmdr.

Steve Weydert, officer in charge of the military detachment aboard Carson City. “Everyone was very kind, very courteous. It was truly a pleasure hosting them.”

The U.S. Navy routinely operates in the Black Sea consistent with the Montreux Convention and international law.

Carson City is the seventh of 12 planned expeditionary fast transport ships. There are currently nine in Military Sealift Command’s

USNS CARSON CITY, Continued on page 7

IN THIS ISSUE

- Hershel ‘Woody’ Williams Visit
- TRANSCOM COC
- Group Sail
- USNS Henry J. Kaiser
- USS Frank Cable
- USNS Comfort
- Navy Establishes U.S. 2nd Fleet
- MSCFE Exercises
- PRISM 2.5
- USNS Puerto Rico

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MSC SMALL BUSINESS, TRANSPORTATION MANAGEMENT SYSTEM, COMMUNICATION AND COLLABORATION

From Commander, Military Sealift Command

Military Sealift Command is proud of its commitment and accomplishments in supporting

federal policies to provide maximum practicable opportunities for small businesses to participate in our acquisition programs. Small businesses provide critical capabilities that enable MSC mission success and we must continue to fully leverage the innovation, responsiveness and resourcefulness of our small business partners.

Recently, the Military Sealift Command Small Business Program was recognized for superior achievement and contributed to DoD receiving an overall grade of "A" on the Small Business Administration's Procurement Scorecard. In FY17, MSC obligated \$866M (of \$1.9B total spent) on prime contracts to small business concerns. At a 22% increase over FY15 obligations to small business primes, this is a noteworthy accomplishment.

This recognition should be shared by all at the command, particularly those in our program offices and acquisition teams who remained committed to our small business processes and partners. We have a proud history of exceptional program performance, though success in achieving our targets must be a sustained effort.

A personal commitment to actively seek small business opportunities is essential during early acquisition planning. Our teams will continue to meet our goals by exploring small business opportunities first, increasing the use of small business reserves, and being accountable and actively engaged during the acquisition process. The pathway to current and future success of our small business program requires that we continue to look for innovative concepts and new ideas that will further empower our teams as we strive towards our small business goals.

Our Office of Small Business Programs recently published the Military Sealift Command FY19 - FY20 Small Business Strategy. This strategy clearly identifies how MSC will incorporate and promote small business participation as prime contractors and subcontractors across the breadth of contracts under our purview. The strategy document can be viewed and downloaded from the MSC public website at

<http://www.msc.navy.mil/business/>.

Please review the strategy, which includes focus areas and detailed action items, and determine how you will support the command's small business strategy during the next fiscal year.

Thank you for your support to our Small Business Program. Your efforts are extremely important to MSC and the Navy.

Transportation Management System (TMS)

There is broad consensus among senior military and civilian leaders that today's security environment is faster paced, more complex, and increasingly competitive. In such an environment, the Joint Force's transportation requirements demand integration, transparency and visibility.

U.S. Transportation Command—supported by the Office of the Secretary of Defense—is leading the effort to transform the Defense Transportation System by prototyping and evaluating a Commercial Off-the-Shelf Transportation Management System capability (or TMS). In fact, this is USTRANSCOM's number one initiative. You will begin to hear more about TMS over the next year, and many MSC staff members are actively participating in the analysis phase of the program.

The purpose of this commercially proven capability is to seamlessly integrate planning and execution of global transportation operations and provide optimized transportation solutions, total requirement visibility, and cost-informed options. Ultimately, USTRANSCOM envisions every passenger and piece of DoD cargo traveling through the Defense Transportation System is managed in TMS.

U.S. Transportation Command is attacking this problem now because the current Joint Deployment Distribution Enterprise has critical planning and operational gaps, many of which exist because of our current

portfolio of disparate, mode- and service-specific systems. Not only will a TMS enable integrated operations, it also responds to DoD's call for reform and enables audit readiness.

USTRANSCOM—with broad participation from U.S. Indo-Pacific Command, the Services and DLA—will begin moving cargo to Hawaii with the TMS next spring. The transition to the new system will be difficult, and the prototyping effort will highlight all that we must change with our current processes in order to capitalize on this capability. I'm convinced, though, that a TMS will fundamentally change for the better the way we operate and are organized.

MSC will interface with the new system throughout the prototyping phase, which is our opportunity to ensure the TMS and supporting processes meet MSC's operational needs. These engagements will build universal acceptance and allow the enterprise to leverage the operational power of TMS. Thank you in advance for contributing to the success and implementation of this program.

Communication and Collaboration

Effective communication is vital to the success of an organization. At MSC we have spent the past two years trying to improve our communication processes and the flow of information to ashore and afloat staff.

The Voyage Plan is our strategic guidance document that keeps us moving in the right direction by communicating our mission, vision, pillars, and strategic themes. Accompanying the Voyage Plan is Navigation Track, which supports our four strategic themes through lines of effort with specific, detailed and measurable tasks.

Additional tools we are using to increase communication flow and enable a collaborative, team-based approach to enhance our daily work:

- Weekly email Blog discusses a hot topic or item of interest;
- "United We Sail" Podcast series provides an opportunity to explore a topic in-depth;
- "The Pulse" Vlog, a short video designed to communicate topics of interest to our Mariners;
- Monthly newsletters from the N-codes and Special Assistants: Ethics Compass, HRO Newsflash, Ashore Safety Newsletter, and SAPR Newsletter;
- Monthly Sealift newspaper with articles and information about our Mariners and ships, and news from headquarters;
- Information products such as the Year in Review almanac, MSC Handbook, and ships poster are good for learning more about the command and educating partners about the work we do at MSC;
- Quarterly All-Hands meetings where we can meet and engage on issues affecting the command; and
- Contact Command Leadership via the portal provides an avenue to communicate directly with senior leadership about any topic.

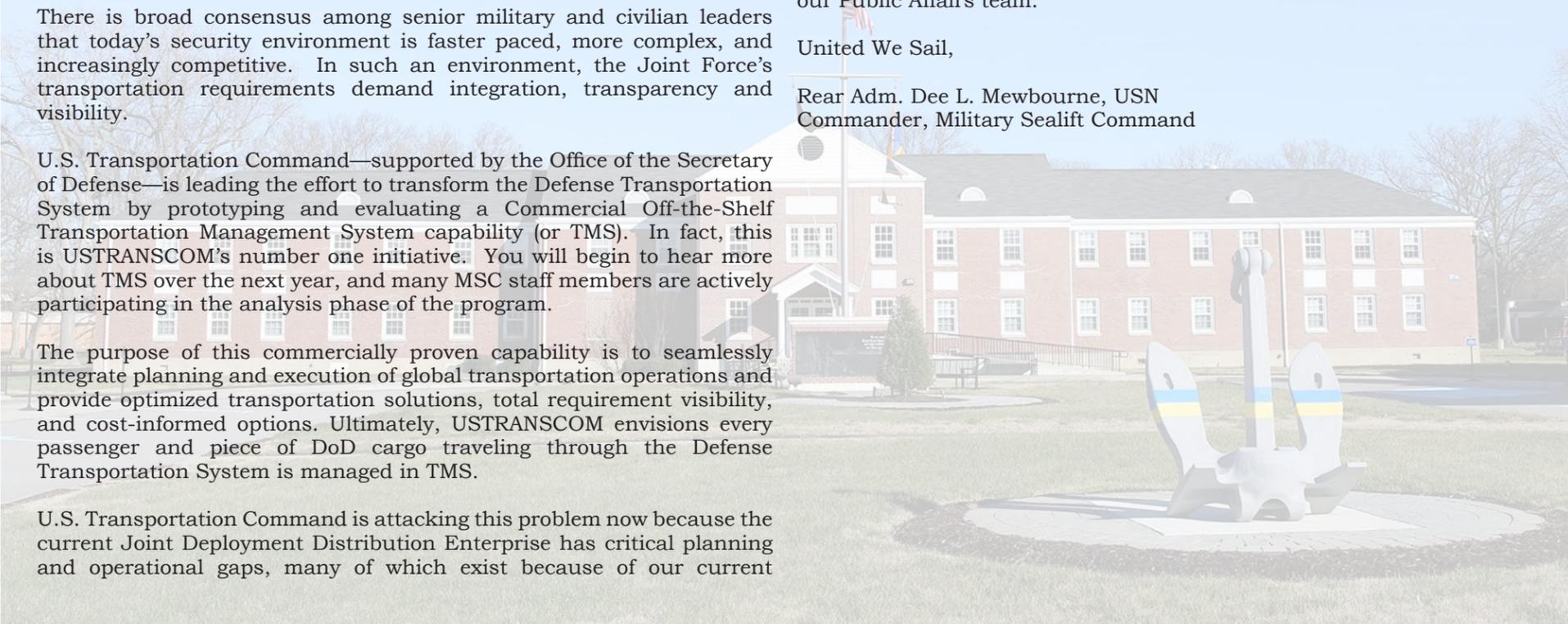
All of these products are accessible on our iNavy portal site, the public MSC webpage, or via email distribution. Your supervisor can always help you obtain these communication products.

One of the goals of our communication efforts is to stimulate discussion. I encourage you to discuss with your teammates the ideas, concepts, and issues presented and look for ways to use this knowledge to better inform the work we are doing at MSC.

If you have ideas on how to better communicate issues and information within the command, please share your thoughts with your supervisor or our Public Affairs team.

United We Sail,

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



MEDAL OF HONOR RECIPIENT HERSHEL 'WOODY' WILLIAMS VISITS NAMESAKE SHIP

By Bill Mesta, Military Sealift Command Public Affairs

Medal of Honor Recipient United States Marine Chief Warrant Officer 04 Hershel 'Woody' Williams (retired) visited his namesake ship, the newest expeditionary sea base USNS Hershel 'Woody' Williams (T-ESB 4), while on Naval Station Norfolk, Sept. 5.

After the tour of his namesake ship, he addressed service members and civilian teammates at a base auditorium as part of Military Sealift Command's 'Waypoints' Guest Speaker Series.

"I accept the applause (from the audience) for all of the Marines who never got to come home," said Williams during the Waypoints address. "I wear this medal around my neck not because of what I did but because of what others did."

According to the Hershel Woody Williams Medal of Honor Foundation, Hershel 'Woody' Williams was born on a dairy farm in 1923 in Quiet Dell, West Virginia.

"Williams enlisted in the United States Marine Corps and served in the Battle of Iwo Jima with the 21st Marines, 3d Marine Division. During the battle, Mr. Williams displayed 'valiant devotion to duty' and service above self as he 'enabled his company to reach its objective.' Mr. Williams' actions, commitment to his fellow service members, and heroism were recognized on October 5, 1945, when he received the Congressional Medal of Honor from President Truman at the White House," according to the Hershel Woody Williams Medal of Honor Foundation.

"I may have done the leg-work. Regardless of how much leg work I may have done, if my commanding officer and fellow Marines had not thought me worthy to wear the Medal of Honor on their behalf, to make the recommendation that was eventually approved by the Secretary of War and the Congress of the United States, I would not be wearing this medal today," said Williams. "So I wear it on their behalf. I am

simply the caretaker of the medal and I wear it in their honor, not mine. I keep it shined for them, not me."

Williams is the sole surviving Marine from WWII, to wear the Medal of Honor.

"I can well remember that day when I received the Medal of Honor," said Williams. "I can't remember much of what was said because I was one of the most frightened country boys you have ever seen."

"I found out I was to be awarded the Medal of Honor while I was in Guam and I did not fully understand why all of this was taking place," added Williams. "I had never heard of the Medal of Honor and certainly had never seen one. What did register, was that I was going back to the States. I was going home."

The Medal of Honor is the highest award for valor in action against an enemy force which can be bestowed upon an individual serving in the Armed Services of the United States. Generally presented to its recipient by the President of the United States of America in the name of Congress, according to the Congressional Medal of Honor Society.

"Today there are only four Medal of Honor recipients from World War II still living," said Williams. "There have been a total of 74 Medal of Honor recipients."

Williams retired after serving 20 years in the Marine Corps and Marine Corps Reserves.

"I don't know that we can ever prepare ourselves for that moment in time when something happens, unplanned, unknown. And yet there is something within us that says 'I must react in a certain way'," said Williams. "You see, better than 50 percent of the Medal of Honors which have been awarded, were awarded because that individual sacrificed his life. He certainly did



Medal of Honor Recipient United States Marine Corps Chief Warrant Officer 04 Hershel 'Woody' Williams (Retired) addresses service members and civilian teammates during Military Sealift Command's 'Waypoints' guest speaker series, Sept. 5. (U.S. Navy photo by Bill Mesta)

not do it for himself. He was doing it for others. To me that is what America is all about."

The Battle of Iwo Jima was an epic military campaign between U.S. Marines and the Imperial Army of Japan in early 1945. Located 750 miles off the coast of Japan, the island of Iwo Jima had three airfields that could serve as a staging facility for a potential invasion of mainland Japan. American forces invaded the island on February 19, 1945, and the ensuing Battle of Iwo Jima lasted for five weeks. In some of the bloodiest fighting of World War II, it's believed that all but 200 or so of the 21,000 Japanese forces on the island were killed, as were almost 7,000 Marines, according to History.com.

LYONS TAKES COMMAND OF USTRANSCOM

By Maj. Jon Quinlan, U.S. Transportation Command



U.S. Air Force Gen. Darren W. McDew passes the U.S. Transportation Command guidon to U.S. Army Gen. Stephen R. Lyons during a change of command ceremony held Aug. 24, 2018, at Scott Air Force Base, Illinois. The passing of a guidon serves as a visual symbol of a change of command. Lyons is the first Army officer to head USTRANSCOM. He leads an enterprise of more than 144,000 logistics and transportation professionals. U.S. Secretary of Defense James N. Mattis presided over the ceremony. (U.S. Air Force photo by Staff Sgt. Oz Suguitan)

U.S. Army Gen. Stephen R. Lyons took command of U.S. Transportation Command in a ceremony Aug. 24, becoming the first Army officer to lead the global combatant command.

U.S. Secretary of Defense James N. Mattis presided over the ceremony, highlighting the important mission of USTRANSCOM and the future of the command.

"When you see the connectivity and capability of this remarkable TRANSCOM team, any doubts about America's 'military might' fade immediately," said Mattis.

As the 13th USTRANSCOM commander, Lyons leads an enterprise of more than 144,000 logistics and transportation professionals.

Lyons previously served as Director for Logistics at the Pentagon and was the USTRANSCOM Deputy Commander from 2015 to 2017.

He spoke to the crowd of dignitaries, community partners, gold-star families and military members after taking the reins of the command.

"To this great TRANSCOM team and the broader joint deployment and distribution enterprise that includes organizations like the Maritime Administration, Defense Logistics Agency and our commercial partners ... let me just say how incredibly proud I am to rejoin your ranks," said Lyons.

Lyons succeeds U.S. Air Force Gen. Darren W. McDew, who retired today after 36 years of military service.

McDew told the audience he was proud of the USTRANSCOM team and praised their efforts. He challenged his former command to "... never allow yourselves to become satisfied with where you are today. Be bold. Lead. America's future depends on it."

During McDew's tenure, USTRANSCOM supported strike operations in Libya and multiple missions in support of Operations Inherent Resolve in the Middle East and Freedom's Sentinel in Southwest Asia, directing the movement of more than 236,500 passengers and 402,500 short tons of cargo by land and air.

USTRANSCOM executed more than 500 missions in response to Hurricanes Harvey, Irma and Maria in 2017, transporting evacuees, security forces and humanitarian relief supplies. McDew led the effort to overcome the challenges of responding in three geographic areas of responsibility separated by more than 2,200 miles.

McDew oversaw a historic, national policy change which expanded the command's role to coordinate transportation for the joint force within the Department of Defense.

Today, USTRANSCOM delivers air, land and sea transportation capabilities for the DoD, projecting combat power anywhere in the world.

As the ceremony concluded, Lyons expressed his gratitude to all in attendance and had a message for his new command: "I'm honored to lead you on this next journey. Together, we will deliver."

MARITIME PREPOSITIONING SHIPS SQUADRON THREE CONDUCTS GROUP SAIL WITH GUAM UNITS

Military Sealift Command Far East Public Affairs

Military Sealift Command ships sail in formation off the coast of Guam during an exercise with Helicopter Sea Combat Squadron 25 (HSC-25), AuG. 23. HSC 25 is the Navy's only forward deployed MH-60S expeditionary squadron. (U.S. Navy photo by Mass Communication Specialist 3rd Class Randall W. Ramaswamy)



Maritime Prepositioning Ships Squadron THREE (MPSRON 3) successfully conducted their third underway multi-ship training exercise, Group Sail, Aug. 19-24, off the coast of Saipan, Commonwealth of the Northern Mariana Islands and Guam.

Although this was the third Group Sail event, this was the first time many of the ship's captains and their crew participated in a Group Sail of this scale. The Group Sail spanned five days and included seven prepositioning ships: USNS 1st LT Jack Lummus (T-AK 3011), USNS Dahl (T-AKR 312), USNS 2nd LT John P. Bobo (T-AK 3008), USNS John Glen (T-ESD 2), USNS Sacagawea (T-AKE 2), USNS Piliilau (T-AKR 304) and MV CAPT David I. Lyon.

The intense schedule focused on the skill-sets necessary to ensure the safety and security of the Global MSC Fleet assets. To improve crew proficiency, the squadron rehearsed formation steaming, emissions control drills, flashing light communications, torpedo evasion and maneuvering tactics, mine avoidance, and anti-submarine tactics.

The staff had an added bonus of conducting storm-avoidance procedures as the initial schedule had to be amended due to bad weather and Typhoon Cimaron.

The Group Sail offered the opportunity to exercise with several units in Guam. These joint exercises included the participation of Helicopter Squadron 25 (HSC-25), Special Boat Team 12 (SBT-12) from Naval Special Warfare Unit 1 (NSWU-1), and rigid-hulled inflatable boats from Pacific Missile Range Facility (PMRF).

Medevac exercises and Combat Craft Boat Operations with these units provided an unprecedented scale and value, rarely seen in typical training evolutions.

"Training with an actual formation and target representative opposition forces in a restricted water environment is a rare and invaluable opportunity for our pilots and aircrew," said Lt. Adam "Shaggy" Shields,

assistant training officer, HSC-25. "MPSRON 3's willingness to build this high fidelity, realistic training makes HSC-25 better prepared to meet the demanding requirements in our area of responsibility."

Throughout day and night simulated strait transits off the coast of Guam, HSC-25 provided over-watch to the MPSRON squadron while small craft from SBT-12 and PMRF engaged in harassment tactics. The Group Sail culminated in a PhotoEx assisted by HSC-25.

"As the newest member of the staff I really didn't know what to expect," said Lt. j.g. Brian Lasley, supply officer in MPSRON 3. "This was my first Group Sail event and I was excited to see what our ships could do. I was truly impressed by the ship handling and communications between the staff and the mariners on watch on USNS Bobo. Having the captain on the bridge during the evolutions was a great chance to witness a glimpse of the inner workings of what it takes to command a vessel as large as the John P. Bobo."

MPSRON 3 operates in the Western Pacific under the command of Navy Capt. Eric Lindfors and maintains tactical control of 16 ships carrying afloat prepositioned U.S. military cargo for the U.S. Marine Corps, the U.S. Army, and the U.S. Air Force. The squadron's mission is to enable force from the sea by providing swift and effective transportation of vital equipment and supplies for designated operations.

"I am very proud of the team work and professionalism exhibited by all participants during challenging conditions brought on by Typhoon Cimaron. The training that was completed focused on our core capabilities that must be continually maintained up to high-end tactics for coordinated defense of these global and strategic assets," said Lindfors, who also carries the distinction of Commodore for MPSRON 3. "We could have not completed our requirements without the phenomenal support from HSC-25, SBT 12 and PMRF. I look forward to our next event and building on what we have learned and how we can include several other local Guam commands so we can further improve the training."

Military Sealift Command ships, the Watson-class vehicle cargo ship USNS Dahl (T-AKR 312) and the Lewis and Clark-class dry cargo ship USNS Lewis and Clark (T-AKE 2), sail in formation off the coast of Guam, Aug. 23. (U.S. Navy photo by Mass Communication Specialist 3rd Class Randall W. Ramaswamy)



USNS HENRY J. KAISER BECOMES FIRST MSC SHIP TO RECEIVE FUEL AT HAWAII PAR FUEL PIER

By Sarah Burford, Military Sealift Command Pacific

Military Sealift Command fleet replenishment oiler USNS Henry J. Kaiser (T-AO 187) made history as the first MSC ship to receive fuel at the PAR commercial fuel pier yesterday. The operation was the third phase of U.S. Pacific Fleet's Oahu Fuel Resiliency Program.

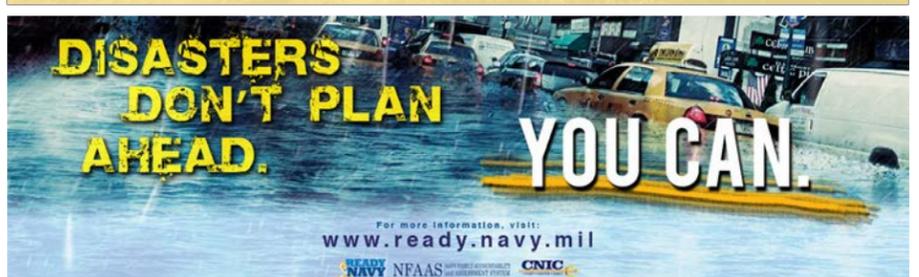
Kaiser received 142 thousand gallons JP5 aviation fuel at the fuel pier by pipeline from PAR Kapolei Refinery as a proof of concept. While MSC ships routinely receive fuel through military fuel facilities, being able to utilize commercial fuel piers expands the ability to obtain fuels needed to support Navy customers.

Oahu Fuel Resiliency program directs the Navy to explore alternatives to commercial fuel piers; most notably foreign fuel facilities. Fueling at the PAR fuel pier is the third part of the initiative that also includes the PAR Single Point Moor (SPM) fuel buoy and fuel consolidation (CONSOL) operations with MSC's fleet replenishment oilers and dry cargo/ammunition ships and tanker ships. Since 2015, MSC's ships world-wide have exercised CONSOLs between tanker ships and fleet replenishment oilers. This past April, MSC charter ship MT Empire State conducted mooring operations at the SPM terminal off the coast of Barbers Point, Hawaii.

Capabilities such as receiving fuel from commercial fuel piers ensures MSC is utilizing all resources available to provide continued to support Navy missions anytime and anywhere.



The fleet replenishment oiler USNS Henry J. Kaiser (T-AO 187) (U.S. Navy file photo by Mass Communication Specialist 2nd Class Kelsey J. Hockenberger)



MAYOR OF PITI, STUDENTS VISIT USS FRANK CABLE

By Mass Communication Specialist 1st Class Juan King, USS Frank Cable Public Affairs



Cmdr. Tony Pecoraro, executive officer of the submarine tender USS Frank Cable (AS 40), welcomes the Mayor of Piti, Jesse Alig, and students from various schools participating in the Piti Summer Program for a tour of Frank Cable. Frank Cable, forward-deployed to the island of Guam, repairs, rearms and reprovisions submarines and surface vessels in the Indo-Pacific region. (U.S. Navy photo by Mass Communication Specialist 3rd Class Randall W. Ramaswamy)

The Mayor of Piti, a small village in Guam, and students from local schools participating in a summer school program recently visited the submarine tender USS Frank Cable (AS 40) for a ship tour.

Mayor Jesse Alig and students came aboard to observe ship's operations, and get hands-on U.S. Navy Sailor experience.

"One of the reasons that I wanted to do this was that none of the kids have ever been on a ship before and it's a good experience for them

to know what you guys do for us," said Alig, who visited Frank Cable in the late 90s. They toured areas around the ship such as the machine shop, medical and dental spaces, bridge, mess decks and ship store. One student expressed how she felt about the tour.

"It was fun and cool and awesome," said Zania Castro, a student in Piti's summer program.

Castro said she enjoyed the tool demonstration in the machine shop, and also the cookies from the mess decks.

At the end of the tour, the children were able to practice hose-handling with members of the Damage Control Training Team and duty fire marshals, Sailors who train often for shipboard fire-fighting.

"Working with kids makes the job feel new and exciting. Where we take hose handling training to be mundane and boring, a child looks at it with excitement and something that seems fun," said Hull Maintenance Technician 1st Class Patrick Shearer, of Frank Cable Fleet Indoctrination Training Team. "They want to hold the hose, they want to play in the water, they want to be firefighters. Just talking to them about being a firefighter is fun. We had a great time working with the kids today because to them, we are the cool guys. We are the ones who have the fun job of being a fire fighter and it makes the job feel more rewarding and fresh when you see it through their eyes."

Alig said he was glad he could come back to Frank Cable and bring the children along.

"It's always heartwarming to know that they (Sailors) are prepared for anything, prepared for battle," said Alig. "It's one of the reasons why I am a proud American and I want children to know that they should be proud Americans too."

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

For more information on Frank Cable, find us on Facebook at USS Frank Cable (AS 40), or <http://www.csp.navy.mil/frankcable>

USNS COMFORT TO SUPPORT HUMANITARIAN MISSION IN LATIN AMERICA

From U.S. Southern Command Public Affairs



The hospital ship USNS Comfort (T-AH 20) (U.S. Navy file photo by Bill Mesta)

U.S. Navy hospital ship USNS Comfort (T-AH 20) will deploy to Honduras, Peru, Colombia, and Ecuador in late September to work alongside our partners on a mission providing medical assistance.

During a two-month humanitarian mission, U.S. military medical personnel will work alongside partners to provide medical assistance based on the needs identified by each host nation.

"This mission is a symbol of what can be accomplished when partners work together to aid people in need," said U.S. Navy Adm. Kurt Tidd, commander of U.S. Southern Command, which will oversee the deployment. "Because this mission is humanitarian in nature, it will focus on the people we're assisting, on the nations we're partnering with, and on the region we're supporting together."

This marks the hospital ship's sixth deployment to the region since 2007 and reflects the United States' enduring promise of friendship, partnership, and solidarity with the Americas.

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NAVY ESTABLISHES U.S. 2ND FLEET, VICE ADM. LEWIS ASSUMES COMMAND

From U.S. Fleet Forces Public Affairs

Chief of Naval Operations Adm. John Richardson presided over a ceremony establishing U.S. 2nd Fleet and naming Vice Adm. Andrew “Woody” Lewis as the commander during a ceremony aboard the nuclear aircraft carrier USS George H.W. Bush (CVN 77), Aug. 24, at Naval Station Norfolk, Virginia.

“Although deeply consequential, the meaning of this establishment can be summarized simply as a dynamic response to a dynamic security environment — a security environment clearly articulated in the National Defense Strategy,” said Richardson. “We first need to understand this competitive security environment and why it demands every ounce of our tenacity, ingenuity and fighting spirit. Then we can focus on the mission and how best to accomplish it; 2nd Fleet will enhance our capacity to maneuver

and fight in the Atlantic, and as a result, help to maintain America’s maritime superiority that will lead to security, influence and prosperity for our nation.”

Lewis assumed command as the first commander of the re-established C2F, after his confirmation by the Senate June 28. U.S. 2nd Fleet will be headquartered in Norfolk. All of Lewis’s operational command tours have been on the East Coast making him intimately familiar with operations in the Atlantic. Most recently, he commanded Carrier Strike Group 12 and deployed with USS Theodore Roosevelt (CVN 71) to the U.S. 6th and 5th Fleet areas of operation.

“I am truly honored to lead this fleet. U.S. 2nd Fleet has a storied history, and we will honor

that legacy,” said Lewis. “However, we will not simply pick up where we left off. We are going to aggressively and quickly build this command into an organization with operational capability. We will challenge our assumptions, recognize biases, learn and adapt from failures so as to innovate in order to build a fleet that is ready to fight. Ready to fight – so we don’t have to.”

U.S. 2nd Fleet will exercise operational and administrative authorities over assigned ships, aircraft and landing forces on the East Coast and the North Atlantic. Additionally, it will plan and conduct maritime, joint and combined operations as well as train and recommend certification of combat ready naval forces for maritime employment and operations around the globe. U.S. 2nd Fleet will fall under operational control of U.S. Fleet Forces Command.

MILITARY SEALIFT COMMAND FAR EAST EXERCISES EXPEDITIONARY PORT OPERATIONS IN PACIFIC

By Grady Fontana, Military Sealift Command Far East Public Affairs

Members of Expeditionary Port Unit 102 (EPU 102), based out of the Navy Operational Support Center in New York City, were in Sattahip, Thailand, to support cargo operations and provide assistance to MV Ocean Grand, Aug. 17.

“EPU 102 is a highly mobile unit staffed by reserve component personnel that can quickly deploy in support of contingency operations to locations around the world that have no MSC or Navy presence,” said Navy Cmdr. Donald Moore, commanding officer of EPU 102. “We can establish port operations and manage the arrivals and departures of cargo ships, provide husbanding services, and coordinate with all parties ashore and afloat to ensure safe on-time, cargo operations in support of the theater commander’s mission.”

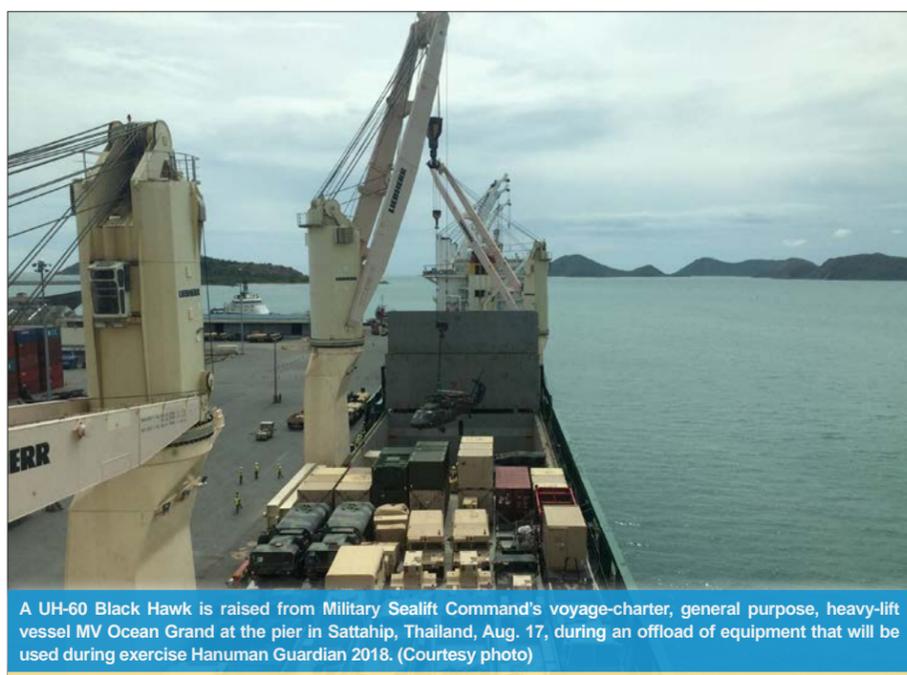
Military Sealift Command’s (MSC) voyage-charter MV Ocean Grand arrived in Sattahip, Thailand, in its latest port visit to offload equipment for exercise Hanuman Guardian 2018.

Ocean Grand departed Tacoma, Washington, in mid-May from Joint Base Lewis-McChord with equipment and a detachment of ship riders, and has conducted cargo operations in support of military exercises in Australia, Indonesia, Malaysia and Thailand.

Following the port stop in Thailand, the Ocean Grand is scheduled to transit to Japan for the next exercise support.

Ocean Grand is a commercial ship from Intermarine under contract by MSC to support Pacific Pathways 18-2 (PP 18-2), a U.S. Army Pacific (USARPAC) mobility operation that supports five USARPAC exercises and links them into a single operation by using a single MSC commercial vessel to carry a designated task force and their force package equipment for the entire duration.

The vessel is a heavy-lift, general cargo vessel that’s equipped for carriage containers and strengthened for heavy cargo. It is equipped with three shipboard cranes: crane one, which is near the bow, can lift approximately 120 metric tons (265,000 pounds); and cranes two and three can each lift approximately 450 metric tons (about one million pounds). When cranes two and three are used as a single unit, the cranes combine for 900 metric tons of lift.



A UH-60 Black Hawk is raised from Military Sealift Command’s voyage-charter, general purpose, heavy-lift vessel MV Ocean Grand at the pier in Sattahip, Thailand, Aug. 17, during an offload of equipment that will be used during exercise Hanuman Guardian 2018. (Courtesy photo)

A UH-60 Black Hawk is raised from Military Sealift Command’s voyage-charter, general purpose, heavy-lift vessel MV Ocean Grand at the pier in Sattahip, Thailand, Aug. 17, during an offload of equipment that will be used during exercise Hanuman Guardian 2018. (Courtesy photo)



On a single voyage plan, the Ocean Grand carried cargo to support multiple U.S. Army Pacific exercises: Hamel in Australia, Garuda Shield in Indonesia, Keris Strike in Malaysia, Hanuman Guardian in Thailand, and Orient Shield in Japan.

During this voyage plan, EPU 102, a subordinate organization to MSC, will have travelled to each location prior to ship’s arrival and integrate with the ship’s operations and the service members that were responsible for receiving the offloaded gear.

“There is no sustained U.S. Navy or MSC presence in Thailand,” said Moore. “EPU 102 provides that presence, ensuring our MSC ships (whether owned, operated or chartered) can complete their sealift mission in support of the theater commander. EPU 102’s presence, along with that of our joint partner, demonstrates to our coalition partners the United States’ resolve and commitment to security and prosperity in the region.”

Expeditionary Port Units are light and agile, providing a small footprint while delivering a wealth of industry expertise. During PP18-2, EPU 102 provided a critical link between USARPAC and the Ocean Grand.

Additionally, EPU 102’s forward presence enabled real-time reporting to MSC Far East regarding the progress of the operation, which benefited the commander’s command and control.

“Uniformed MSC representatives that can speak both military and maritime yield dividends to facilitate clear communication and expectations between our customer and our vessels,” said Navy Lt. Cmdr. Douglas Nelson, executive officer, EPU 102. “Having a Naval presence alongside the Army ashore allows for a greater flow of information regarding ship arrival and capabilities, as well as gives the customer a 24/7 focal point to address any questions or concerns they may have.”

Although, the EPU’s presence facilitates real-time and world benefits, the PP18-2 evolution also provides the EPU valuable training experience. As Moore pointed out, there is no set scenario during an EPU deployment. The list of tasks can vary by a wide degree.

MSCFE EXERCISES, Continued on page 8

PRISM 2.5: KEEPING THE FLEET SAFE

Military Sealift Command Public Affairs

Military Sealift Command's Safety Team is implementing a new analytical safety tool called "Probability Risk Indicators for Safety Management" or PRISM 2.5. PRISM 2.5 will give command leadership another means to predict and correct potential safety concerns on its fleet of non-combatant ships. The new system will evaluate the status of five safety variables: (1) maintenance incompletes, (2) excessive overtime, (3) over-due reliefs, (4) incidents of Mishap and (5) Critical Billets Time On Board MSC's ships. Through MSC-led working groups, MSC determined which key safety variables our system was going to focus on.

PRISM 2.5 Safety Variables:

-Maintenance Incompletes: If a ship's equipment is not performing correctly and is in need of maintenance and/or repair there is a higher probability of a safety mishap.

-Excessive Overtime: Based on subject matter expert input, incurring excessive overtime of greater than four hours of overtime a week tends to place one in a greater risk of injury.

-Over-due Reliefs: Trends have indicated that when our mariners are not relieved on time there is a higher likelihood of mishaps.

-Incidents of Mishap: PRISM 2.5 uses the number safety incidents incurred by a ship to help indicate the potential of future mishaps.

-Critical Billets Time On Board: Examples of critical billets would include the ship's master, first officer or chief engineer. Data has indicated that when a critical billet on a ship is first filled, there is a higher chance of safety mishaps on one of our ships. The chance of mishap decreases the longer a critical billet is filled.

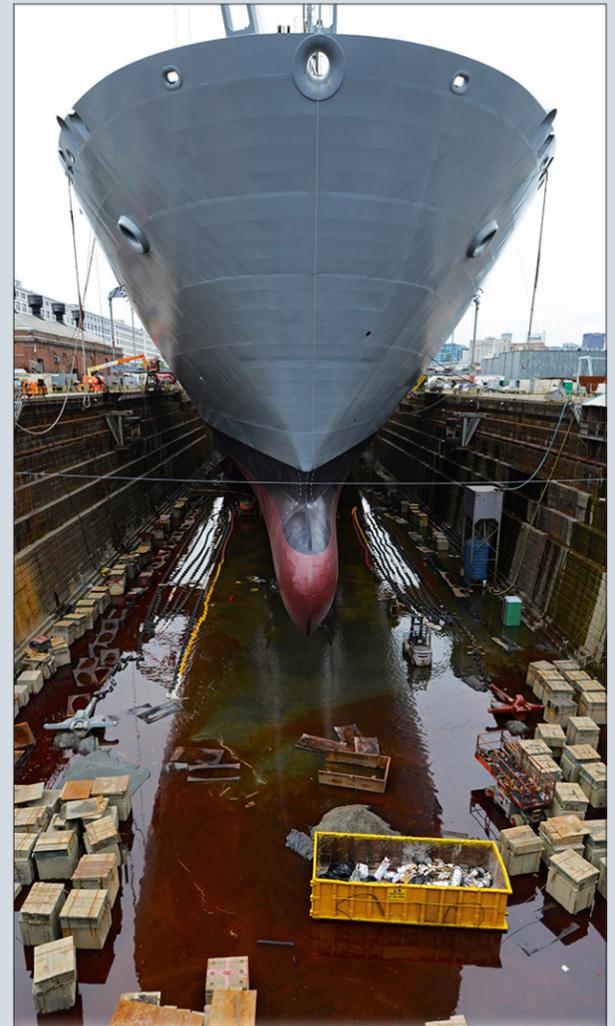
We receive Maintenance Incompletion data from the SAMP system. Past mishap data and Excessive Overtime data is pulled from Enterprise Data Warehouse. Over-due Relief and Critical Billet Time On Board data is pulled from N-1.

"PRISM 2.5 is a metric to assess the likelihood of future safety incidents and assist in providing recommendations to reduce mishaps and improve safety on MSC's ships," said Peter Pascanik, MSC's operations branch manager. Each of the variable is weighted as their corresponding data is entered and processed by PRISM 2.5. Pascanik compared PRISM 2.5 to an automobile dashboard warning light which is driven by the five safety data variables it processes. "For example, we know that if a mariner does not have the proper training, they may not operate a piece of equipment properly and could get hurt," said Pascanik. "We know that if mariners don't have safety training on wearing personnel protective equipment, like a hard helmet, a fitness weight belt, steel toed shoes or safety gloves, there is a greater chance that they will become injured."

"We are going to receive a periodic report of the findings from PRISM 2.5 with indicators of potential hazard," said Commander Morris Oxendine, Military Sealift Command's Force Safety Officer. "We will use the information gathered through this system to brief the MSC commander and key headquarters leaders as to the findings of potential safety concerns on a particular ship. PRISM 2.5 is a tool MSC will use to alert the appropriate decision makers of potential safety situations."

MSC's 29 combat logistics ships are the first of MSC ships to be evaluated for safety concerns

by PRISM 2.5. The next MSC platforms to be entered into PRISM 2.5 will be the expeditionary fast transport ships and ocean surveillance ships.



A chemical leak onboard the USNS Fisher (T-AKR 301) resulted in 11,000 gallons of fuel to spill into the Boston Dry Dock. (USCG photo by Petty Officer Third Class Ross Ruddell)

KEEL AUTHENTICATED FOR THE FUTURE USNS PUERTO RICO

From Team Ships Public Affairs

A ceremony celebrating the keel authentication of the Navy's eleventh Spearhead-class Expeditionary Fast Transport ship, the future USNS Puerto Rico (EPF 11), was held at Mobile, Alabama, shipyard of Austal USA, the ship's manufacturer. Puerto Rico will be the third ship in naval service named after the commonwealth of Puerto Rico, honoring its historically strong ties to the military.

A keel laying is the formal recognition of the start of a ship's construction, as the keel is the symbolic backbone of a ship. The keel was said to be "truly and fairly laid" as it was authenticated by the ship's sponsor, Supreme Court Justice Sonia Sotomayor, by welding her initials into the keel plate.

"We are honored that Justice Sotomayor is able to participate as the ship sponsor in this major production milestone," said Capt. Scot Searles, Strategic and Theater Sealift program manager, Program Executive Office Ships. "Our industry and Navy teams are committed to delivering this highly capable platform and today's milestone marks our progress towards delivering operational flexibilities to the Navy force."

Expeditionary Fast Transport ships are versatile, non-combatant vessels designed to operate in shallow-draft ports and waterways, increasing operational flexibility for a wide range of activities including maneuver and sustainment, relief operations in small or

damaged ports, flexible logistics support or as the key enabler for rapid transport.

They are capable of interfacing with roll-on/roll-off discharge facilities, as well as on/off-loading vehicles such as a fully combat-loaded Abrams Main Battle Tank. Each vessel includes a flight deck to support day and night aircraft launch and recovery operations. The EPF class ships will have airline-style seating for 312 embarked forces with fixed berthing for 104.

As one of the Defense Department's largest acquisition organizations, PEO Ships are responsible for executing the development and procurement of all destroyers, amphibious ships, sealift ships, support ships, and boats.

USNS CARSON CITY, continued from page 1

inventory. All EPFs are 338-foot-long aluminum catamarans complete with a 20,000-square-foot reconfigurable mission bay area. It also boasts a flight deck, a slewing stern ramp for vehicle access to the mission deck and seating for 312 passengers. All EPFs are designed to transport 600 short tons of military cargo 1,200 nautical miles an average speed of 35 knots.

Military Sealift Command is the leading provider of ocean transportation for the Navy and the Department of Defense, operating approximately 125 ships daily around the world. MSC ships sustain U.S. war fighting forces and deliver specialized maritime services in support of national security objectives in peace and war.

U.S. 6th Fleet, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allied, joint and interagency partners, in order to advance U.S. national interests and security and stability in Europe and Africa.

For More Information About
Military Sealift Command
Visit us at www.msc.navy.mil

“In 2008-2009, EPU 102 was activated to act as Military Sealift Command Office Kuwait and our Sailors experienced this first hand,” said Moore. “In a real-world scenario, there may be significantly degraded local civilian support structure at these ports. In that case, the EPU’s role as a husbanding agent expands much further.”

Additionally, in terms of Antiterrorism and Force Protection, the EPU’s role would be expanded to coordinate on a much larger scale with Security Forces whether Navy, joint or coalition, to ensure escort protection of high valued assets, vetting of tugs, and land-side port security, as well

as coordination of military detachments on board MSC vessels (owned, operated or chartered).

Expeditionary Port Unit 102 is one of 15 EPU’s in MSC out of the U.S. to support exercises, operations and contingencies around the globe.

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

ANYDAY



The Military Sealift Command dry cargo and ammunition ship USNS Caesar Chavez (T-AKE 14) is underway behind the Navy’s forward deployed aircraft carrier USS Ronald Reagan (CVN 76) during a photo exercise for Valiant Shield 2018. (U.S. Navy photo by Mass Communication Specialist 2nd Class Kenneth Abbate)



Boatswain’s Mate 2nd Class Steven Wright guides supplies onto the Arleigh Burke-class guided-missile destroyer USS Carney (DDG 64) as the ship conducts a replenishment at sea with the fleet replenishment oiler USNS Big Horn (T-AO 198). (U.S. Navy photo by Mass Communication Specialist 1st Class Ryan U. Kledzik)

WE DELIVER HISTORY



Korea: The First Shot

(Military Sea Transportation Service in Korean War)

By Salvatore R. Mercogliano

In January of 1950, Captain Alexander F. Junker (USN) arrived in Tokyo, Japan to oversee the transfer of Army Transport Service personnel and ships to the newly established Military Sea Transportation Service (MSTS).

Set to take place on July 1, Junker could not anticipate the magnitude of his assignment when six days prior to his assumption of command, forces of the Democratic People’s Republic of Korea crossed the 38th parallel and invaded the Republic of Korea.

President Harry S. Truman’s decision to commit U.S. forces and to expand the Mutual Defense Assistance Program to South Korea forced Junker, and his fellow MSTS commander on the West Coast, Captain William R. Thayer to divert every possible ship to the Far East to support this effort. Junker immediately ordered the coastal transport USAT Sgt. George D. Keathley and the cargo ship USNS Cardinal O’Connell from their scheduled duties to transport vital ammunition to Pusan.

While the Commander of MSTS, Rear Admiral William M. Callaghan, and his staff coordinated the efforts of his regional deputies, the immediate need was to sealift combat forces to the Korean peninsula to stem the tide of North Korean aggression. Aircraft of the Military Air Transportation Service could not lift the necessary forces and it was up to MSTS, ships of the commercial U.S. merchant marine, and those broken out of the National Defense Reserve Fleet (NDRF) to sustain the United Nation’s effort in Korea.

By July 6, 1950, only 11 days after the initial invasion, MSTS was able to deploy the 24th Infantry Division from garrison duty in Japan, to the port of Pusan

in South Korea. Two other divisions from Japan, the 25th Infantry and the 1st Cavalry Division were put ashore by the middle of that month.

However, these forces alone proved insufficient and MSTS demonstrated its versatility and capability to the military by deploying the 2d Infantry Division from its home station in Fort Lewis, Washington to Korea, in only 29 days, from July 17 to August 19, 1950. This movement required the use of 10 MSTS troop transports and 11 cargo ships, all but one a commercially chartered ship.

The commercial merchant marine formed the backbone of the bridge of ships across the Pacific. From just 6 ships under charter when the war began, this total peaked at 255. Over 85 percent of all the cargo shipped to Korea by sea came on board U.S. commercial shipping.

To initially fill the urgent shortfall in shipping, MSTS activated ships from the National Defense Reserve Fleet. Some of these ships were utilized as part of the nucleus fleet and crewed by Civil Service merchant mariners. These included 12 transports, 6 cargo ships, 5 escort carriers (outfitted as aircraft transports), and 35 tankers.

Additionally, MSTS was given the responsibility for crewing two hospital ships being deployed to Korea. While undergoing its initial sea trials, and before its full civilian crew could be embarked, the USS Benevolence (T-AH 13) was rammed and sunk by the SS Mary Luckenbach off San Francisco on August 25, 1950. Out of a crew of 505, 23 died including the prospective master of the ship, Captain William “Pineapple Bill” Murray.

-American Merchant Marine at War, www.usmm.org

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